

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.—INSTRUCTION TO CERTIFIED MEASURERS—

1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made out by the Certified Measurer IN DUPLICATE. He must answer all questions in Sect. A, and fill in all dimensions called for. Then file **both** copies with Measurement Committee.
3. Sails are measured before sanctioned championships, at other times the Fleet is responsible for checking them. Certified Measurers, if authorized by a Fleet, can approve or reject sails.
4. Certified Measurers are entitled to a reasonable fee for measuring, but the Association is not responsible for its payment, and Certified Measurers are advised to collect their fee before filing this Form.
5. A Certified Measurer cannot measure a yacht in which he owns an interest except under duly appointed and authorized supervision.

SEC. D.—CONDITIONS UNDER WHICH CERTIFICATE IS ISSUED—

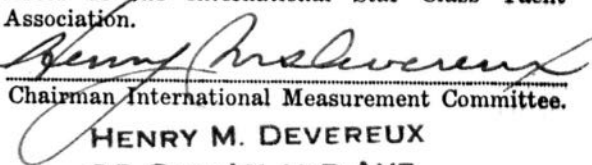
1. This Certificate is not valid unless it bear the inspection stamp of the I. S. C. Y. R. A. and is signed by the Chairman of the International Measurement Committee. It shall be automatically revoked if any structural alterations are made or if not properly endorsed over to a new owner by former owner, or may be revoked at any time by order of the International Measurement Committee or the Governing Committee of the International Star Class Yacht Racing Association.
2. This Certificate shall be binding upon all members, Star Fleets, Clubs, or organizations conducting races for the Star Class as such. Sails excepted, the holder of this Certificate shall not be subject to protest on measurements unless an order to remeasure is obtained from the International Measurement or Governing Committee, after the protesting party has submitted evidence to show that there are reasonable grounds to suspect subsequent alterations or other justifiable cause.
3. Copies of this Certificate may be obtained from the International Measurement Committee for \$1.00. A new Certificate may be obtained after all renewal affidavits on Page 2 are exhausted without charge. A duplicate of every Certificate granted will be kept on file by the International Measurement Committee and a list of newly granted Certificates will be published from time to time.

NOTE—This space is reserved for International Measurement Committee use.



The International Measurement Committee, having examined all facts and figures certified to herein, finds that the yacht herein described conforms with the plans and specifications of the Star Class within the limitations of the measuring rules, and therefore, grants this Certificate to the said yacht subject to the conditions above set forth for so long as the owner or owners of the said yacht are members of the International Star Class Yacht Racing Association.

Signed


Chairman International Measurement Committee.

HENRY M. DEVEREUX
88 CITY ISLAND AVE.
CITY ISLAND
NEW YORK 64, N. Y.

AUG 11 1950
2983

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. A.

DESCRIPTION OF MEASURED YACHT

IMPORTANT — The following information must be supplied by the Certified Measurer who actually measured the yacht. The yacht's number, its only means of identification, must be cut or burned in a least 3" figures into upper side of keelson, otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 2983
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name " Mazamao IV " 4. Year built? 1950
5. By whom built? Velscaf — Zozziggia — (Como)
6. Owner's name? Ing. Raoul Piacchi
7. Address Via Gallarate 450 — Milano
8. Fleet Lazio 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the..... day of 20-4-1950 according to instructions issued by the International Measurement Committee and that I have correctly and truthfully recorded the yacht's dimensions on the reverse side of this form and that the above information is true and correct to the best of my knowledge and belief.

Date signed and filed 27-4-1950 Signed [Signature]
Certified Star Measurer

NOTE—If there is anything about the yacht's construction or otherwise which you believe contrary to rules or not according to standard, report this in a letter attached to this form and describe in detail with sketch if needed.

WARNING

If structural alteration or repairs are made (Except to sails) the yacht must be remeasured. If in doubt, obtain ruling from International Measurement Committee. This Certificate becomes void unless each owner upon the sale or transfer of the yacht signs the Renewal Affidavit below.

Sec. B.

RENEWAL OF AFFIDAVITS OF NO ALTERATIONS

SOLD OR TRANSFERRED TO..... of.....

I hereby certify under oath that no alterations have been made to the said yacht since original date of measurement, unless a rider covering remeasurement is affixed to this Certificate.

Date..... Signed..... former owner.

SOLD OR TRANSFERRED TO..... of.....

I hereby certify under oath that no alterations have been made to the said yacht since I became the owner on date above shown, unless a rider covering remeasurement is affixed to this Certificate.

Date..... Signed..... former owner.

SOLD OR TRANSFERRED TO..... of.....

I hereby certify under oath that no alterations have been made to the said yacht since I became the owner on date above shown, unless a rider covering remeasurement is affixed to this Certificate.

Date..... Signed..... former owner.

NOTE—After last renewal space if filled, apply for new certificate.

Cross File: General
Star No. 2832
Star No. 2983

*Salata's original
letter is filed
with "General"*

88 City Island Ave.
City Island
New York, 64, N. Y.
August 11, 1950

Star No. 2832
Star No. 2983

Capt. Dario Salata
Torrighia
Lago di Como
Italy

Dear Capt. Salata,

Herewith I am enclosing the approved certificates
for Stars No. 2832 and 2983.

It is with great regret that I am sending these to
you so late. Please accept my apologies. There has been
some very serious family illness, which has retarded me in
all of my activities; including the Star Class work.

To answer your questions about certain dimensions
which we use in checking of Star measurement reports, I
quote as follows from my list:

Mast from B:	Minimum	30'-2"	=	9,194 m
	Maximum	31'-9"	=	9,678 m
Boom length:	Minimum	13'-10 1/4"	=	4,222 m
	Maximum	14'-7"	=	4,445 m
Dimension "A":	Minimum	90 3/4"	=	2,305 m
	Maximum	100 3/4"	=	2,559 m
Dimension "B":	Minimum	45"	=	1,143 m
	Maximum	47"	=	1,194 m
Dimension "C":	Minimum	50 1/16"	=	1,271 m
	Maximum	52 5/16"	=	1,329 m
Dimension "E":	Minimum	83 7/16"	=	2,119 m
	Maximum	93 7/16"	=	2,374 m
Dimension "G"; "K"; "M"; "N"	see notes further in this letter			

Capt. Dario Salata
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List of Dimensions (Cont.)

Dimension "O": Minimum 8 3/4" = 0,222 m
Maximum 12 3/4" = 0,324 m

Dimension "P": Minimum 11 3/8" = 0,288 m
Maximum 12 1/4" = 0,311 m

Dimension "R": Minimum 76 3/4" = 1,949 m
Maximum 79 1/4" = 2,013 m

There are a few notes which I must add about these dimensions.

(a) Cockpit dimensions "P" and "R" are not now strictly enforced. The width is rather closely checked for all boats. However, the length depends very much on just how the deck beams are fitted; and a slight deviation in fitting of these beams will make the cockpit too long. Then, too, sometimes the cockpit is measured without the facing strip; which makes a length in excess of what it really should be.

(b) Keel dimensions are reported by world-wide measurers in a great variety. The European keels in particular show a variety of shapes and sizes. However, in deciding on approval, we have to use discretion. If the keel is of the correct weight, slight variations of dimensions are allowed, over and above the list I have here. When keels are very much different from the dimensions, I always notify the measurer to investigate.

(c) Please note that Dimensions "B" and "C" are always measured to the after surface of the rudder post. These two frequently give trouble to European measurers.

Capt. Dario Salata
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Please bear in mind that the keel dimensions should not be tampered with. Our checking work for approval of keels is based on the thoughts of human errors in measurements, pattern making and casting in the sand. Excessive re-design of the keels is to be discouraged.

With the following in mind, I now give you the keel dimensions from my lists:

COPY

Dimension "G":	Minimum 49 5/8"	
	Maximum 50 5/8"	
	This standard is 49 5/8" = 1,260 m	
Dimension "K":	Minimum 29 1/2"	= 0,749 m
	Maximum 30 3/4"	= 0,781 m
Dimension "M":	7/8"	= ,0222 m
Dimension "N":	8 1/4"	= ,209 m

I trust this will answer your questions on dimensions. Again I apologize for the long delay.

With best wishes to yourself and to the fleet,

Sincerely,

HENRY M. DEVEREUX

Chairman
International Measurement Committee

Copy to Ing. Luigi Ponci.

Fonderia GRANONE

Soc. r. l. VARAZZE - Via Monte Grappa

C. C. I. Savona n. 21136

Telefono n.

Tel. " Granone Varazze "

FUSIONI GHISA E METALLI
FUSIONI IN CONCHIGLIA

Varazze li 4 Aprile 1950

Spett. S.r.L.

" V E L S C A F "

DICHIARAZIONE

Terr'ggia

Lago d' Como

Star N° 2983

Con la presente si dichiara che il Bulbo per Star
fornitovi in data 10-5-1950 é del peso d' Kg. 407 = Pounds 897

Distinti saluti.

FONDERIA GRANONE

F. Granone

COPY

2983

8/3/50 -

See letter from Capt. David Salata,
received 7/28/50, & filed #2391.

And

COPY