

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

INSTRUCTIONS 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 Sec. 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.

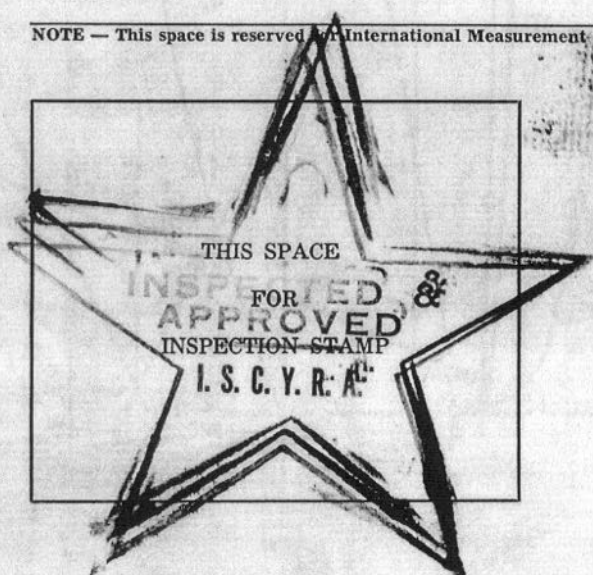
CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED

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.



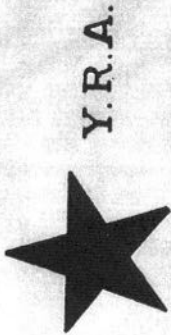
The International Measurement Committee, having examined all facts and figures certified to herein, finds that the yacht herein described conforms with the plans and specifications of the Star Class within the limitations of the measuring rules, and therefore, grants this Certificate to the said yacht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

9 May 1967



Y.R.A.

I.S.C.

HEIGHTS

STATIONS 1 2 3 4 5 6 7 8 9 10

KEEL PROE	19 1/8	13 3/4	9 1/2	6 1/4	4 3/8	3 11/16	5	7 1/2	11	15 3/8
CHINE			11 9/8			8 7/8		12 1/4		17 3/4
SIDE *	13 3/8		20 1/8			21		16 3/4		10 1/4
BOTTOM ARC			54			71		67		66

* MEASURED ALONG SURFACE OF PLANKING

HALF BREADTHS

STATIONS 1 3 6 8 STERN

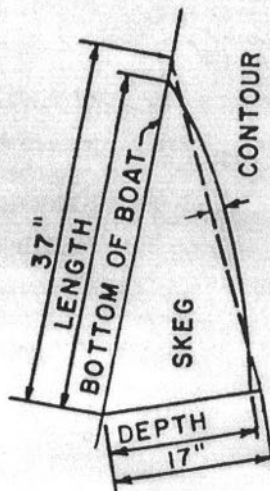
DECK	33/8	24 1/4	33 1/2	30 1/4	19 1/4
CHINE	33/4	16	27 5/8	24 3/8	15 13/16

RUDDER

WIDTH
DEPTH

17 1/2 TO C OF POST

34



SKEG

DEPTH
CONTOUR

LENGTH ALONG CURVE

K1	3	9 3/8
K2	4	- 3/4
K3	-	2 1/4
K4	4	6 5/8
K5	-	- 15/16

YACHT NO.

L.O.A.

MAST FROM B

BOOM LENGTH

JIB STAY FR. B

DIMENSION

"A"

"B"

"C"

"E"

"O"

"P"

"R"

"S"

"T"

IS CONSTRUCTION WOOD

OR FIBERGLASS?

IS CONSTRUCTION AS PER

RULES AND PLANS?

IS KEEL WEIGHT CERTIFICATE

ATTACHED?

"SIDE FLATNESS"

5185

22 9

31 9

14 7

22 9

7 6 3/4

3 9

4 3 7/8

7 -

- 8 7/8

1 -

6 8 1/2

- 1 1/16

15°

-

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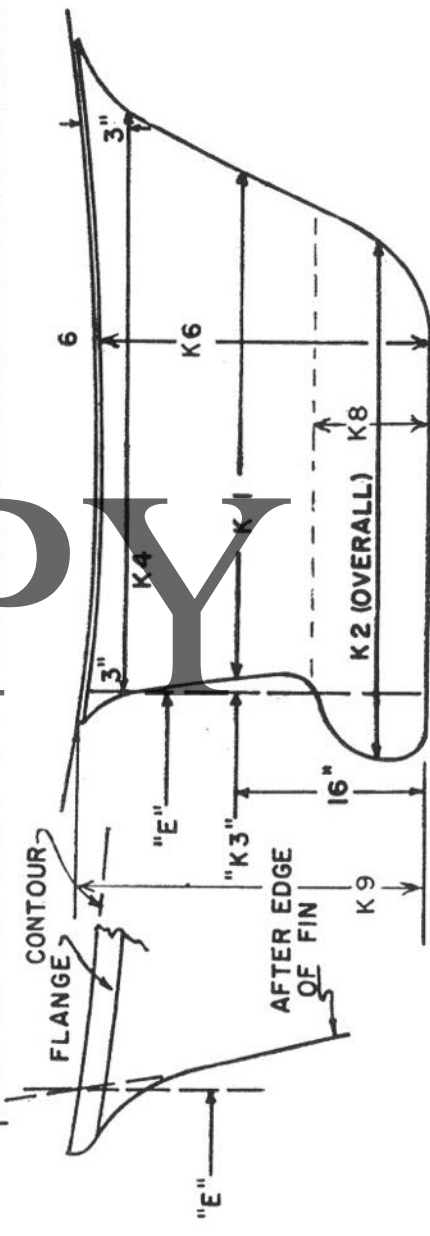
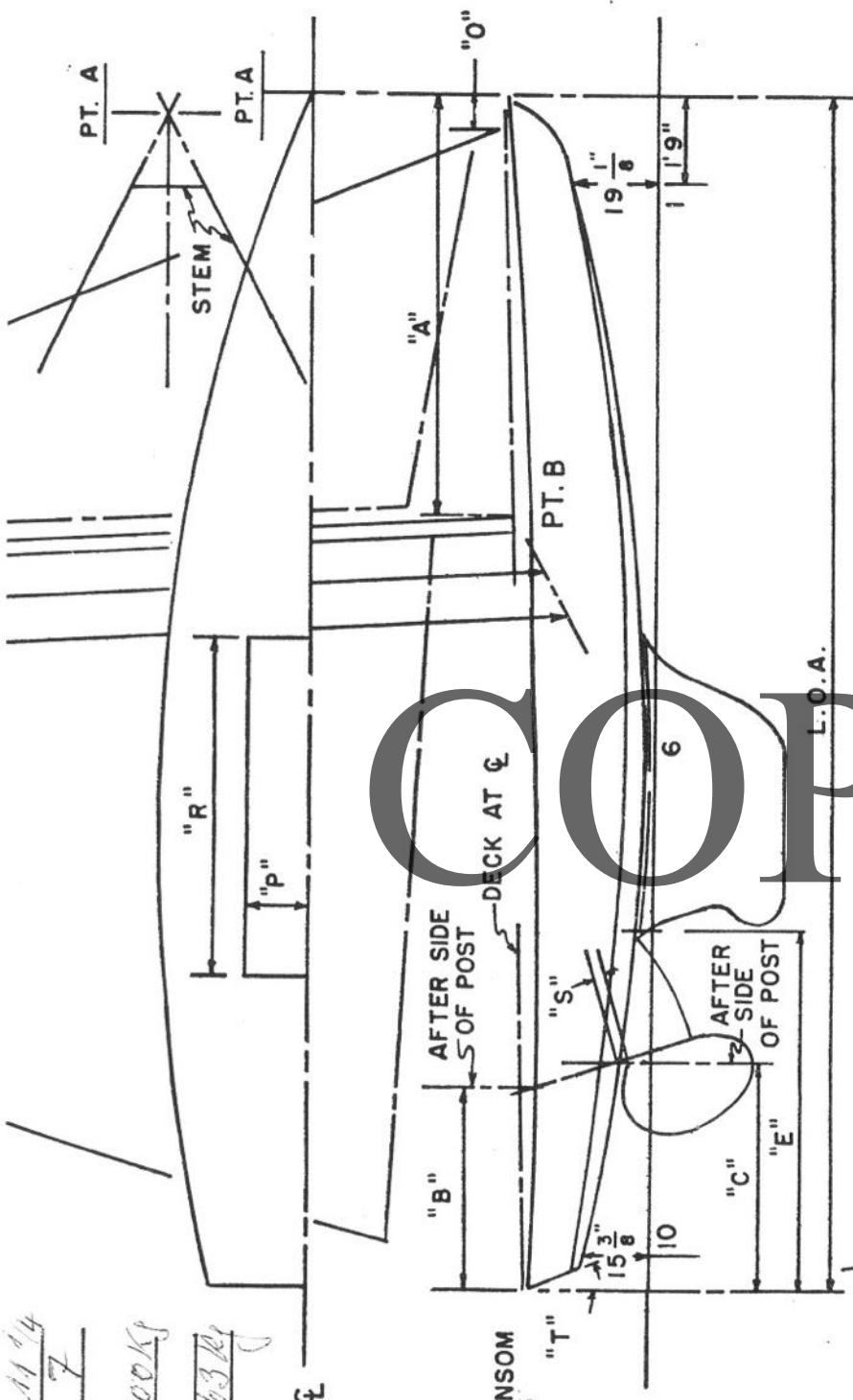
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K8 114
 K9 27
 WEIGHT: 400kg
 KEEL
 † HULL 663kg
 YACHT

† For fiberglass only

ANGLE OF TRANSOM IN DEGREES

Sec. A.

	<u>DESCRIPTION OF MEASURED YACHT</u>
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.

CERTIFIED MEASURER'S AFFIDAVIT

Date signed and filed 14th of April 1967 Signed F. W. Mauleberg
Certified Star Measurer

WARNING

AFFIDAVIT OF NO ALTERATIONS

Date _____ Signed _____ former owner

Firma

Abeking & Rasmussen
Yacht- und Bootswerft

2874 Lemwerder i.O.



BREMER VULKAN
SCHIFFBAU UND MASCHINENFABRIK

282 BREMEN-Vegesack
Weserstraße 64-67
Postfach 23/24

Bahnstation:
Bremen-Aumund (Vulkan)
Fernruf:
Bremen Sammel-Nr. 66031

Kabeladresse:
Bremer Vulkan, Bremen
Fernschreiber: 024 4858

Ihre Zeichen

Ihre Nachricht vom

Unsere Zeichen
MBA W1/Qu

Hausruf
6603 412

282 Bremen-Vegesack,
7. Februar 1967

Betreff:

Bescheinigung

Wir bescheinigen hiermit, daß der für Kom.-Nr. 58486 gelieferte
Starbootskiel ein Gewicht von 400 kg hat.

Yacht's number 5185

Yacht's name " TOBI III "

B R E M E R V U L K A N
Schiffbau und Maschinenfabrik
Abt. Maschinenbau-Betrieb

Klinker
Oberingenieur

COPY