

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? 4303
2. Was this number cut or burned into keelson as required above? YES
3. Yacht's name " " 4. Year built 1960
5. By whom built? PIERRE DE MATTOS
6. Owner's Name JUTAHY BORGES MAGALHÃES
7. Address RUA DA GRÉCIA - 6 SALA 501 - SALVADOR - BAHIA - BRASIL
8. Fleet SALVADO FLEET - SA1 9. Remarks The keel was weighed by the undersigned measurer, before attaching to hull

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 10th day of DECEMBER, 1960, 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 Rio-10th DEC-1960 Signed [Signature]
Certified Star Measurer

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

WARNING

If structural alteration or repairs are made (Except to sails) the yacht must be remeasured. If in doubt, obtain ruling from International Measurement Committee. This Certificate becomes void unless 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.

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Sec. C. —INSTRUCTION TO CERTIFIED MEASURERS—

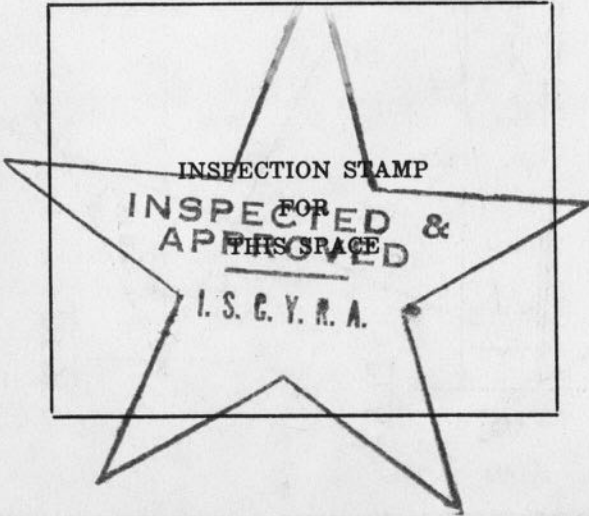
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the International Measuring Committee after his appointment.
2. This Form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

Date July 28, 1962

HEIGHTS										
STATIONS	1	2	3	4	5	6	7	8	9	10
CONTOUR	19" $\frac{1}{8}$	13" $\frac{3}{8}$	8" $\frac{5}{8}$	5"	2" $\frac{7}{8}$	2" $\frac{1}{2}$	3" $\frac{7}{8}$	6" $\frac{3}{4}$	10" $\frac{3}{4}$	15" $\frac{3}{8}$
CHINE			11" $\frac{3}{8}$			7" $\frac{5}{8}$		10" $\frac{3}{4}$		18"
SIDE *	13" $\frac{3}{8}$		19" $\frac{3}{4}$			21"		17" $\frac{3}{16}$		10" $\frac{1}{2}$

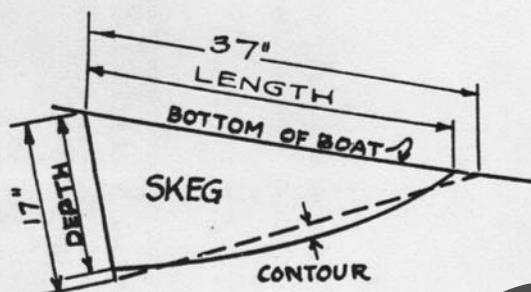
* MEASURED ALONG SURFACE OF PLANKING

HALF BREADTHS					
STATIONS	1	3	6	8	STERN
DECK	7" $\frac{1}{2}$	23" $\frac{7}{8}$	34" $\frac{3}{16}$	30" $\frac{7}{8}$	19"
CHINE	3" $\frac{1}{4}$	15" $\frac{5}{8}$	26" $\frac{3}{8}$	24" $\frac{3}{4}$	15" $\frac{3}{4}$

RUDDER
WIDTH 18" $\frac{1}{4}$ TO ϕ OF POST
DEPTH 31" $\frac{3}{8}$

SKEG
DEPTH 16" $\frac{3}{4}$
CONTOUR $\frac{1}{2}$ "
LENGTH ALONG CURVE 35"

IS CONSTRUCTION AS PER
RULES & PLAN? YES



I.S.C.



Y.R.A.

YACHT NO. 4303

L.O.A. 22' 8" $\frac{3}{4}$

MAST FROM B 31' 9"

BOOM LENGTH 14' 7"

JIB STAY FR. B 22' 3"

DIMENSION "A" 88" $\frac{3}{4}$

"B" 45" $\frac{1}{4}$

"C" 52" $\frac{1}{4}$

"E" 86" $\frac{1}{4}$

"G" 49" $\frac{1}{2}$

"K" 30"

"M" 7" $\frac{1}{8}$

"N" 8" $\frac{3}{8}$

"O" 9" $\frac{3}{4}$

"P" 12" $\frac{1}{4}$

"R" 81"

"S" 1" $\frac{1}{2}$

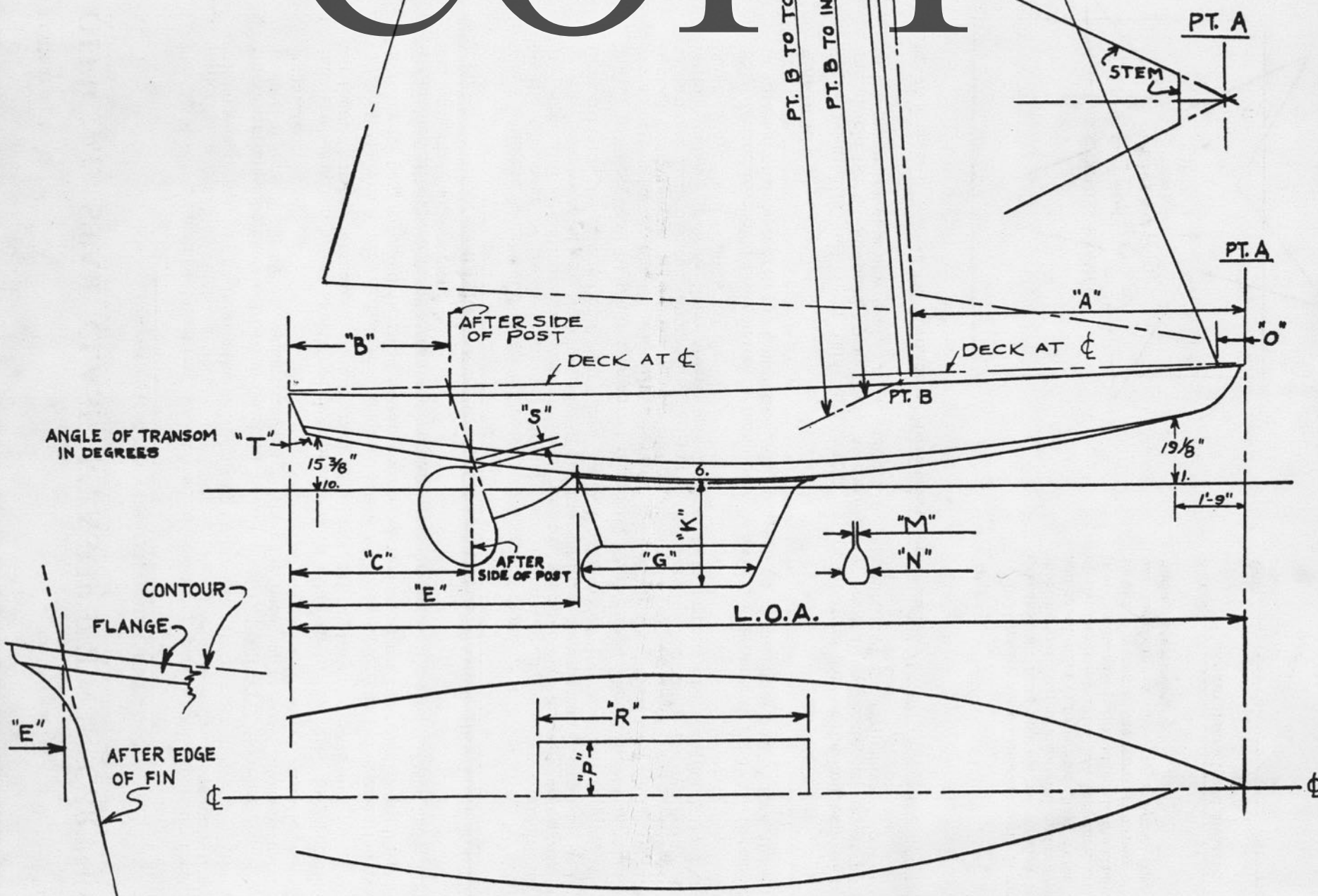
"T" 17° 30'

KEEL WEIGHT 895

IS KEEL WEIGHT CERT.
ATTACHED? YES

SEE OVER
"REMARKS"

COPY



April 24, 1961

Mr. Armando Jose Norman
Iate Club de Rio de Janeiro
Av. Pasteur
Rio de Janeiro, Brazil

Dear Mr. Norman:

With reference to the Measurement Certificate submitted for STARS #4301 and #4303, you did not include a keel weight certificate with these forms but stated you weighed the keels before attaching them to the hull. On what type of scale did you weigh them? Please give us more complete information. We cannot accept these as they are.

Sincerely yours,

JOHN S. TITTERINGTON
Chairman;
Int.Measurement Committee

JST/eg
CC - Rio de Janeiro Fleet Secy.

JUL 24 1962

Companhia Construtora Pederneiras
C.P. 1003, Brasilia, D.F., BRASIL

July 16, 1962

Mr. John S. Titterington,
Chairman, Int.Meas.Committee
I.S.C.Y.R.A.
Central Office
51 East 42nd Street,
New York 17, N.Y.,
U.S.A.

FILE
WITH
4303

Dear Mr. Titterington,

Please accept my profound apologies for not having replied earlier to your letter of April 24 1961. I am now living in Brasilia, and owing to the change of my address, only recently did your letter reach my hands.

I undertook the Weighing of the keels of the Star Class boats in question, Nº 4301 and Nº 4303 personally and in good faith, to guarantee the correctness of their respective weights, which were obtained from a public scale that is periodically checked by the Brazilian Weights and Measurements Department.

The weighing took place at the boatyard where the boats were built, after delivery of the keels from the foundry that cast them, and on that occasion they were in a completely finished state, and fully ready to attach to their respective hulls.

Hoping that this explanation meets with your approval,

With compliments,

Yours Sincerely,



Armando José Norman
Official Measurer.