

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 International 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 International 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 OR RENEWAL IS ISSUED—**

1. This Certificate is not valid unless it bears 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. The holder of this Certificate shall not be subject to protest on hull measurements unless an order to remeasure is obtained from the International Race Committee, International Measurement Committee, or Governing Committee, or unless the protesting party has submitted evidence to show there are reasonable grounds to suspect subsequent alterations or other justifiable causes. See By-Laws, Article VII.
3. This Certificate should be renewed in name of new owner. For renewal, send this Certificate and \$1.00 to International Measurement Committee, with notation as to change of boat's name, if any.

4. WARNING

Spars, position of keel, or anything else that is not an intergral part of the hull, can easily be changed and should not be depended upon. These, as reported on original certificate, serve also as a protection to the purchaser of a new boat, but are subject to remeasurement as noted above.

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 R. L. Sievert
Chairman, International Measurement Committee.

Date December 11, 1952

HEIGHTS										
STATIONS	1	2	3	4	5	6	7	8	9	10
CONTOUR	486	356	240	153	110	99	128	190	282	391
CHINE			300			217		291		444
SIDE *	366		515			538		448		280

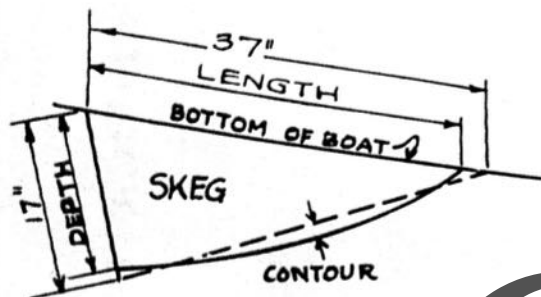
* MEASURED ALONG SURFACE OF PLANKING

HALF BREADTHS				
STATIONS	3	6	8	STERN
DECK	617	860	777	500
CHINE	407	673	604	403

RUDDER
 WIDTH 0.460
 DEPTH 0.800 TO ϕ OF POST

SKEG
 DEPTH 0.42
 CONTOUR 0.02
 LENGTH ALONG CURVE 0.80

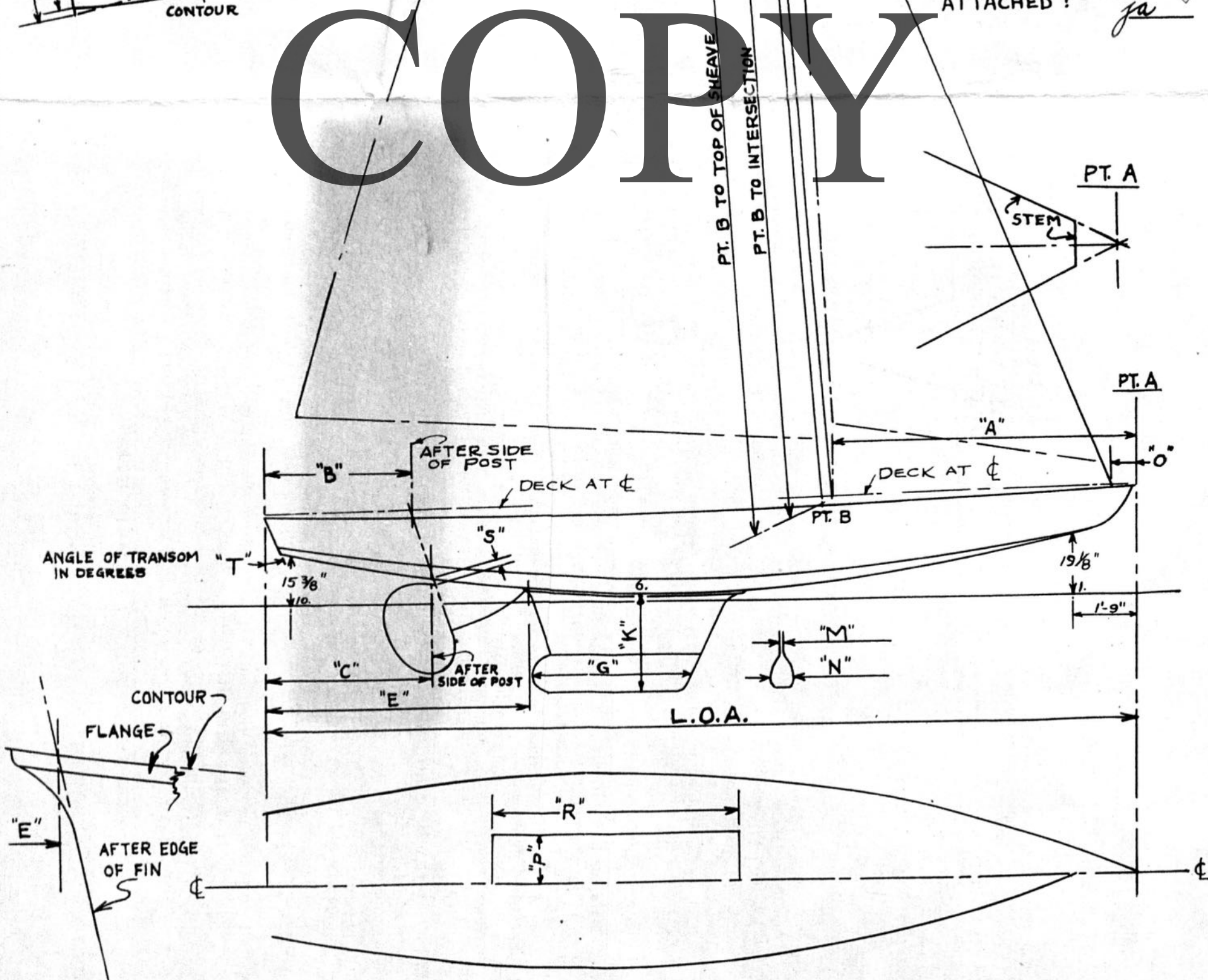
IS CONSTRUCTION AS PER RULES & PLAN? ja



I.S.C.  Y.R.A.

YACHT NO. 3239
 L.O.A. 6.934
 MAST FROM B 9.670
 BOOM LENGTH 4.440
 JIB STAY FR. B 6.840
 DIMENSION "A" 2.254
 "B" 1.165
 "C" 1.300
 "E" 2.145
 "G" 1.258
 "K" 0.765
 "M" 0.025
 "N" 0.200
 "O" 0.271
 "P" 0.299
 "R" 2.015
 "S" 0.040
 "T" 18°

KEEL WEIGHT _____
 IS KEEL WEIGHT CERT. ATTACHED? ja



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 at least 3" figures into upper side of keelson, otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 3239
2. Was this number cut or burned into keelson as required above? ja
3. Yacht's name "Mechtild" 4. Year built 1952
5. By whom built? Jos. Vötterl, Percha / Starnbergersee, Bayern
6. Owner's Name Jos. Pankofer
7. Address Kempfenhausen, Starnbergersee
8. Fleet Starnbergersee 9. Remarks _____

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 8. day of Febr., 1952, 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 22. November 1952 Signed P. Kallthar
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 owner upon the sale or transfer of the yacht signs the Renewal Affidavit below.

AFFIDAVIT 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.

Dr.-Ing. Kurt Kallhardt

MÜNCHEN 13
Hohenzollernstr. 57
Fernsprecher 361 811

30. Nov. 1952

International Star Class Y.R.A.
51 East 42nd Street
New York 17, N.Y., U.S.A.

Sehr geehrte Herren!

Ihrem Schreiben vom 3. Nov. 1952 folgend habe ich die fraglichen Punkte der Yacht Nr. 3239 nochmals geprüft.

Zwei neue Messbriefe mit den geänderten Massen lege ich diesem Brief bei. Das hierzu gehörige "Keel Weight Cert." ging Ihnen bereits mit meinem Schreiben vom 13. Juni 1952 zu.

Gleichzeitig übersende ich Ihnen je zwei Messbriefe für die Yachten Nr. 3237 und 3240, und die "Keel Weight Cert." hierzu.

Das Messergebnis für die Yacht Nr. 3238 liegt ebenfalls vor. Leider habe ich hierfür keine Formulare mehr, weshalb ich Sie bitte, möglichst umgehend 20 Stück Messbrief-Formulare zu senden. Ich hoffe, dass die neuen Messbriefe Ihre Zustimmung finden. Ich möchte aber nicht versäumen auf die Gründe hinzuweisen, die zu den Missverständnissen geführt haben:

Die am 13. Juni 52 eingesandten Messergebnisse waren selbstverständlich direkt vom Bootskörper abgenommen. Da hierbei die Contour-Masse bei den Stationen 5/6/7 ausserhalb der Toleranz lagen, habe ich die Basis-Linie um 23 mm versetzt (Station 1) 486 → 463)

Entsprechend Ihren "Instructions for Measurers" Sect. 7 of "Measuring Hull" werde ich in Zukunft die beiden Masse der B.L. bei Stat. 1 und 10 nicht mehr tolerieren.

Weitere Missverständnisse sind durch Ihren Brief vom 12. August 52 entstanden. Die in dem beigefügten Raport aufgeführten Minima und Maxima gehen nicht alle einig mit den "Official Specifications".

Ich lege Wert auf eine restlose Klärung der Missverständnisse, damit weitere in Aussicht stehende Vermessungen reibungslos und ohne Terminverluste erledigt werden können.

Hoffentlich ist Ihnen eine baldige Bestätigung der beifolgenden Messbriefe möglich. Die durch mich verursachten Missverständnisse bitte ich zu entschuldigen.

Mit freundlichen Grüßen

JK

K. Kallhardt

Anlage:

6 Messbriefe
2 Wiege karton

November 3, 1952

Dear Doctor Kallhardt:

Since there is some confusion concerning the measuring of Star 3239, the correspondence has been turned over to me for study and answer. It appears that there are a number of places where the measurements are outside the limits on the original certificates. You were notified on these points and asked to remeasure them. Until this is done, no further action can be taken towards approval of the certificate.

It is possible that you do not quite understand what is required of a certified measurer. For this reason we are sending you a copy of the latest measurer's instructions with the request that you have them translated and study them carefully. We want to emphasize the following points:

1. The duty of the measurer is to take the dimensions from the boat according to instructions. He should not be concerned with limits or tolerances.
2. We are concerned only with the particular boat being measured. The fact that she may be a copy of some other boat means nothing. The hull must be measured completely and independently regardless of how or by whom it was built. We find that there is considerable variation in measurements of "duplicate" boats by the same builder.
3. A measurer should not request advice from a builder and should not try to instruct the builder in matters of tolerances or dimensions. If either the measurer or builder have questions concerning plans, specifications, or some particular problem on a boat, the only source for an official answer is the International Measurement Committee.

The above is not intended as criticism, but to correct any misunderstanding you may have concerning the position of a measurer. All necessary measurements and tolerances are covered in the plans and

November 3, 1952

specifications. You, as a measurer, should confine yourself to measurements and data taken directly from the hull in the prescribed manner.

If you will remeasure the points in question, as originally requested, we will gladly review the results and grant the certificate, if possible, or specify what corrections should be made.

Thank you very much for your interest and cooperation.

Very truly yours,

Chairman
Measurement Committee

Doctor Kallhardt
Hohenzollern Str. 57
Munich 13
Germany

COPY

Dr.-Ing. Kurt Kallhardt

MÜNCHEN 13
Hohenzollernstr. 57
Fernsprecher 361 811

13. 6. 52.

International Star Class
Yacht Racing Association
5, East 42nd St.
New York 17, N.Y. U.S.A.

Betr: Vermessung von Starbooten.

Beifolgend übersende ich Ihnen 2 Messbriefe und eine Wiegekarte für den Star 3239, der als erster von 5 Booten bei der Bootswerft Jos. Vötterl fertiggestellt wurde. *measurements ... rough specifications*

Die festgestellten Masse habe ich in mm eingetragen und hoffe Sie damit einverstnaden. *all my measurements are in mm and hope*

Da zu den Sommerregatten auf dem Starnbergersee am 12. Juli einige Starboote aus der Schweiz und aus Österreich gemeldet haben, möchte ich Sie bitten, die Rücksendung des Messbriefes möglichst postwendend zu erledigen oder telegraphisch die Richtigkeit der eingesandten Messergebnisse zu bestätigen.

Die weiteren 4 Starboote werden zwar bis zu den Sommerregatten noch fertiggestellt sein, jedoch werden die Messbriefe nicht mehr rechtzeitig hier eintreffen können.

Nachdem sämtliche Starboote von der gleichen Bootswerft gebaut werden, nehme ich an, dass die ausländischen Konkurrenzboote die Richtigkeit der 4 Starboote anerkennen werden, wenn für den ersten Star 3239 die Bestätigung des Starverbandes vorliegt.

Folgende Punkte bitte ich noch klarzustellen:

- 1) Ist Ruderschaft aus Stahl verzinkt erlaubt? *another post about galva*
- 2) Kann der Kielflansch mit einem grösseren Radius versehen werden, als in der Zeichnung vorgesehen? (Eine Massangabe sieht die Zeichnung nicht vor). *Keel flange*

Das Mass "G" ist schlecht zu messen, da eine geringe Verschiebung in der Höhe die Messung stark verändert? *Keel bulb*

- 4) Wird das Vorliek des Vorsegels von Mitte zu Mitte Auge, oder einschliesslich Kausche gemessen? *How can I measure the girth*

Ihre baldige Rückantwort erwartend verbleibe ich mit

vorzüglicher Hochachtung!

K. K. Kallhardt

Anlage: 2 Messbriefe
1 Wiegekarte

June 13, 1952.

International Star Class Yacht Racing Association,
5 East 42nd Street,
New York, 17, N. Y. U.S.A.

Regarding measurements of Star Boats:-

I enclose two measurements and one weight specification for Star #3239 which was the first one finished of the five boats that are being built by boat builder Jos. Votterl. All my measurements are in m/m metric system and I hope you are satisfied with this.

For the regatta which will be held on July 12th on Starnberger Lake, some of the boats are from Switzerland and some from Austria, and, therefore I would appreciate if you would return my measurements as soon as possible or confirm by cable that my measurements are correct.

The four other boats will be finished so that they will participate in the summer regatta but it will not be possible to mail the measurements (certificates) in time. As soon as I have the confirmation acknowledging measurements of Star Boat 3239, I think there should be no trouble in receiving your confirmation for the other 4 Star Boats which have been built by the same ship-builder as Boat 3239. I would appreciate your giving me more information on the following items.

1. Is it permissible to have the rudder posts made out of galvanized steel?
2. Can the keel flange have a larger radius than mentioned on the drawing?
The drawing does not show any measurements.
3. Dimensions "G" are very hard to measure. A slight change in the height might change the measurements of the keel bulb.
4. How can I measure the jib correctly?

Expecting a return answer, I remain,

Dr. Eng. Kurt Kallhardt

June 13, 1952.

International Star Class Yacht Racing Association,
5 East 42nd Street,
New York, 17, N. Y. U.S.A.

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Expecting a return answer, I remain,

Dr. Eng. Kurt Kallhardt

July 18, 1952

Dr. Ing. Kurt Kallhardt
57 Hohenzollernstrasse
Munich 13, Germany

Dear Doctor:

Your letter of June 13th did not come forward by airmail with the result that it just arrived in our office on July 10th which prevented our carrying out your wishes, as unfortunately the Measurement Committee are out of town and we in turn must forward the Measurement Certificates and keel weight certification to them by mail, and upon receipt of same this must be checked and then either the accepted Certificate forwarded to the owner or the points in question brought to his attention as well as the builder's attention.

As we cannot get these to you by July 12th, we are ^{not} cabling as suggested, but are handling these papers in the above outlined way and hope this meets with your approval.

We are certainly very pleased to hear that these five boats will shortly be in action and are quite certain that they will prove of interest to everyone.

We note your questions on various points, and as these are all noted in the specifications, beg to point out that under Article XVIII, Section 4, is noted that the material used in the rudder posts is optional, thus permitting galvanized steel. The keel, and of course this includes the keel flange, must be made up according to the plans, and any point not noted can be scaled off. Dimension "G" is not easy to measure, but on the other hand is not an important dimension, as, for example, if the keel weighs correctly and the dimension is a fraction too small, there would be no question raised. The outline as to how to measure the jib is correctly noted in Article XX, Section 3, which I will not repeat.

I again wish to state that we regret our apparent delay, which unfortunately we do not believe is our fault in this case as we do our very best to carry on as our members wish at all times, and awaiting your further commands remain,

Very truly yours,

HCH:ER

H.C. Halsted

Translation 9/8/52 EP:

Dear Mr. Siwert,

Thank you for your letter of August 12th. In accordance with your request I ^{re-}measured the questionable points of the Starboat 3239.

Measuring the Jib-stay I made a mistake as I did not measure from point "B" but from the edge of the deck and also the distance between Jib-leech with the front edge of the mast instead of the forestay with the mast. The right measurement is 6840 mm.

I have corrected measurement 486 on station 1 by changing the base by 23 mm to 463 mm. According to the builder Mueller Spiez (Switzerland) this is permitted and has been approved by the International Measurement Committee for the Starboat "Gipsy III". Please reconsider this point.

Before I send you new measurement certificates I beg to check the enclosed measurement paper. Unfortunately these measurements are not listed in the "1951 official specifications". Would you please insert the proper measurements (maximum and minimum) on the enclosed form. In my opinion, for instance the measurement 369 on station 10 is still in the limits, because $391 \pm 1" = 366$ to 416 is permitted. The same refers to all the other measurements of the contour heights.

As soon as I have your answer I will issue two new measurement certificates for the Starboat 3239 with the proper measurements. At the same time I shall send you the measurement certificates for the boats 3237, 3238 and 3240 which have been finished in the meantime.

Very truly yours,

COPY

Dr.-Ing. Kurt Kallhardt

MÜNCHEN 13
Hohenzollernstr. 57
Fernsprecher 361811

27. 8. 52

International Star Class
Yacht Racing Association
51 East 42nd. St. New York 17
U. S. A.

Lieber Herr Siewert!

Für Ihren Brief vom 12.8.52 mit Anlage danke ich Ihnen bestens.
Ihrem Wunsche entsprechend habe ich die fraglichen Punkte der
Star-Yacht 3239 nachvermessen.

Bei der Vermessung des Jib Stay ist mir ein Irrtum unterlaufen,
da ich nicht vom Punkt "B", sondern von Oberkante Deck aus ge-
messen habe und ausserdem den Schnittpunkt des Vorsegellieks mit
Vorderkante Mast, anstelle des Schnittpunktes vom Vorstag mit Mast
verwendet habe. Das richtige Mass ist: 6840 mm.

Das Mass 486 (an Station 1) habe ich durch Verlegung der Basis
um 23 mm auf 463 geändert. Dies ist nach Angabe des Konstrukteurs
(Müller, Spiez, Schweiz) zulässig und wurde in gleicher Weise
bei der Star-Yacht "Gibsy III" vom Int. Meas. Committee genehmigt.
Ich bitte Sie deshalb zu diesem Punkt noch einmal Stellung zu
nehmen.

Bevor ich Ihnen neue Messbriefe einsende, möchte ich Sie bitten
beifolgende Toleranztabelle einer Prüfung zu unterziehen. Diese
Masse sind leider nicht in den "1951 Official Specifications"
enthalten, weshalb ich Sie bitte, die richtigen Masse (max. und min.)
in beifolgendes Formblatt einzutragen.

Nach meiner Rechnung liegt z.B. das Mass 369 bei Station 10
noch innerhalb der Toleranz, da $391 \pm 1" = 366$ bis 416 zulässig ist.
Das Gleiche gilt für die übrigen Masse der Contour Heights.

Sobald ich die gewünschten Unterlagen von Ihnen in Händen habe,
werde ich Ihnen für die Star-Yacht 3239 zwei neue Messbriefe mit
den richtigen Massen ausstellen und gleichzeitig die Messbriefe
für die inzwischen ebenfalls fertiggestellten Star-Yachten
3237 / 3238 / 3240 einsenden!

Mit freundlichen Grüßen

Jhr K. Kallhardt

I. S. C. ★ Y. R. A.
HAMBURGER FLOTTE
HAMBURG 11 · TROSTBRÜCKE 1
CAPT.: ERICH F. LAEISZ · SECY.: PAUL FISCHER JR.

Hamburg, October 21st, 1952.

To the
International Star Class Yacht Racing Ass.,
51 East 42nd Street,
New York 17, N.Y.
U.S.A.

Dear Sirs,

From Dr.Kallhardt I hear that the question of measurement of the boats of the Starnberger Flotte has not yet been decided. He received a letter dated August 12th to which he replied under August 27th. This letter was addressed to your Central Office and was written in German. I hope that there is not much difficulty to find somebody to have this letter translated. Anyhow, it is very difficult for Dr.Kallhardt to reply to your letters in English, and he thought it would be easier for you to get somebody to translate his letters over there. We are quite aware that this will cause a delay of a few days but we hope that it does not complicate matters unduly.

Dr.Kallhardt did, however, not receive a reply to his above mentioned letter, and so the Stars of the Starnberger Flotte are still without a valid certificate, which is all the more regrettable as the boats had been invited to race against the Austrian and Swiss fleets at Zurich during month of September which they actually did presuming that the certificates would follow in due course.

Dr.Kallhardt is aware that with the corrections given in his letter of August 27th no doubts will be left especially as the boats are built to the same dimensions of the same designer as No.3061 "Gipsy III", owner Dr.Ed. Schmid, builder Müller & Herzog, Spiez/Switzerland (designer Mr.Müller), 1951, which boat doubtless possesses a valid certificate although there is no asterisk to her number in the Log. Anyhow, I am told that this boat was found in order by the Measurement Committee, and if the Bavarian boats represent an exact copy they should be found in order

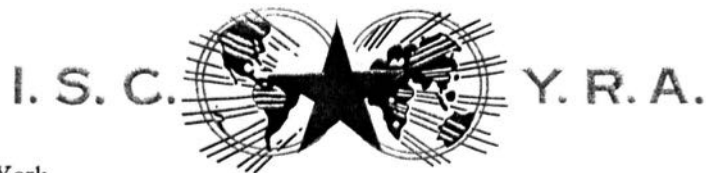


as well. Of course they have been measured by a new measurer who may not have applied exactly the same method as the Swiss measurer. Probably this is the reason why some slight errors may have occurred on the first certificate which was sent by Dr.Kallhardt early in this year. As far as I remember the first of the boats is measured late in May and the others during June, but it should be possible to iron out the slight differences within a few weeks. As Dr.Kallhardt is without reply to his above mentioned letter he has not yet been able to send corrected certificates for approval. Perhaps you can suggest a different way to avoid unnecessary delay up to now. I thought it better Dr.Kallhardt writes his letter in good German than in bad English.

I beg to ask you to submit this letter also to the Chairman of the Measurement Committee for his information and remain,

Very truly yours,

Dr. Kallhardt
COPY



Cable — ISCYRA New York
Telephone MUrray Hill 2-3243

51 East 42nd Street
New York 17, N. Y., U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

AUGUST 12, 1952

DR. ING. KURT KALLHARDT
57 HOHENZOLLERN STRASSE
MUNICH 13, GERMANY

DEAR DOCTOR:

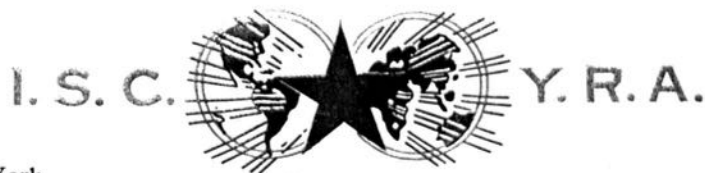
WE REGRET TO ADVISE YOU THAT WE CANNOT APPROVE THE MEASUREMENT CERTIFICATE FOR STAR YACHT #3239. WE ARE ENCLOSED A LIST OF THE POINTS WHICH ARE QUESTIONABLE. THE POINTS WHICH DO NOT COMPLY WITH THE SPECIFICATIONS ARE NUMEROUS, BUT NO ONE SEEMS VERY SERIOUS. WE SUGGEST THAT A REMEASUREMENT OF THE POINTS IN QUESTION MAY INDICATE THAT THEY ARE ALL RIGHT.

PLEASE REMEASURE THOSE POINTS AND ADVISE US OF THE NEW DIMENSIONS.

VERY TRULY YOURS,

R. L. Siewert

INTNL. MEAS. COMMITTEE.



Cable — ISCYRA New York
Telephone MUrray Hill 2-3243

51 East 42nd Street
New York 17, N. Y., U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

Oct 27, 1952

Dear Whit —

I have spent some time trying to figure out what this guy Kallhardt is doing to get this boat to look legal, but it is too much for my limited powers of comprehension. All I have succeeded in doing is delay a reply. I'm doing now what I should have done originally — turning the whole file over to you to try to dope it out. Edith is sending file on 3064 which boat Kallhardt refers to.

(over)

ARY

U.S.C.

You can either reply yourself or send
the whole business back to me and I
shall.

I hope all is well with you and
yours.

Yours Truly,

Richard D. Stewart

COPY

Dr.-Ing. Kurt Kallhardt

MÜNCHEN 13, den 23.6.52
Hohenzollernstr. 57
Fernsprecher 361811

International Star Class
Yacht Racing Association

5, East 42nd Str.
New York 17, N.Y. U.S.A.

Betr. Vermessung des Starbootes 3239

Im Nachgang zu meinem Schreiben vom 13.6.52 muss ich Ihnen mitteilen, dass mir bei der Eintragung der Dimension "E" ein Fehler unterlaufen ist.

Statt E = 2035 mm muss es heissen
E = 2145 mm

Ich bitte den Fehler zu entschuldigen und verbleibe

mit vorzüglicher Hochachtung!

COPY
K. Kallhardt

I. S. C. Y. R. A.

Report from International Measurement Committee

Star No. 204

Owner John H. H. H.

Builder John H. H. H.

Measurer John H. H. H.

The Measurement Certificate for this boat cannot be approved due to the following points which do not comply with the Specifications:

Comments on Points
AT STATION "1" MEASURES 463 - MINIMUM POINT IS 416
(SEE STATION "7" ON MEASURING BOAT TO THE
"INSTRUCTIONS FOR MEASURING")
AT STATION "2" MEASURES 273 - MINIMUM AT THIS POINT IS 337
AT STATION "3" MEASURES 317 - MINIMUM AT THIS POINT IS 319
AT STATION "4" MEASURES 259 - MINIMUM AT THIS POINT IS 261
AT STATION "5" MEASURES 319 - MINIMUM AT THIS POINT IS 315
CHINE HEIGHT AT STATION "6" MEASURES 315 - MINIMUM IS 317
HALF BREADTH OF THE CHINE AT STATION "8" MEASURES 603 -
MINIMUM IS 604
THE STAY FROM B MEASURES 670 - MINIMUM IS 6781 ✓

The following action is suggested as indicated by check marks:

- ☒ The points in question must be remeasured by a Certified Measurer and the results submitted to the Measurement Committee.
- ☐ The points in question must be altered to conform to the Specifications and then remeasured by a Certified Measurer and submitted to the Measurement Committee.
- ☐ The boat must be rebuilt to conform to the Specifications and then completely remeasured by a Certified Measurer.
- ☐ The remeasurement of the points in question shows that this boat does not conform to the Specifications, so that correction is required as indicated above.
- ☐ The points in question must be corrected and a letter submitted to the Measurement Committee stating how, when and by whom the corrections were made. These points are subject to remeasurement at all sanctioned events and by local regatta committees.
- ☐ The Certificates submitted are unsatisfactory for the reasons noted, and complete remeasurement is required.

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 International 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 International 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 OR RENEWAL IS ISSUED—

1. This Certificate is not valid unless it bears 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. The holder of this Certificate shall not be subject to protest on hull measurements unless an order to remeasure is obtained from the International Race Committee, International Measurement Committee, or Governing Committee, or unless the protesting party has submitted evidence to show there are reasonable grounds to suspect subsequent alterations or other justifiable causes. See By-Laws, Article VII.
3. This Certificate should be renewed in name of new owner. For renewal, send this Certificate and \$1.00 to International Measurement Committee, with notation as to change of boat's name, if any.

4. WARNING

Spars, position of keel, or anything else that is not an intergral part of the hull, can easily be changed and should not be depended upon. These, as reported on original certificate, serve also as a protection to the purchaser of a new boat, but are subject to remeasurement as noted above.

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

INSPECTION STAMP
FOR
THIS SPACE

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.

Date _____

3239

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 at least 3" figures into upper side of keelson, otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 3239
2. Was this number cut or burned into keelson as required above? ja, gebrannt
3. Yacht's name "Mechtild" 4. Year built 1952
5. By whom built? Josef Vötterl, Percha, Starnbergersee, Bayern
6. Owner's Name Josef Pankofer
7. Address Kemptenhausen, Starnbergersee, Bayern
8. Fleet Starnbergersee 9. Remarks _____

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 8. day of Juni, 1952, 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 10. Juni 1952 Signed H. Kurt Kallhardt

Certified Star Measurer
Dr. K. Kallhardt

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 owner upon the sale or transfer of the yacht signs the Renewal Affidavit below.

AFFIDAVIT 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.

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

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SEC. D.

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Signed _____
Chairman International Measurement Committee.

Date _____

STATIONS	1.	2	3	4	5	6	7	8	9	10
HEIGHTS										
CONTOUR	463	333	217	136	87	76	105	167	259	369
CHINE			305			220		291		444
SIDE *	342		515			538		448		277

* MEASURED ALONG SURFACE OF PLANKING

HALF BREADTHS	3	6	8	STERN
STATIONS				
DECK	617	860	777	500
CHINE	407	673	603	403

RUDDER
WIDTH 460
DEPTH 800 TO $\frac{1}{2}$ OF POST

SKEG
DEPTH 420
CONTOUR 80
LENGTH ALONG CURVE 800

IS CONSTRUCTION AS PER
RULES & PLAN? ja

I.S.C.



Y.R.A.

YACHT NO. 3239

L.O.A. 6934

MAST FROM B 9670

BOOM LENGTH 4440

JIB STAY FR. B 6670

DIMENSION "A" 2254

"B" 1165

"C" 1300

"E" 2035

"G" 1258

"K" 765

"M" 25

"N" 200

"O" 271

"P" 299

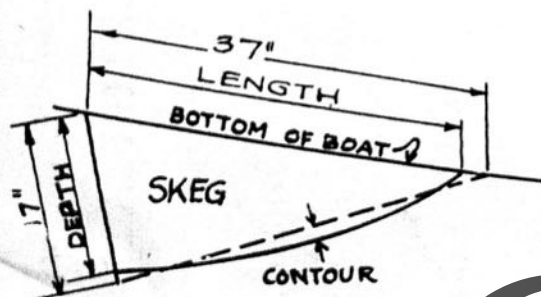
"R" 2015

"S" 40

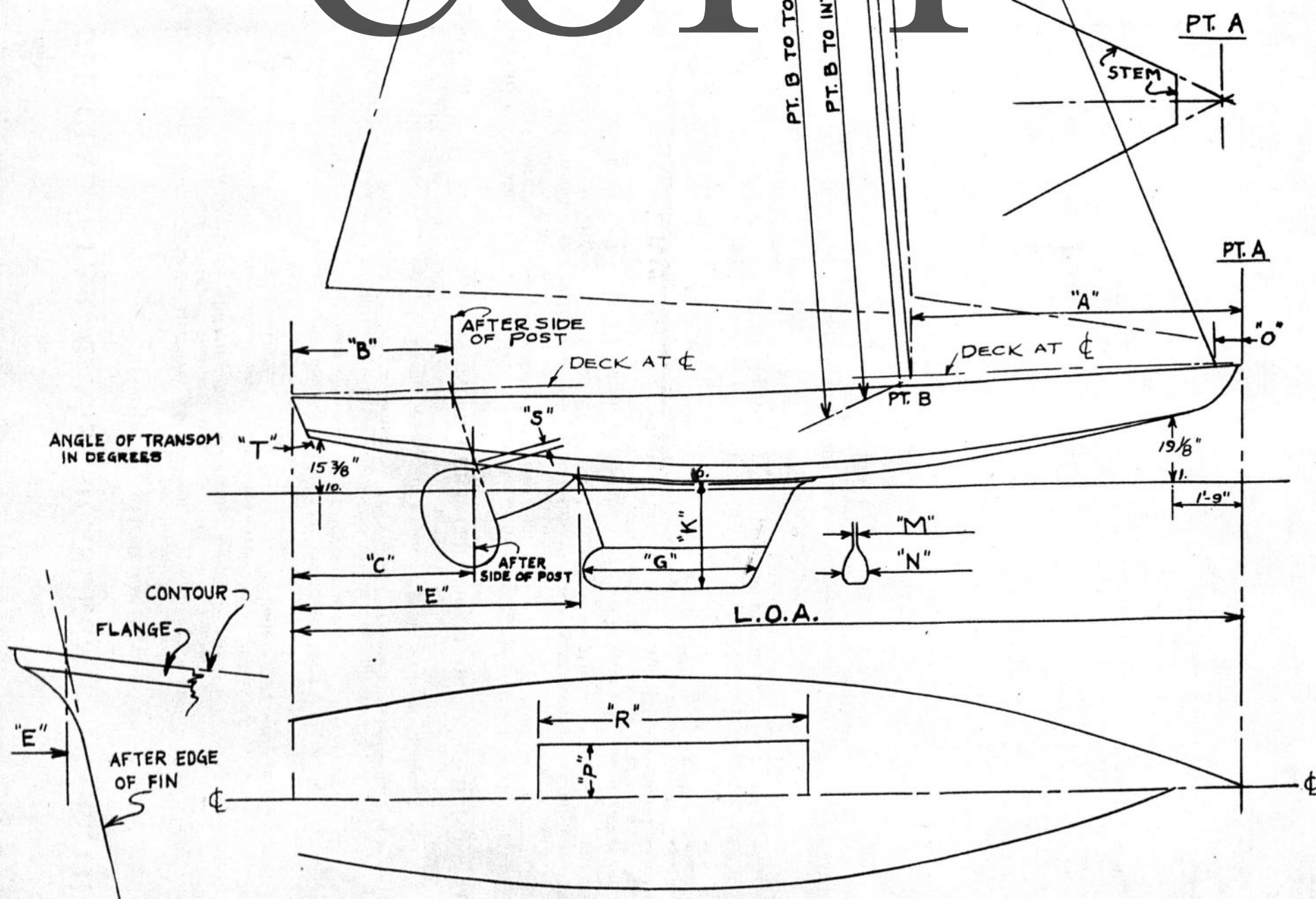
"T" 18°

KEEL WEIGHT 405 kg

IS KEEL WEIGHT CERT.
ATTACHED? ja



COPY



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 at least 3" figures into upper side of keelson, otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 3239
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3. Yacht's name "Mechtild" 4. Year built 1952
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6. Owner's Name Josef Pankofer
7. Address Kempenhausen, Starnbergersee, Bayern
8. Fleet Starnbergersee 9. Remarks _____

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify, under oath that I personally measured the yacht herein described on the 8. day of Juni, 1952, 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 10. Juni 1952 Signed H. Kurt Kallhardt
 Certified Star Measurer **Dr. K. Kallhardt**

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 owner upon the sale or transfer of the yacht signs the Renewal Affidavit below.

AFFIDAVIT 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.

Nikol. Eichinger Nachfolger, Holz und Kohlen, Percha, den					# 3239	9. 4. 1952
Tausend	Hundert	Zehner	Einer	Kilo	Brutto	Gegenstand
4	0	5				Empfänger
					Tara	Gewog. durch
					Netto	Müller & Sohn, Waagenfabrik München 8

ERNST PFRUNDER

Translation

Re: Measurement of Starboat 3239

Further to my letter of 6-13-52 I inform you that I erroneously mentioned dimension E as 2035 mm, instead of 2145 mm. Please accept my apologies for the inconvenience caused you.

Very truly yours,
signed Mr. Kallhardt

COPY

lf

STATIONS	HEIGHTS									
	1	2	3	4	5	6	7	8	9	10
CONTOUR	511	377	259	162	97	80	113	193	300	416
	461	327	209	112	47	30	63	143	250	366
CHINE	514	X	307	X	X	217	X	291	X	466
	464	X	257	X	X	167	X	241	X	416
SIDE	377	X	532	X	X	555	X	453	X	291
	334	X	495	X	X	518	X	416	X	254

STATIONS	HALF BREADTHS			
	3	6	8	STERN
DECK	616	879	838	507
	592	855	814	483
CHINE	408	698	631	415
	384	674	607	391

Int. Meas. Committee:

Signed:

Date:

COPY

I.S.C.

Y.R.A.



TRANSLATION

Dear Sirs,

Referring to your letter of 11-3-52 I checked the positions in question of the boat 3239 again. Please find enclosed two new measurement certificates with the corrected measurements. The respective keel weight certificates was submitted with my letter of June 13th, 1952.

At the same time, I am enclosing 2 measurement certificates each and 2 keel weight certificates each of the boat 3237 and 3240. The measurements for the boat 3238 are ready too. Unfortunately I am out of forms. Please send me by return mail 20 measurement certificate forms. I hope you agree with the new measurement certificates. But I should like to explain you the reasons which caused the misunderstanding.

The measurements which were submitted on June 13th, 1952 were taken directly from the hull of the boat. As the contour measurements at the stations 5/6/7 were not ~~written~~ within the limits, I changed the base line by 23 mm (Station 1) 486-463. In accordance with your "Instructions for Measurers" section 7 of "Measuring Hull" I shall not tolerate anymore the two measurements of B.L. at the Stations 1 and 10.

Further misunderstandins are caused by your letter of 8-12-52 . The minima and maxima listed in the report attached thereto are not all in accordance with the "Official Specifications."

I attribute importance to a complete clear-up of the misunderstandings in order to take care of further prospective measurements without difficulties and delay.

I hope you will be able to approve the attached measurement certificates soon. Please accept my appologies for the misunderstandings caused by me.

very truly yours.