

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.

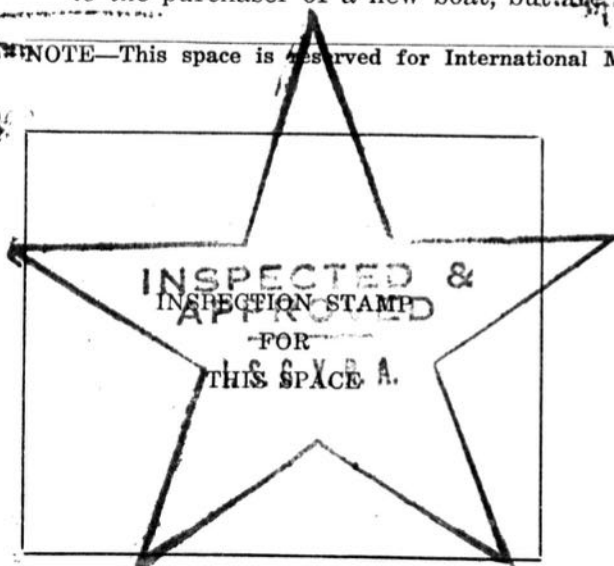
—CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—

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 *John S. Kelly*
Chairman International Measurement Committee.

Date *June 19/1959*

3409

STATIONS	1	2	3	4	5	6	7	8	9	10
HEIGHTS										
CONTOUR	19 1/8	13 3/4	9	5 3/16	3	2 7/16	3 3/4	6 3/4	10 13/16	15 3/8
CHINE			11			7 7/16		10 1/2		17 5/16
SIDE *	13 3/4		29 1/16			20 7/8		17 1/4		10 13/16

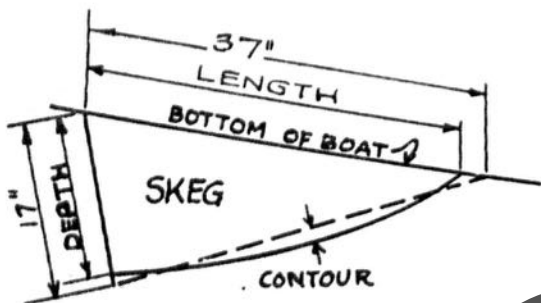
* MEASURED ALONG SURFACE OF PLANKING

HALF BREADTHS	STATIONS	1	3	6	8	STERN
DECK		7 7/16	23 5/16	33 15/16	31 1/16	19 3/8
CHINE		2 1/2	15 3/4	27	24 1/16	15 3/4

RUDDER
 WIDTH 18 1/4"
 DEPTH 30 1/2" TO ϕ OF POST

SKEG
 DEPTH 16 3/8"
 CONTOUR 1"
 LENGTH ALONG CURVE 35 1/8"

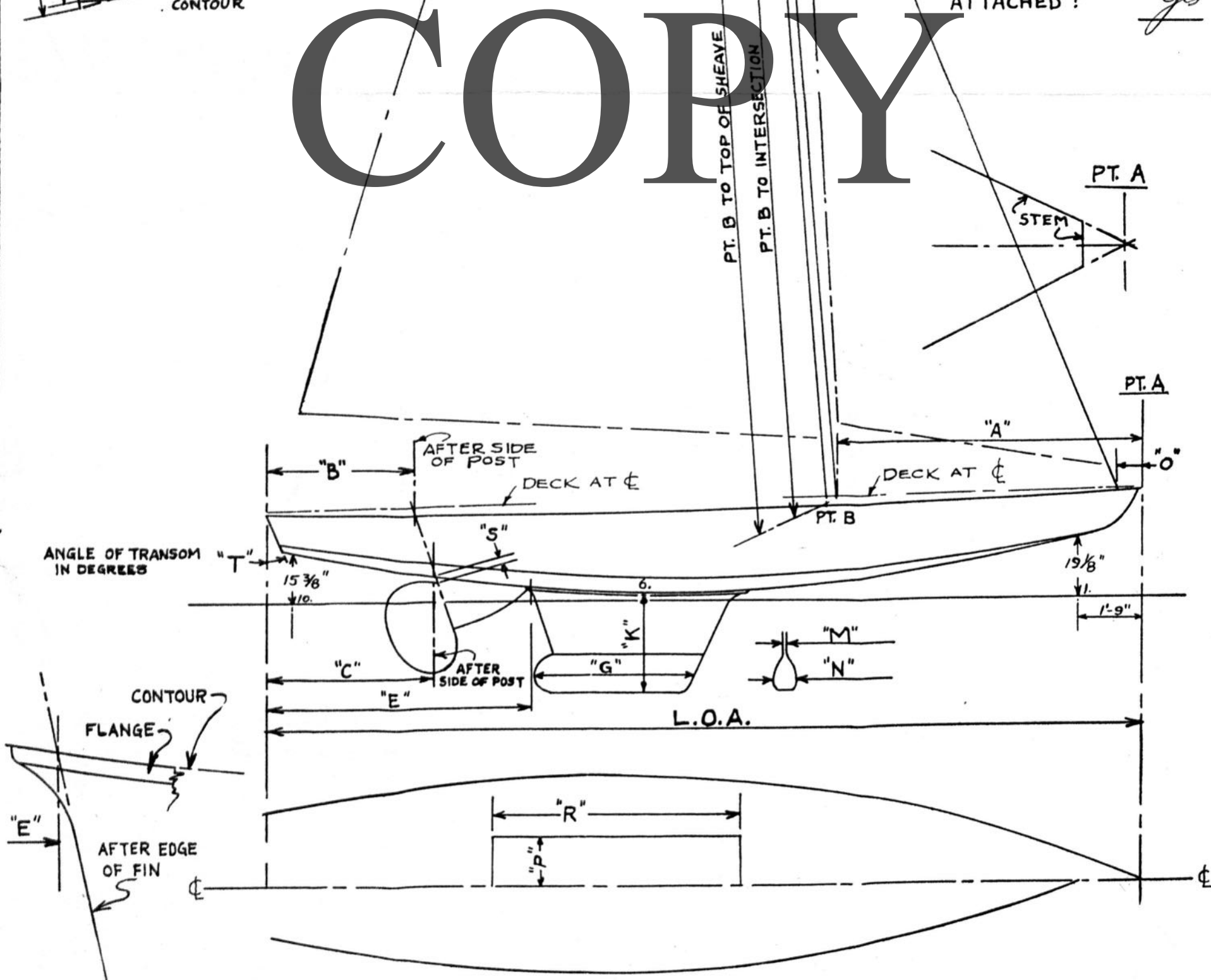
IS CONSTRUCTION AS PER RULES & PLAN? _____



YACHT NO.	3409
L.O.A.	22 - 8 7/8"
MAST FROM B	31 - 8"
BOOM LENGTH	14 - 7"
JIB STAY FR. B	22 - 7 1/2"
DIMENSION	"A" 7' - 5 3/4" MIN 88 3/4"
	"B" 3' - 9 3/8"
	"C" 4' - 3 3/4"
	"E" 7' - 3 3/4"
	"G" 4' - 2 3/8"
	"K" 2' - 5 3/4"
	"M" 7/8"
	"N" 8 1/16"
	"O" 10 3/4"
	"P" 12 1/4"
	"R" 6' - 8 1/2"
	"S" 3/4"
	"T" 20°

KEEL WEIGHT 889 #

IS KEEL WEIGHT CERT. ATTACHED? Yes



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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? 3409
2. Was this number cut or burned into keelson as required above? Yes
3. Yacht's name "Nerani" 4. Year built 1953
5. By whom built? Owner
6. Owner's Name Malcolm Newbiggin
7. Address 404 Pacific Highway, Adamstown, N.S.W. Australia
8. Fleet Isolated 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 11th day of April, 1959, 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 12-4-59

Signed

B. A. Russell

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.

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

Report from International Measurement Committee

Star No. 3409

Owner NEW BICLIN

Builder OWNER

Measurer RUSSELL

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

DIMENSION "A" LISTED 7'3 ³/₄"
MINIMUM 7'4 ³/₄"

COPY

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.

Date 5/1/59

John S. Russell Chairman
International Measurement Committee

BURDEN BROS.

IRON FOUNDERS

54 DERBY STREET,

NTH. LIDCOMBE

2nd Nov., 1953.

TO WHOM IT MAY CONCERN:

We have cast and supplied one Star yacht keel
the weight being 889 lbs., for yacht No. 3409.

COPY

Yours faithfully,

A. L. Burden.

A handwritten signature in dark ink, appearing to read 'A. L. Burden', written in a cursive style.

73 Bangaroo St
Balgowlah Nth
Sydney, N. S. W.
Australia.

12 April 1959

The Chairman
Measurement Committee
I. D. C. Y. R. C.

Re. $\frac{1}{2}$ breadth, Station 8 & Rudder Post.

Dear Sir,

I have just completed the remeasurement of yacht "Herani" No. 3409 after extensive alterations & submit the new figures for your examination.

You will note that I have made out completely new certificates for this yacht as a result of a change in ownership. The new owner is responsible for the alterations which entailed removing a considerable amount of planking to effect the necessary alterations.

The skeg was removed & built up to accommodate it to the new position of the rudder post.

I have omitted the keel weight as I have no record of its weight. Though I do remember the keel. It had about $\frac{1}{4}$ " or $\frac{5}{16}$ " planed off the bottom because it was over weight. The foundry then took the same

amount off the pattern, much to my disgust, because my own reel was cast from it next & it proved to be rather on the light side. This was done without our knowledge. However, if you would complete this detail from the original certificate I would be grateful.

I remain

yours sincerely

B. A. Russell

Cent. Treasurer.

COPY