

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 Paul H. Mart
Chairman International Measurement Committee.

Date July 20 - 1953

3362

STATIONS	1	2	3	4	5	6	7	8	9	10
HEIGHTS										
CONTOUR	14 1/8	13 7/8	12 3/4	11 1/2	10 1/8	9 1/8	8 5/16	7 1/2	6 11/16	5 3/8
CHINE			2 1/8			1 1/4		1 1/4		1 7/8
SIDE *			21			21 1/4		17 3/8		11 1/2

* MEASURED ALONG SURFACE OF PLANKING

STATIONS	3	6	8	STERN
HALF BREADTHS				
DECK	24	34 1/4	31 1/4	19 5/8
CHINE	15 1/8	26 1/4	24 1/2	15 1/2

RUDDER
WIDTH 18" ✓
DEPTH 31 1/4" ✓ TO $\frac{1}{2}$ OF POST OK

SKEG
DEPTH 17" ✓
CONTOUR NIL ✓
LENGTH ALONG CURVE 32 1/4" ✓ OK

IS CONSTRUCTION AS PER
RULES & PLAN? Yes OK

I.S.C.



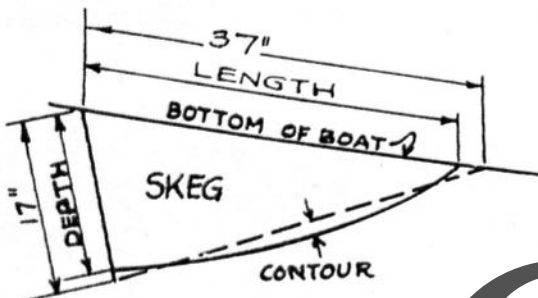
Y.R.A.

YACHT NO. 3362

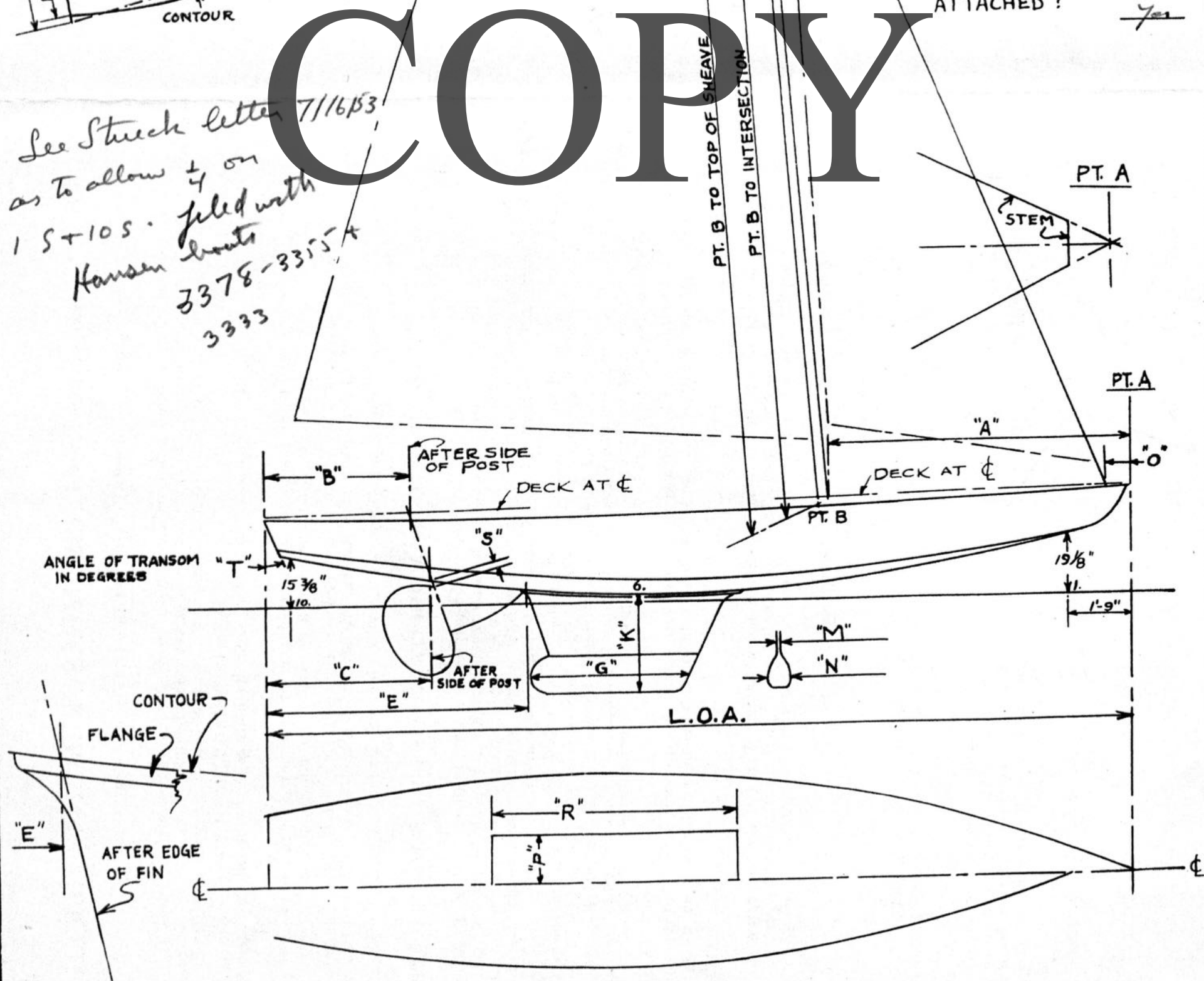
L.O.A. 22' 8 3/8" ✓
MAST FROM B 31' 8 1/4" ✓
BOOM LENGTH 14' 6 3/4" ✓
JIB STAY FR. B 22' 7 1/8" ✓
DIMENSION "A" 91" ✓
"B" 46" ✓
"C" 51 5/8" ✓
"E" 84 5/8" ✓
"G" 49" ✓
"K" 30" ✓
"M" 2 1/8" ✓
"N" 8 1/4" ✓
"O" 8 3/4" ✓
"P" 12 3/8" ✓
"R" 79 1/4" ✓
"S" 5 5/8" ✓
"T" 16 1/2" ✓

KEEL WEIGHT 899 1/2 lb ✓

IS KEEL WEIGHT CERT.
ATTACHED? Yes



See Stueck letter 7/16/53
as to allow 1/4 on
1 S+10 S. filed with
Hansen
3378-3355
3333



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? 3362
2. Was this number cut or burned into keelson as required above? Burned
3. Yacht's name "Bimba" 4. Year built 1953
5. By whom built? Mariatto Cove Yacht Builders, W.S., Canada
6. Owner's Name Morley B. Taylor
7. Address Apartado 146, Maracaibo - Venezuela
8. Fleet Lake Maracaibo 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the Sixteenth day of July, 1953, 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 17 July 1953

Signed

John H. Warren
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.

G. H. F. POOLE-WARREN

NAVAL ARCHITECT

CHESTER, N.S.

House 12, R.C.N.A.S., Dartmouth,
Nova Scotia.

16th, July, 1953.

W. Whitney Stueck,
Measurement Committee, I.S.C.Y.R.A.,
51 East 42 Street,
New York 17, N.Y.

Gentlemen,

In accordance with Mr. Erwin Hamilton's telephonic request I have remeasured the contour line of Star Class Yacht number 3362.

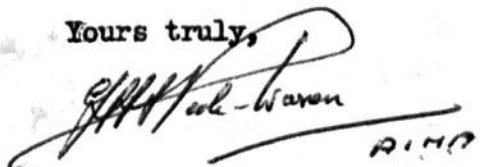
I understand from Mr. Hamilton that you had been in touch with him and that you do not consider the contour line comes up to measurement requirements. The measurements given on Form J for stations 5, 6 and 7 were all an approximation as stated on the form. On remeasurement, these figures come out at the following:-

STN.	MEASUREMENT
1	19 1/8
2	13 7/8
3	9 3/4
4	6 1/2
5	4 7/8
6	4 1/8
7	5 5/16
8	8
9	11 7/16
10	15 3/8

The above measurements are all correct to within 1/16 of 1 inch. The differing measurements in the above paragraph are probably, in the main, due to sag in the base measuring line or to my error which is quite likely due to the fact that they were approximated.

If you require a new form J submitting would you please be kind enough to inform me and I will submit them by return.

Yours truly,


G. H. F. Poole-Warren

July 16th, 1953

Mr. Erwin H. Hamilton
Marriotts Cove Yacht Builders
Chester, Nova Scotia

Re: Bimba #3362 - Marley G. Taylor

Dear Mr. Hamilton:

The measurement certificate of the above boat was sent in by Mr. G.H.F. Poole-Warren by letter dated July 9, 1953 and received here Tuesday morning, July 14th. We sent it immediately to the Measurement Committee for processing and have just received it back with the following notations:

1. The certificate shows no measurement for Dimension S. An old form was used. S is the measurement along the aft side of the rudder post from the bottom of the boat to the top of the rudder. This cannot exceed 2 inches maximum.
2. Dimension P is $12\frac{3}{8}$ inches, whereas the maximum is $12\frac{1}{4}$. This is $\frac{1}{8}$ over but as this is an unimportant measurement, we will pass this excess and allow it.
3. Heights. Station 6 Contour is given as $4\frac{1}{4}$ inches. The contour at No. 6 cannot be over $4\frac{3}{16}$ absolute maximum. This is the most important limit on the boat because it controls most of the others. It is unfortunate but the boat cannot pass if this is $4\frac{1}{4}$.

Station 1 Side - $14\frac{3}{4}$ (maximum is $14\frac{9}{16}$). This is $\frac{3}{16}$ over.

Station 10 Side - $11\frac{1}{2}$ (maximum is $11\frac{3}{8}$ - $\frac{1}{8}$ over).

These side height excesses are relatively small and can be overlooked if other corrections are made.

4. Rudder depth - $29\frac{1}{2}$ inches ($30\frac{1}{2}$ is the minimum. This is 1 inch under.

The foregoing is the report of the Measurement Committee on this boat. Unquestionably the rudder can be corrected by addition of 1 inch to its depth and measurement S can be supplied but the question is concerning Station 6 Heights Contour which is $4\frac{1}{4}$.

Mr. Erwin H. Hamilton

-2-

July 16th, 1953

It is quite possible that a remeasurement at this point might show that the measurer found this Station to be just under $4-1/4$ and as he never used sixteenths in his measurements as shown on his certificate, put it to the nearest eighth. We suggest you get the measurer in for a remeasurement at this point and see if the boat actually exceeds $4-3/16$. Let him supply the 5 measurement required and remeasure the rudder when corrected.

We think there is time for you to make these corrections because Mr. Kuss informs us that now the boat is to be shipped from Halifax on August 9th or thereabouts. We were afraid if it was coming here to New York on July 22nd from Nova Scotia there would be difficulties in getting these corrections made before the shipping date.

We assure you we are most anxious to do everything possible to get this boat through but cannot violate the adamant position of the Measurement Committee on Station 6 Contour. We realize Mr. Taylor's plans are all made and that they are most extensive. Hence we are going overboard in trying to cooperate.

Sincerely,

Executive President, I.S.C.Y.R.A.

PHS:MW

July 13, 1953

Dear Whit -

Here is a tragic situation, and requires immediate action. A new boat #3362 built by Marriott's Cove, Canada, for M. G. Taylor of Venezuela. Certificate just received.

Taylor is planning to take it to the World's at Naples. We have had endless correspondence with him and Hamilton, the builder. It is being shipped from Halifax to New York next week. We advised Taylor originally to take his own old boat or get a new one from reputable builders and have it done on time. Here is a last minute certificate with the following outs:

1. In the first place, S contour is $4 \frac{1}{4}$. As you know, our highest card is $4 \frac{3}{16}$. Using that card, on heights the boat is out as follows: 1 side $14 \frac{3}{4}$ (14 and $\frac{9}{16}$ is max.) $\frac{3}{16}$ over. 10 side is $11 \frac{1}{2}$ ($11 \frac{3}{8}$ max, $\frac{1}{8}$ over) ~~Sketch is 12 1/8~~

Other outs are these: P $12 \frac{3}{8}$, $12 \frac{1}{4}$ max. $\frac{1}{8}$ over. I am allowing this excess. No S measurement. Here is the real joker. Rudder depth is $29 \frac{1}{2}$ whereas $30 \frac{1}{2}$ is min. 1" too shallow. Can we allow the $\frac{3}{16}$ and $\frac{1}{8}$ over on 1 S and 10 S? And allow the 1" too shallow on the rudder and pass the certificate provided S measurement (satisfactory) is submitted before shipping or by measurement in Naples?

Sincerely,

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

Report from International Measurement Committee

Star No. 3362

Owner Morley G. Taylor

Builder Marshall's Can

Measurer G. H. F. Poole - Warren

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

1. No S. measurement
2. $P = 12 \frac{3}{8}$ (maximum = $12 \frac{1}{4}$ ($\frac{1}{8}$ over - but allow ^{the}))
3. Heights
 1. Side = $14 \frac{3}{4}$ (max = $14 \frac{9}{16} - \frac{3}{16}$ over)
 - 10 Side = $11 \frac{1}{2}$ (max = $11 \frac{3}{8} - \frac{1}{8}$ over)
 - Rudder Depth = $29 \frac{1}{2}$ ($30 \frac{1}{2}$ is minimum - 1" under)

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.

House No. 12
H.M.C.S. Shearwater,
Dartmouth, N.S.,
Canada.

W. Whitney Stueck,
Measurement Committee, I.S.C.Y.R.A.,
51 East 42nd St.,
New York 17, N.Y.

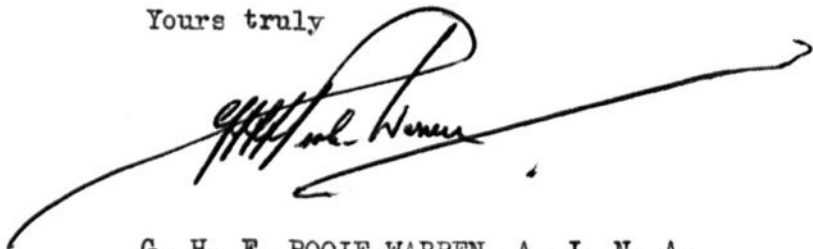
Nineth, July, 1953.

Gentlemen,

Enclosed herewith two copies of measurement certificates for
Yacht Number 3362.

It would be very much appreciated if you could have these
certificates processed at the earliest time possible, this request is
necessary as the builder expects shipping instructions within the next
week.

Yours truly

A large, stylized handwritten signature in dark ink, likely belonging to G. H. F. Poole-Warren. The signature is written in a cursive style with a long, sweeping underline that extends to the right.

G. H. F. POOLE-WARREN, A. I. N. A.

cc Mariotts Cove Yacht Builders.

PW/McP



HAWBOLDT GAS ENGINES LIMITED

MANUFACTURERS OF
THE FAMOUS "CANADIAN STANDARD" MARINE MOTOR.
PROPELLERS, STUFFING BOXES
AND MOTOR BOAT FITTINGS.

CHESTER
NOVA SCOTIA.

May. 16, 1953.

This is to certify that the iron keel supplied to
Marriott's Cove Boat Builders, Ltd. to be used on a
Star class yacht weighed $899\frac{1}{2}$ lbs.

HAWBOLDT GAS ENGINES, LTD.

COPY *[Signature]*

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



ENCIRCLES THE GLOBE

CENTRAL OFFICE
51 EAST 42ND. ST.
NEW YORK 17, N. Y.
U. S. A.

7/14/53

International Star Class Yacht Racing Association

Dear Paul —

On # 3362 —

P is not important
side light exercises are small and
could be overlooked.

S and Rudder dep the would be
checked out W.C. anyway, altho
config should not be
approved until they are checked.

Contour at No. 6 cannot be over
 $4\frac{3}{16}$ absolute maximum. This
is the most important limit
on the boat, because it
controls most of the others.
It is unfortunate, but the boat
cannot pass if this is $4\frac{1}{4}$.

Whit.

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

Report from International Measurement Committee

Star No. 3362

Owner Morley E. Taylor

Builder Marron's Cove Yacht

Measurer G.H.F. Poole - Warren

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

1. No S. measurement
2. $P = 12 \frac{3}{8}$ (maximum = $12 \frac{1}{4}$ ($\frac{1}{8}$ over - but allow this))
3. Heights
1 Side = $14 \frac{3}{4}$ (max = $14 \frac{9}{16}$ - $\frac{3}{16}$ over)
10 Side = $11 \frac{1}{2}$ (max = $11 \frac{3}{8}$ - $\frac{1}{8}$ over)
4. Rudder Depth = $29 \frac{1}{2}$ ($30 \frac{1}{2}$ minimum - 1" under)

The following action is suggested as indicated by check marks:

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- ☐ 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.
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- ☐ 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.

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

Report from International Measurement Committee

Star No. 3362

Owner Morley G. Taylor

Builder Marraults Cove Yacht

Measurer G.H.F. Poole - Warren

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

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2. $P = 12 \frac{3}{8}$ (maximum = $12 \frac{1}{4}$ ($\frac{1}{8}$ over - but allow this))
3. Heights
 - 1 Side = $14 \frac{3}{4}$ (max = $14 \frac{9}{16}$ - $\frac{3}{16}$ over)
 - 10 Side = $11 \frac{1}{2}$ (max = $11 \frac{3}{8}$ - $\frac{1}{8}$ over)
4. Rudder Depth = $29 \frac{1}{2}$ ($30 \frac{1}{2}$ is minimum - 1" under)

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.
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- ☐ The Certificates submitted are unsatisfactory for the reasons noted, and complete remeasurement is required.

International Measurement Committee

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

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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.

THIS SPACE
FOR
INSPECTION STAMP

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.

Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heights.										
Contour	19 1/8	13 7/8	9 3/4	6 1/2	4 7/8	4 1/4	5 7/8	8	11 1/2	15 3/8
Chine										
Side			21			21 1/2		17 3/8		

Stations	3.	6.	8.	Stern
Half Breadths				
Deck	24	34 1/4	31 1/4	19 5/8
Chine	15 7/8	26 1/2	24 1/2	15 1/2

Rudder.
Width 18"
Depth 29 1/2" = 30 1/2 minimum

Skeg
Length 32 1/2"
Depth 17"
Contour NIL

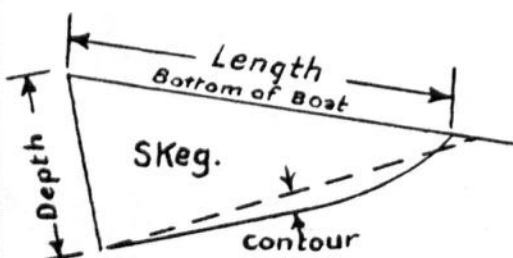
Is construction as per Rules? YES

I.S.C. ★ Y.R.A.

Yacht No. 3362

L.O.A.	22' 8 3/8"	✓
Mast from B	31' 8 1/2"	✓
Boom Length	14' 6 3/4"	✓
Jib Stay fr. B	22' 7 1/8"	✓
Dimension "A"	91"	✓
"B"	46"	✓
"C"	51 5/8"	✓
"E"	84 5/8"	✓
"G"	49"	✓
"K"	30"	✓
"M"	7 7/8"	✓
"N"	8 1/2"	✓
"O"	8 1/4"	✓
"P"	12 3/8"	✓
"R"	79 1/2"	✓
"T"	16 1/2"	✓

Keel weight 899 1/2 lbs



COPY

out as follows

$$P = 12 \frac{3}{8} - 12 \frac{1}{4} \text{ max } (\frac{1}{8} \text{ over})$$

allow this

no S-

Heights -

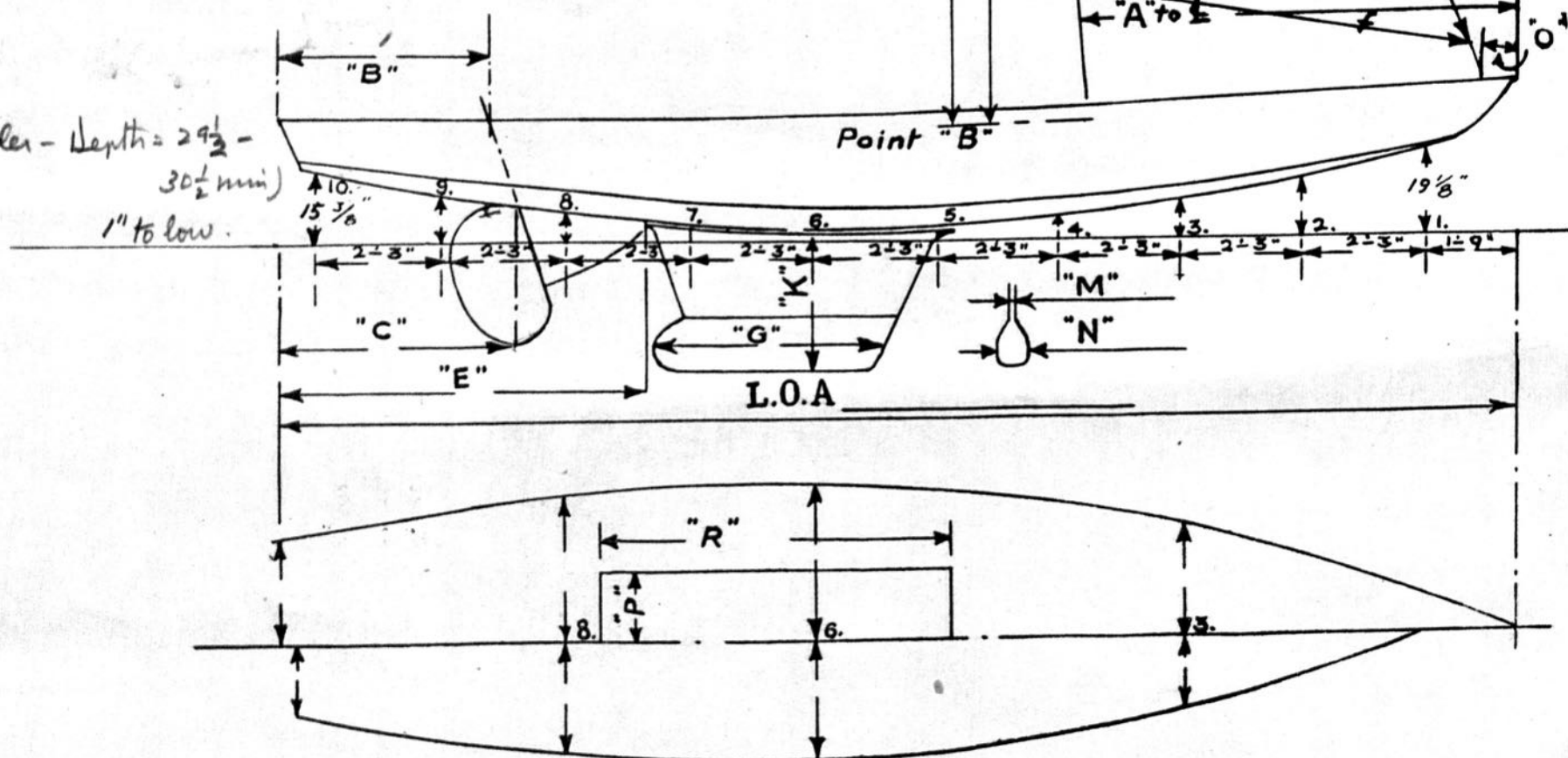
$$1S = 14 \frac{3}{4} - (14 \frac{9}{16} \text{ max } = \frac{3}{16} \text{ over})$$

$$10S = 11 \frac{1}{2} - (11 \frac{3}{8} \text{ max } = \frac{1}{8} \text{ out})$$

Rudder - Depth = 29 1/2 -

30 1/2 min)

1" to low.



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? 3362
2. Was this number cut or burned into keelson as required above? BURNED
3. Yacht's name "BIMBA" 4. Year built? 1953
5. By whom built? MARIOTTS COVE YACHT BUILDERS, N.S., CANADA.
6. Owner's name? MORLEY G. TAYLOR,
7. Address APARTADO 146, MARACAIBO - VENEZUELA.
8. Fleet LAKE MARACAIBO 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the Eighth day of July 1953 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 9 July 1953

Signed

[Signature]
Certified Star Measurer B. I. H. H.

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.

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 _____

	HEIGHTS									
STATIONS	1.	2	3	4	5	6	7	8	9	10
CONTOUR										
CHINE										
SIDE *										

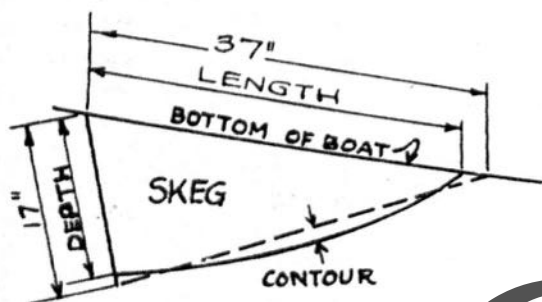
* MEASURED ALONG SURFACE OF PLANKING

	HALF BREADTHS			
STATIONS	3	6	8	STERN
DECK				
CHINE				

RUDDER
 WIDTH _____ TO ϕ OF POST
 DEPTH _____

SKEG
 DEPTH _____
 CONTOUR _____
 LENGTH ALONG CURVE _____

IS CONSTRUCTION AS PER RULES & PLAN? _____

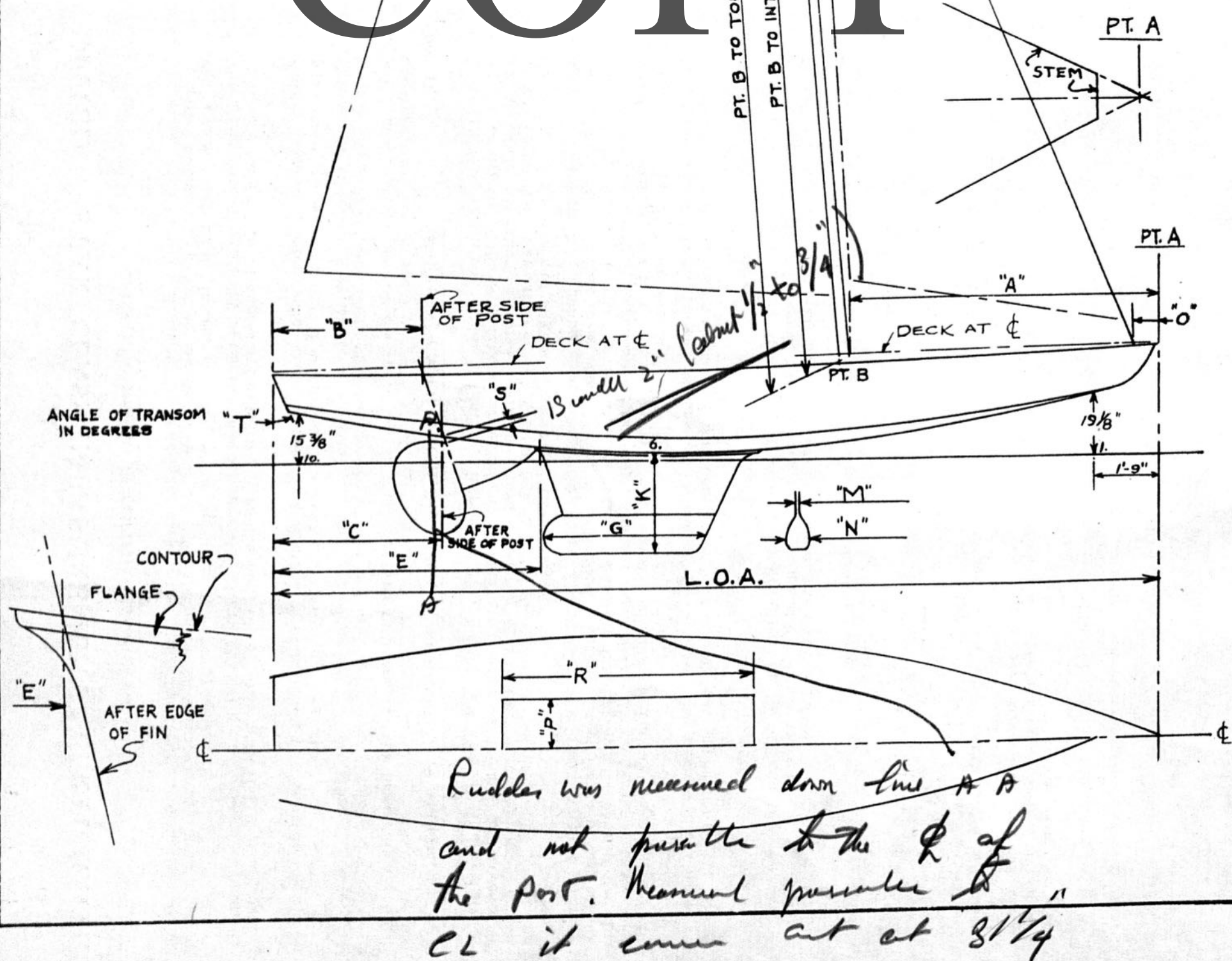


I.S.C.  Y.R.A.

YACHT NO. _____
 L.O.A. _____
 MAST FROM B _____
 BOOM LENGTH _____
 JIB STAY FR. B _____
 DIMENSION "A" _____
 "B" _____
 "C" _____
 "E" _____
 "G" _____
 "K" _____
 "M" _____
 "N" _____
 "O" _____
 "P" _____
 "R" _____
 "S" _____
 "T" _____

KEEL WEIGHT _____
 IS KEEL WEIGHT CERT. ATTACHED? _____

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?.....
2. Was this number cut or burned into keelson as required above?.....
3. Yacht's name "....." 4. Year built.....
5. By whom built?.....
6. Owner's Name.....
7. Address.....
8. Fleet..... 9. Remarks.....

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the..... day of....., 19....., 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..... Signed.....

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.

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.

THIS SPACE
FOR
INSPECTION STAMP

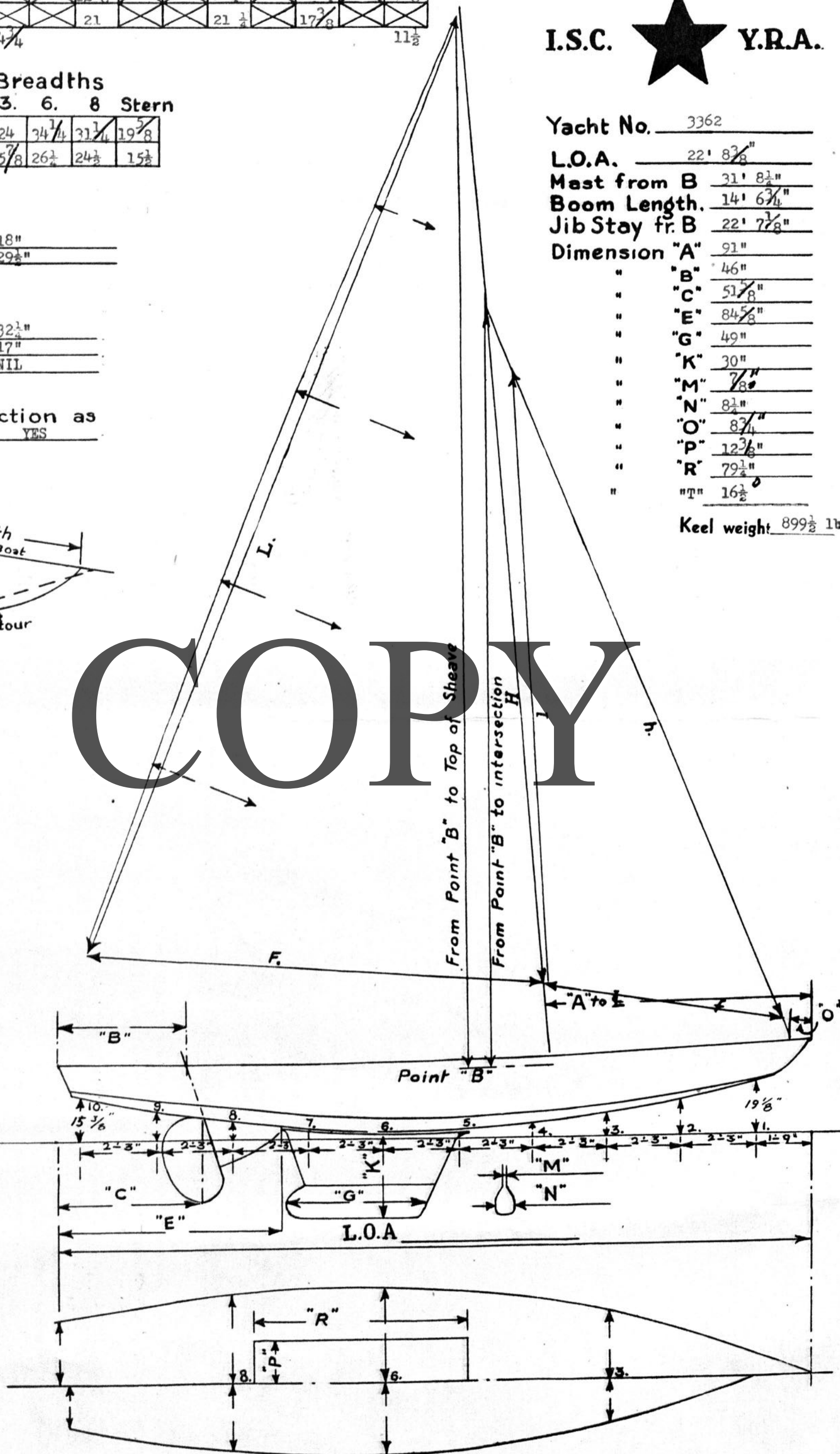
The International Measurement Committee, having examined all facts and figures certified to herein, finds that the yacht herein described conforms with the plans and specifications of the Star Class within the limitations of the measuring rules, and therefore, grants this Certificate to the said yacht 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.

3762

Keel weight 899½ lbs

A hand-drawn diagram of a ship's hull cross-section. The diagram shows a trapezoidal shape representing the hull. The top horizontal line is labeled "Length". The left vertical line is labeled "Depth". The bottom line is labeled "Bottom of Boat". A dashed line inside the hull is labeled "Skeg." and "Contour".



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? 3362
2. Was this number cut or burned into keelson as required above? BURNED
3. Yacht's name "BIMBA" 4. Year built? 1953
5. By whom built? MARIOTTS COVE YACHT BUILDERS, N.S., CANADA.
6. Owner's name? MORLEY G. TAYLOR,
7. Address APARTADO 146, MARACAIBO - VENEZUELA.
8. Fleet LAKE MARACAIBO 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the Eighth day of July 1953 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 9 July 1953 Signed [Signature] Certified Star Measurer [Signature]

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.

Hemelingen, den 22. Mai 1939

B e s c h e i n i g u n g !
=====

Wir bescheinigen hiermit, dass der von uns an die Firma

Abeking & Rasmussen, Lemwerder i/O.

am 22. Mai 1939 gelieferte Starbootkiel Mod.Nr. 0 von
uns mit 408 kg verwogen wurde.

Betr. 101362

Mit Deutschem Gruss

Kla.
III.

Eisengiesserei & Maschinenfabrik

Gebr. Klencke, Hemelingen

Stückhöhe 2'6" / Wegener 10/6.1939

Sacht Nr. 1847

COPY