

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE**YACHT NUMBER** 4707Builder BRODERNA GRANLUNDYear Built 1963Builder's Hull Number Construction Material WOODType and location of yacht number in hull burned in keelsonYacht Name HUMBUG VFleet RASTAOwner PHILIP SAGERAddress Kehlenstrasse 7, Beinwil am See, Aargau 5712, SwitzerlandRemarks Previous owner: Pelle Petterson
DECLARATIONS:

1. I certify that I have measured the items listed on this certificate for the above yacht and entered the data, the information is correct and the yacht complies with ISCYRA rules and the keel conforms to an approved builder's keel plan.

Print name Ake LudwigsSigned Date May 12, 1963
(Certified Star Class Measurer)

2. I certify that this yacht has been constructed in accordance with current plans and specifications of the ISCYRA and that the keel conforms to an approved keel plan and approved lay up schedule.

Print name Signed Date
(Builder)

3. **TO BE COMPLETED WHEN STRUCTURAL CHANGES HAVE BEEN MADE ON A YACHT**
I certify that I have measured the above yacht in any areas affected by the following changes:

and find it to be in accordance with the current plans and specifications of the ISCYRA.Print name Signed Date
(Certified Star Class Measurer)

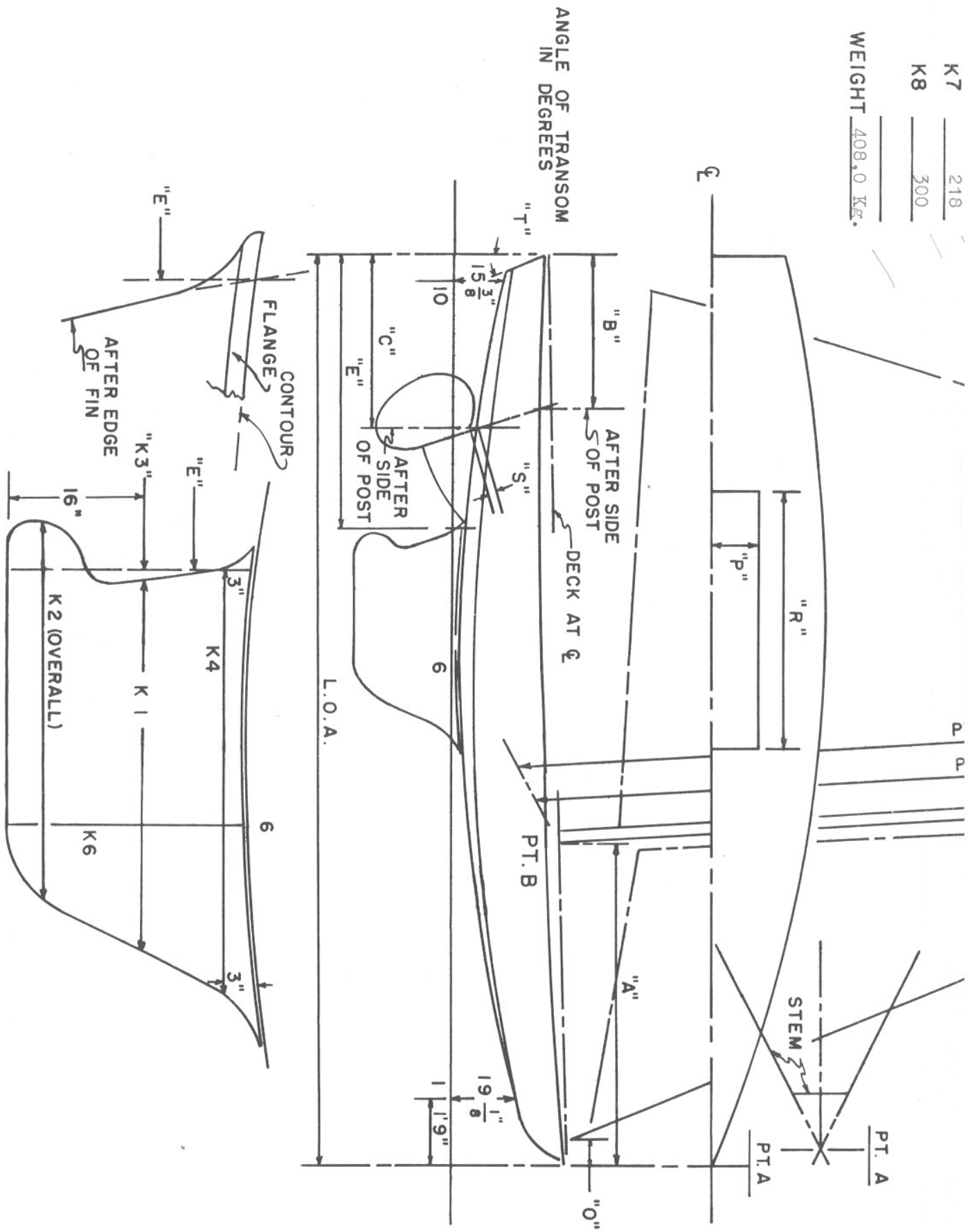
4. **TO BE COMPLETED WHEN YACHT OWNERSHIP CHANGES**

I certify that no alterations have been made on this yacht that would affect the measurements or conformity with the plans and specifications.

Print name Signed Date
(Owner)

K7 218
K8 300

WEIGHT 408.0 Kg.



HEIGHTS

STATIONS	1	2	3	4	5	6	7	8	9	10
CONTOUR	486	358	250	173	123	103	132	195	285	391
CHINE			312			230		316		465
SIDE *	374		533			555		450		255

I.S.C.

Y.R.A.



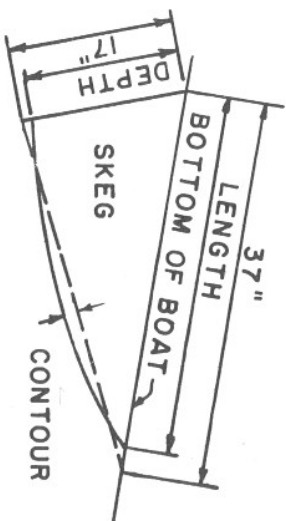
* MEASURED ALONG SURFACE OF PLANKING

HALF BREADTHS

STATIONS	1	3	6	8	STERN
DECK	206	614	868	798	490
CHINE	94	409	680	636	413

RUDDER

WIDTH 463 TO ϕ OF POST
DEPTH 784



SKEG

DEPTH 425
CONTOUR 14
LENGTH ALONG CURVE 900

K1 1147
K2 1240
K3 23
K4 1380
K5 25

YACHT NO. 4704

L.O.A. 6920

MAST FROM B 9676

BOOM LENGTH 4435

JIB STAY FR. B 6915

DIMENSION "A" 2295

"B" 1192

"C" 1277

"E" 2185

"O" 223

"P" 298

"R" 1991

"S" 8

"T" 15°

IS CONSTRUCTION AS PER RULES AND PLANS? Yes

IS KEEL WEIGHT CERTIFICATE ATTACHED? Yes

"SIDE FLATNESS" Yes

B TO TOP OF SHEAVE
B TO INTERSECTION

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.

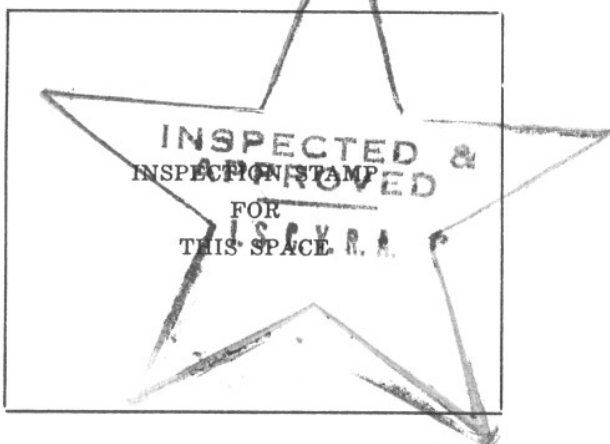
—CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—

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 integral 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. Tully
Chairman International Measurement Committee.

Date June 12, 1963

1014

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 and checked against award of number royalty receipt (Form R-2), otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 4 7 0 4
2. Was this number cut or burned into keelson as required above? Yes
3. Yacht's name "H U M B U G V" 4. Year built 1963
5. By whom built? Bröderna Granlund, Ädelfors, Sweden
6. Owner's Name Pelle Petterson
7. Address Swedjevägen 14, Askim, Sweden
8. Fleet KATT 9. Remarks No

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 11th day of May, 1963, 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 5/12 1963 Signed Ake Ludwigs
Certified Star Measurer (Ake Ludwigs)

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.

Gothenburg 5/13 1963

Dear Chairman;

Herewith I am sending You the Certificate of the
staryacht No 4704, HUMBUG V.

very truly yours,

Ake Ludwigs
(Åke Ludwigs)

Adress: Box 433, Billdal, Sweden

Ad + sent
3/18/64

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



Cable — ISCYRA NewYork
Telephone MUrray Hill 2-3243

51 East 42nd Street
New York, N. Y. 10017 U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

June 9, 1965

Mr. John S. Titterington
14 Bailey Avenue
Babylon, New York

Dear John:

The enclosed letters to Bengt Melin and Pelle Pettersson are self-explanatory. I am also sending to you, Bill Parks, and Bill Ficker a copy of the certificate for #4704. The photograph Pettersson sent me shows a dip in the deck edge at Station 4 and slightly forward (chain plate area). Please re-examine the certificate and tell me whether, in your opinion, the chine and side heights at measured stations are built to plus or minus maxima, and the dip or rise between apparently deliberate to secure hull depth, waterline length, or what have you. I think you and Bill Parks took a stab at this once, but I would like this reviewed by the entire Measurement Committee.

I also enclose telegrams to Albrechtson and Ludwigs approving #3943. Please make out a new certificate so that Mrs. Horton can send it to Albrechtson, who should be listed as owner (new name of boat is "BUMS"). I would do it but your marks and changes are a mystery to me. Note from the enclosed that the keel weight is now 401 Kg and that K-9 should be written in as 824 m/m.

I am recommending to the G.C. that Duplin's boat be checked by the Fleet Captain. We'll ask for templates of the chine and bow.

Sincerely,

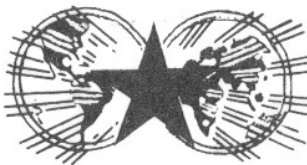
Frank

Frank H. Gordon
Executive President

Attach
FHG/mal
cc: Messrs. Parks
Ficker

"RA"

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



CENTRAL
51 EAST
NEW YORK, N.Y.
10017

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

June 9, 1965

Mr. Pelle Pettersson
Skarsgatan 70
Gothenburg S, Sweden

Dear Mr. Pettersson:

The enclosed letter to Bengt Melin is self-explanatory and answers the points raised in your letter of March 9, 1965. As you can see, we have given favorable consideration to the suggestions you have made.

I am not sure of the exact measurement of the aft height of the keel on #4704. You report a figure of 823 m/m, whereas Bengt Melin reports the height as follows:

"the aft height of the keel is 824 m/m
and to the rear bottom of the boat/hull
+ 2 m/m = 826 m/m."

The measurement should be from the hull to the bottom of the keel. The allowance is 825 m/m. Please verify this for us.

None of this means that your Olympic Medal is in any way affected. I am told that you moved fast through the water and sailed your boat well. You deserved your medal and should be proud of it.

I have also been told, and the photograph shows, some variation or waviness in the deck edge and perhaps the chine, particularly at Station 4. I would appreciate it if you would tell me how this came about, and whether you feel that the appearance of the boat can be improved in this regard.

Thank you again for all your cooperation in this troublesome matter of keel dimensions.

Sincerely yours,

Frank H. Gordon
Executive President

cc: Messrs. Titterington ✓
William W. Parks
William Ficker

"ISCYRA"

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

CENTRAL OFFICE
51 EAST 42ND ST.
NEW YORK, N. Y. 10017
U.S.A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

June 9, 1965

Mr. Bengt E. Melin
Ruddammsgatan 7
Gefle, Sweden

Dear Mr. Melin:

I apologize for not sooner answering all your letters concerning keel heights, but the problem has been complicated for us. The dimension of the aft keel height had no published tolerance after the elimination from the Table of Limitations of the 2% rule some years ago, but the dimension without a tolerance did not provide for the situation where the keel, as in modern practice, is located at the rearmost position.

We considered a dimension from the Measurer's base line as the most accurate, but after serious consideration decided not to use it but to use the Technical Committee recommendation of measuring from the bottom of the hull instead. It was this internal discussion in New York, plus computation of the correct figure, and approval of the present use of a tolerance, that delayed my writing.

To solve the difficulty, the G.C. has approved the "K-9" measurement proposed by the Parks Technical Committee, which is designed to maintain the bottom of the keel parallel to the water line, as measured from the bottom of the boat. I am sure that it will be adopted by the Class, and it is the present effective working tolerance which we are following. (See the May "Starlights", page 3.)

Stars No. 4704, and 4705 should therefore, if necessary, be corrected to meet the maximum dimension of 825 m/m measured vertically from the bottom of the null at the aft end of the keel to the bottom of the keel. I am not sure from your letter whether this dimension on 4704 is 824 m/m or 826 m/m. I suggest that to correct any excess the keel be ground off on the bottom, and that the grinding produce a straight flat surface along the bottom of the keel. If the keel is removable, and it is convenient, it should be again weighed.

Mr. Bengt E. Melin
June 9, 1965

page 2.

Please understand that this corrective action on Stars 4704 and 4705 does not mean that their certificates are disqualified or revoked, but the work should be done as soon as possible. I am pleased to tell you that we have received word that the keel on #3943 has been corrected and we have cabled notice of reapproval of its certificate.

Sincerely yours,

Frank H. Gordon
Executive President

FHG/mal

cc: Messrs. Titterington
Parks
Ludwigs
Albrechtson
Pettersson

Rapport från

Fordonsvägen, Masthamnsgatan,
för underlag till vägningsattest.

Härmed intygas att vi på begäran av Ing. Pelle Pekkarsen
jämlikt av Göteborgs Hamnstyrelse fastställd taxa den 4-5 1963
under ansvar avvägt 1 st. Käl till starbåt
märkta
enligt uppgift
verkställd undersökning innehållande
och utgjorde vikten 408.0 (Här ifylles viktstiekans
nettovikt)

Göteborg den 4-5 1963

Ing. Carlsson

Fordonsvägen
Masthamnsgatan

RCA COMMUNICATIONS, INC.
A SERVICE OF RADIO CORPORATION OF AMERICA
25 WEST 43rd STREET, N.Y. TEL. BR. 9-0572



S, INC.
AMERICA
3572



~~4704 OK. Await DATE 4705
WILL NOTIFY~~

JUN 28 8 57 AM '63
STANDARD TIME

FA93 SGB308

GOTEBORG 19 28 1312 =

ISCYRANEYORK NEWYORK=

GIVE INFORMATIONS ABOUT CERTIFICATES FOR 4704 AND

4705 STOP IMMEDIATELY CABLE ANSWER=

TENTH DISTRICT SECRETARY BENGT MELIN +

SENT 10:30AM JUN 28 1963 Both Granted. Await dates ~~4705~~ Titterington. Will NOTIFY.

RCA CORPORATION OF AMERICA
N.Y. TEL. BR. 9-0572



RCA COMMUNICATIONS, INC.
A SERVICE OF RADIO CORPORATION OF AMERICA
25 WEST 43rd STREET, N.Y. TEL. BR. 9-0572