

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? 4819

2. Was this number cut or burned into keelson as required above? YES

3. Yacht's name "SUSAN II" 4. Year built 1964

5. By whom built? PETERSEN'S STAR BOATS LTD.

6. Owner's Name CARL PETERSEN

7. Address 3645 W. 3RD AVE VANCOUVER B.C.

8. Fleet ENGLISH BAY 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 9TH day of MARCH, 1964, 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 March 10/64 Signed P.S. Hatfield
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 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.

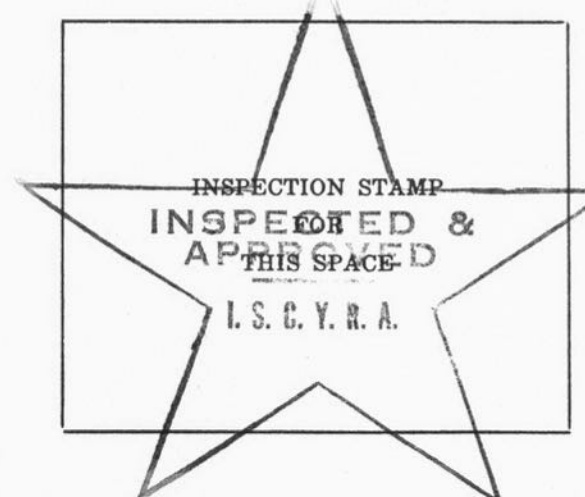
SEC. D. —CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—

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 [Signature]
Chairman International Measurement Committee.

Date March 29, 1964

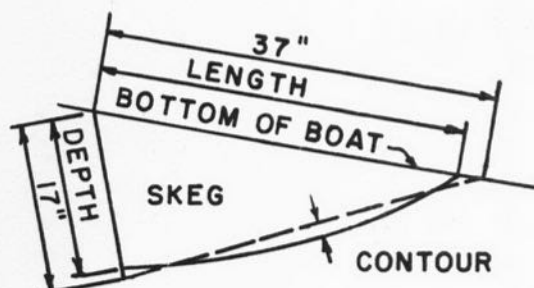
CHING ③ KEEL

	1	2	3	4	5	6	7	8	9	10
STATIONS	1	2	3	4	5	6	7	8	9	10
HEIGHTS										
CONTOUR	10 1/8	14 1/16	9 1/16	6 3/8	4 7/8	4	5 1/4	7 1/2	11 1/8	15 3/8
CHINE			11 13/16			8 3/4		11 1/16		17 3/4
SIDE *	14		20 3/16			21 1/16		17 1/4		10 1/16

* MEASURED ALONG SURFACE OF PLANKING

	1	3	6	8	STERN
STATIONS	1	3	6	8	STERN
HALF BREADTHS					
DECK	8 1/4	24 5/16	34 3/8	31 1/2	19 15/16
CHINE	3 3/4	16 1/4	26 1/2	24 7/8	16 3/8

RUDDER
WIDTH 17 1/2
DEPTH 30 3/4 TO ϕ OF POST



SKEG
DEPTH 16 3/4
CONTOUR 3/8
LENGTH ALONG CURVE 36 3/4

K1 45 1/4
K2 48 5/8
K3 2 1/16
K4 54 1/2
K5 1"
K6 30 9/16
K7 8 3/8
K8 12 1/8

WEIGHT 885 1/2 lbs.

I.S.C.



Y.R.A.

YACHT NO.	<u>4819</u>
L.O.A.	<u>22'-8 1/2"</u>
MAST FROM B	<u>31'-9"</u>
BOOM LENGTH	<u>14'-7"</u>
JIB STAY FR. B	<u>22'-9"</u>
DIMENSION "A"	<u>92 1/4"</u>
"B"	<u>45 1/2"</u>
"C"	<u>52 5/16"</u>
"E"	<u>83 1/2"</u>
"O"	<u>12 1/2"</u>
"P"	<u>12"</u>
"R"	<u>81 1/4"</u>
"S"	<u>1/2"</u>
"T"	<u>15°</u>

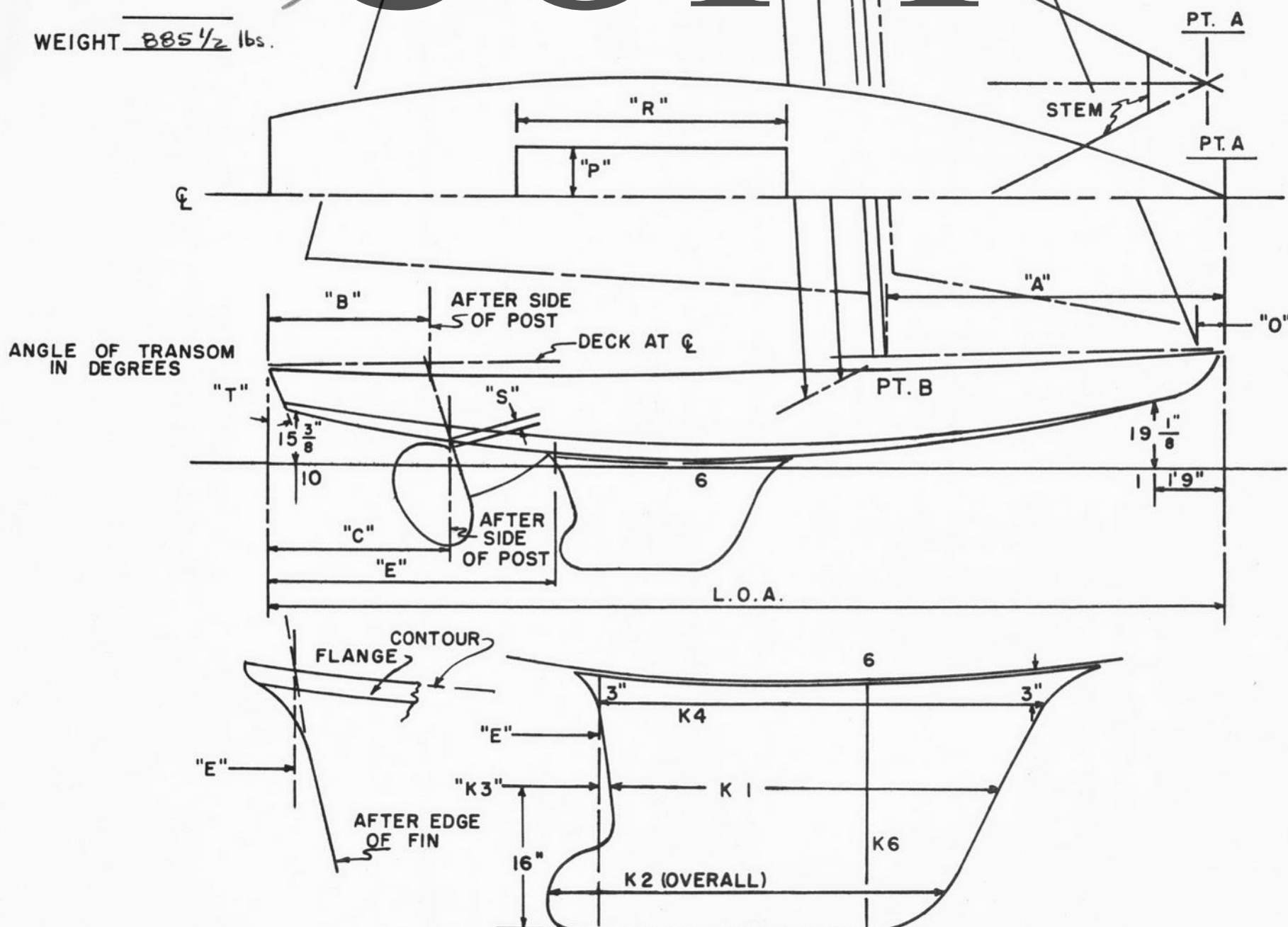
IS CONSTRUCTION AS PER RULES AND PLANS? YES

IS KEEL WEIGHT CERTIFICATE ATTACHED? *

"SIDE FLATNESS" *

* See attached letter

COPY



APR 6 1964

1810 FIR STREET • VANCOUVER 9, B.C. • 736-0093

SHIP TO:

**Peterson Star Boats,
1820 Fir Street,
VANCOUVER 9, B.C.**

Cust. Order No. & Date	Shipped Ex.	Fed. Sales Tax	Prov. Sales Tax	Terms
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Invoice No.	Invoice Date	Date Shipped	F.O.B.	PPD	COLL.	Shipped Via
	Mar. 26/64					

Qty. Ordered	Back Ordered	Shipped	Description	Unit Price	Amount	Disc.	Total
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1 Star Boat Keel Weighed ©

885 1/2 lbs. # 4819
P884

1 Star Boat Keel weighed @

875 $\frac{1}{4}$ lbs. # 4818
P804

This will certify that we,
Robar Industries Ltd. weighed
the above keels for Petersen
Star Boats and certify the
weights as above. Date of weighing
was Jan. 21, 1964.

Jan. 21, 1964.

INVOICE



APR 6 1964

ROBAR INDUSTRIES LTD.

1810 FIR STREET • VANCOUVER 9, B.C. • 736-0093

INVOICE TO:

SHIP TO:

Peterson Star Boats
1820 Fir Street,
Vancouver, B.C.

Cust. Order No. & Date		Shipped Ex.		Fed. Sales Tax		Prov. Sales Tax		Terms
Invoice No.	Invoice Date	Date Shipped	F.O.B.	PPD	COLL.	Shipped Via		
	Apr. 1/64							

Qty. Ordered	Back Ordered	Shipped	Description	Unit Price	Amount	Disc.	Total
			To weighing of 1 only Star boat keel @ 880 lbs. #4820 1964 This will certify that Robar Industries Ltd. weighed the above keel and that the weight shown is correct Date of weighing January 25, 1964 <i>V. L. Bar</i>				

PETER S. HATFIELD

B.Sc. (DUNELM)

NAVAL ARCHITECT

425 Howe Street, Vancouver 1, B.C., Canada

MUtual 4-2021

ASSOC. MEMBER R.I.N.A.

ASSOC. MEMBER S.N.A.M.E.

GRAD. MEMBER N.E.C.I.E.S

March 26th, 1964.

Measurement Committee,
International Star Class Yacht Racing Ass.,
51 East 42nd St.,
New York 17, N. Y.

Dear Sirs:

The enclosed Certificate concerns the keel weights for Star #4818 and #4819 as per telegram sent today.

I did not think that these certificates were necessary at the time of submission of measurement forms but these certificates should be what are required.

The half breadth at chine at station 3 on Star #4819 has been re-measured and corrected to 16 1/16".

Please give this matter your immediate attention to allow Carl Petersen to participate in the New Orleans regatta.

Yours very truly,

Peter S. Hatfield

Peter S. Hatfield.

PSH-rm
enc.

APR 6 1964

HATFIELD & PALMER LTD.

NAVAL ARCHITECTS

425 Howe Street, Vancouver 1, B.C., Canada

PETER S. HATFIELD B.Sc.

GERARD M. PALMER B.A.

TELEPHONE
MU 4-2021

April 2nd, 1964.

International Star Class Yacht Racing Association,
51 East 42nd Street,
NEW YORK 17, New York,
U. S. A.

Dear Sir:

Please find enclosed certified weight form for the keel of Star No. 4820. Also an additional copy of certified weight forms for Stars' No. 4818 and 4819.

COPY
These keels were weighed under my supervision by Robar Industries on the date shown because no certificate was available from the supplier. I did not think that a record from Robar Industries of the weights was required once I was satisfied that they fulfilled specifications, hence the original letters did not explain clearly how the weights were obtained. Future certificates will have a weight record attached.

Thank you very much for giving such prompt attention to approval of Carl Petersen's boat to enable him to race in the New Orleans Regatta.

Yours very truly,

HATFIELD & PALMER LIMITED

P.S. Hatfield

P. S. Hatfield.

PSH/jpw
Enc.

3/27/64.

#4819

Dear Mr Titterington: I am sending back to you the certificate that was not approved for boat #4819/ Also is enclosed the telegram that was sent concerning the errors. When the papers that are mentioned in this telegram are received at this office I will forward them to you immediately. I have sent another telegram as per their instructions Quote: Information received and acceptable. Approved for New Orleans signed Paul Smart:

OK - But just file with certificate.
E. H. Horlor *E.H.*

April 6 1964.

Dear Mr Titterington: these are the papers from Vancouver that I mentioned to you before. Am just sending everything as I got it.

EH

I believe you have the form 5's for these boats.

JST

COPY

CLASS OF SERVICE

This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

SF-1201 (4-60)

SYMBOLS

DL = Day Letter

NL = Night Letter

LT = International
Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

NK069 (56)PRA472 VA464

V LLA785 65/60 NL CNT FD VANCOUVER BC 26

INTERNATIONAL STAR CLASS YACHT RACIN

ASSN DELR IMMY AM

51 EAST 42ND ST NYK

HALF BREADTH AT CHINE STATION THREE REMEASURED AND CORRECTED
TO SIXTEEN AND ONE SIXTEENTH INCHES STOP I CERTIFY THAT THE

KEEL WEIGHT IS CORRECT AT 885-1/2 LBS AS WEIGHED BY ROBAR INDUSTRIES
LTD ON A GOVERNMENT INSPECTED SCALE AT THEIR SHOP LETTER AND
INFORMATION FOLLOWS. PETERSEN MUST KNOW BY TELEGRAM IMMEDIATELY
IF THIS MEETS APPROVAL FOR THE NEW ORLEANS REGATTA

PETER S HATFIELD

1964 MAR 27 AM 2 14

885-1/2.

COPY