

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

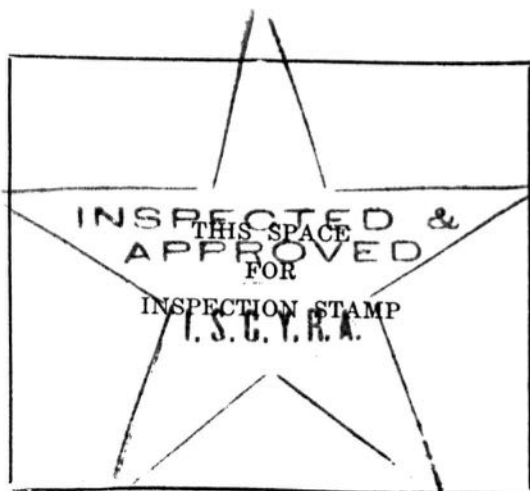
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made 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

Henry M. Devereux
Chairman International Measurement Committee.

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

AUG 11 1950

3001

Heights. use 2 3/4"

Stations	1.	2	3.	4.	5.	6.	7.	8.	9.	10.
Contour	18 3/8	13 1/4	8 5/8	5 1/4	2 5/8	2 -	3 1/8	6 1/4	10 1/2	14 5/8
Chine			10 3/4			7 5/8		10 5/8		16 7/8
Side			29 3/4			27 1/2		27 -		

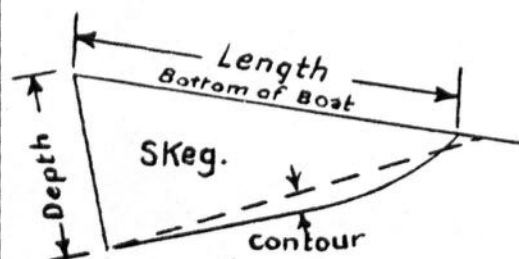
Half Breadths

Stations	3.	6.	8	Stern
Deck	23 5/8	34 -	31 3/16	19 3/4
Chine	15 5/8	26 7/8	24 7/16	16 -

Rudder.
Width 18"
Depth 31"

Skeg
Length 33 5/8"
Depth 16 1/2"
Contour 1"

Is construction as
per Rules? yes

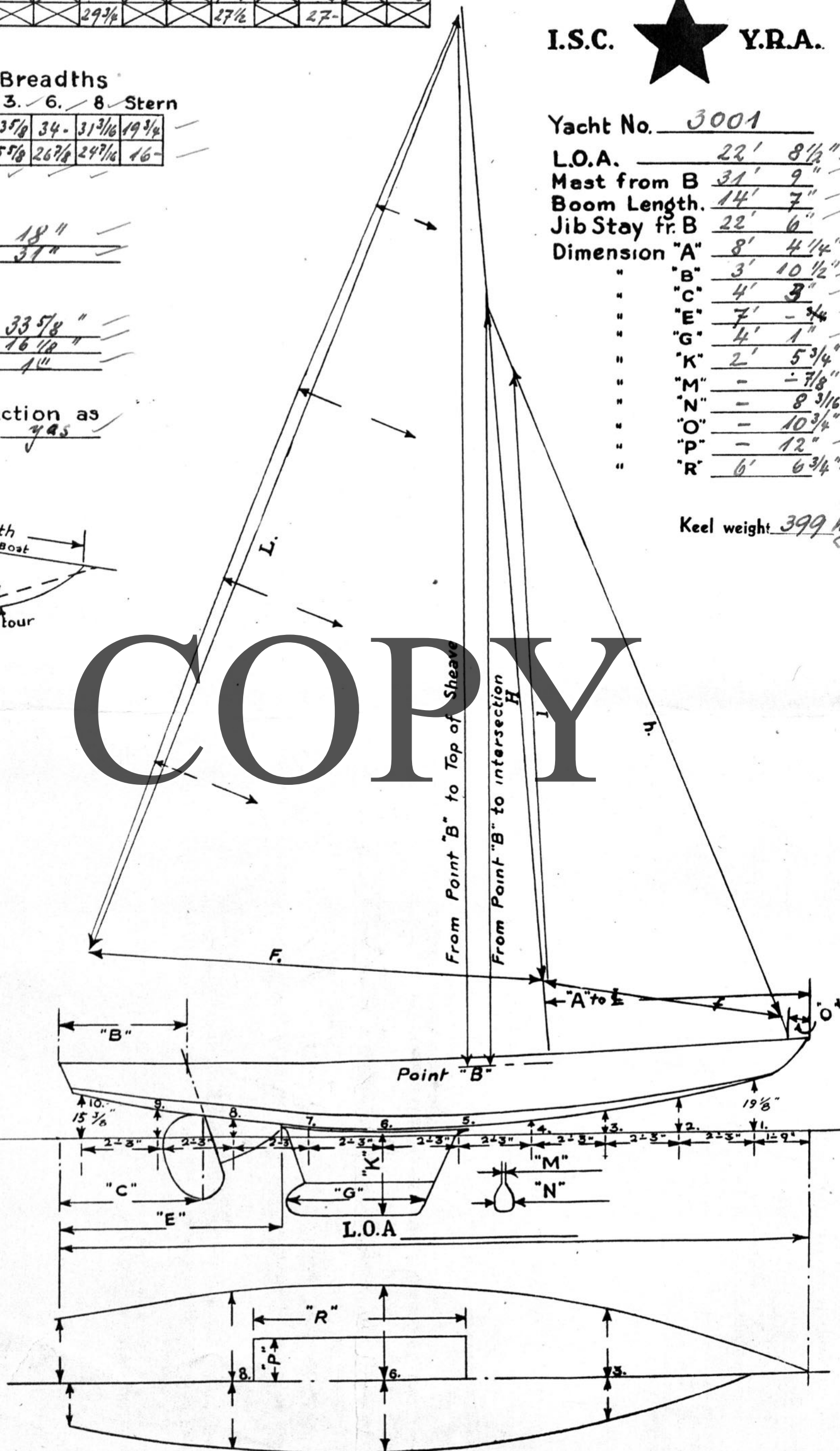


I.S.C. ★ Y.R.A.

Yacht No. 3001

L.O.A.	22' 8 1/2"
Mast from B	31' 9"
Boom Length	14' 7"
Jib Stay fr. B	22' 6"
Dimension "A"	8' 4 1/4"
"B"	3' 10 1/2"
"C"	4' 3"
"E"	7' - 3/4"
"G"	4' 1"
"K"	2' 5 3/4"
"M"	- 7/8"
"N"	- 8 3/16"
"O"	- 10 3/4"
"P"	- 12"
"R"	6' 6 3/4"

Keel weight 399 Kg



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? 3001
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name "PANDAR III" 4. Year built? 1950
5. By whom built? Apelring & Rasmussen, Lemwerder/Bremen/Germany
6. Owner's name? Christian Blankenburg
7. Address Kiel / Holstein / Germany
8. Fleet Kieler Yacht Club 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 23rd day of March 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 Lemwerder, 12 April 1950 Signed F. W. [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: Measurers
 Star No. 2993
 2994
 2998
 2999
 3001 _____
 3006

August 11, 1950

These Stars were built by Abeking & Rasmussen, and the measurement reports - all prepared by P. W. Gramberg - forwarded to me by the builders.

Builder's forwarding letter is filed with Star No. 3006

My letter of commentary to the builder is filed also with Star No. 3006.

My letter of commentary to the measurer is filed with Star No. 3001.

My letter of commentary to the measurer also covers a portion of Star No. 2993.

HENRY M. DEVERREUX

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

Mr. F. W. Gramberg
Clausewitzstrasse 30
Bremen
Germany

file # 3001

Dear Mr. Gramberg;

This letter should have been sent you a long time ago. I must apologize for the delay. Very serious family illness has retarded me in all of my activities, including all of my Star class work.

Some time ago the ship yard of Abeking & Rasmussen sent me the measurement reports, all prepared by you, for the following Star boats:

2993	2999
2994	3001
2998	3006

I have just finished the study of these reports, and all boats are approved except No. 2993. This boat has a measurement for the ^{center}engine height at Station No. 2 which is apparently inconsistent with the other heights. Possibly this is a typographical error in writing of the certificate.

In studying of No. 3001 I noticed you made an error in all the heights. It seems that you placed the baseline for measurements at 18 $\frac{3}{8}$ " below the contour at Station No. 1; and at 14 $\frac{5}{8}$ " below the contour at Station No. 10. This made all your heights $\frac{3}{4}$ " too small. However, I added $\frac{3}{4}$ " to all heights, and found that the hull of this boat is entirely correct.

In future measuring, please be careful of where you place your baseline. All others of these 6 Stars were reported with the baselines set correctly.

Mr. F. W. Gramberg

-2-

August 11, 1950

I notice that all your side heights are reported as vertical heights above the baseline. They should be measured along the slant of the sides. Possibly the attached sketch will make this clear. Many years ago we did measure these side heights as you have reported, but it proved more practical to have them taken along the slant, as they are now done.

I have sent the certificates to all the owners, and notified Mr. Dittmers of the small trouble with his boat. I am also notifying Abeking & Rasmussen of the status of all the boats.

I very much like the manner in which you write your reports. They are easy to read and to study. We always need the keel weight certificates, and you should always include them with the reports, as you did for these 6 Stars.

Wishing you all success with your work,

Sincerely,

Henry M. Devereux
Chairman

International Measurement Committee

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

Star No. 3001

Mr. Christian Blankenburg
30 Sophienblatt
Kiel/Holstein
Germany

Dear Mr. Blankenburg;

Herewith is enclosed the approved certificate for
your Star No. 3001.

I must apologize for the long delay in giving the
decision for approval. Very serious family illness has
retarded me in all of my activities, including all of the
Star Class work.

With best wishes for much good racing,

Sincerely,

HENRY M. DEVEREUX

Chairman
International Measurement Committee

Bremen-Hemelingen, den 22. März 1949

Firma Abeking & Rasmussen, Lemwerder i.O.

Gewichtsbescheinigung
=====

über einen heute gelieferten

Starbootskiel Modell AR 0 399,-- kg
=====

Bau-Nr. 4538

Gehr. Klöncke, Bremen-Hemelingen
Eisengiesserei u. Maschinenfabrik
glade

Yacht-Nr. 3001

" -Name, "Pandar III"

COPY

Contour Heights		Chine Heights	
Report by Measurer	Corrected to Proper Base	Report by Measurer	Corrected to Proper Base
	+ 3/4" to all		+ 3/4" to all
Stat 1	18 3/8	19 1/8 ✓	
2	13 1/4	14 ✓	
3	8 5/8	9 3/8 ✓	10 3/4 11 1/2 ✓
4	5 1/4	6 ✓	
5	2 5/8	3 3/8 ✓	
6	2	2 3/4 ✓	7 5/8 8 3/8 ✓
7	5 7/8	6 1/8 ✓	
8	6 1/4	7 ✓	10 3/8 11 3/8 ✓
9	10 1/4	11 ✓	
10	14 5/8	15 3/8 ✓	16 7/8 17 5/8 ✓

#3001

AUG 11 1950

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88 CITY ISLAND AVE.
CITY ISLAND
NEW YORK 64, N. Y.

COPY

Stat 3

20 5/8" OK

Stat 6

21 1/8" OK

Stat 8

16 7/8" OK

#3001

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

AUG 11 1950

COPY

Builder's letter filed #3006