

# OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

## Sec. C.

### —INSTRUCTION TO CERTIFIED MEASURERS—

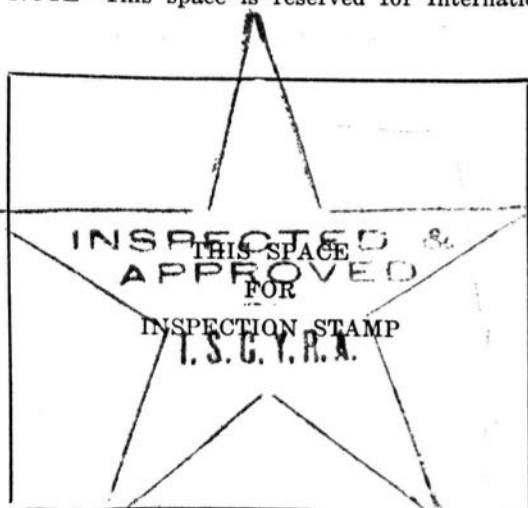
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made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

1. This Certificate is not valid unless it bear 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. Sails excepted, the holder of this Certificate shall not be subject to protest on measurements unless an order to remeasure is obtained from the International Measurement or Governing Committee, after the protesting party has submitted evidence to show that there are reasonable grounds to suspect subsequent alterations or other justifiable cause.
3. Copies of this Certificate may be obtained from the International Measurement Committee for \$1.00. A new Certificate may be obtained after all renewal affidavits on Page 2 are exhausted without charge. A duplicate of every Certificate granted will be kept on file by the International Measurement Committee and a list of newly granted Certificates will be published from time to time.

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 H. C. Halsted; May 25, 1936  
Chairman International Measurement Committee.

Re-approved, subsequent to repairs  
*Henry M. Devereux*  
HENRY M. DEVEREUX  
Chairman  
International Measurement Committee  
August 3, 1950

|          | Heights.         |    |                 |                 |                 |    |                  |                 |                  |                  |
|----------|------------------|----|-----------------|-----------------|-----------------|----|------------------|-----------------|------------------|------------------|
| Stations | 1.               | 2  | 3.              | 4.              | 5.              | 6. | 7.               | 8.              | 9.               | 10.              |
| Contour  | 19 $\frac{1}{2}$ | 14 | 9 $\frac{3}{8}$ | 5 $\frac{1}{2}$ | 2 $\frac{3}{4}$ | 2  | 3 $\frac{1}{4}$  | 6 $\frac{5}{8}$ | 10 $\frac{7}{8}$ | 15 $\frac{3}{4}$ |
| Chine    |                  |    | 11              |                 |                 |    | 7 $\frac{1}{8}$  |                 | 10 $\frac{3}{8}$ | 17 $\frac{3}{4}$ |
| Side     |                  |    | 21              |                 |                 |    | 21 $\frac{5}{8}$ |                 | 17 $\frac{5}{8}$ |                  |

| Half Breadths |                  |                  |                                     |
|---------------|------------------|------------------|-------------------------------------|
| Stations      | 3.               | 6.               | 8 Stern                             |
| Deck          | 23 $\frac{7}{8}$ | 4,866            | 31 $\frac{1}{4}$ 19 $\frac{1}{2}$   |
| Chine         | 15 $\frac{3}{4}$ | 26 $\frac{7}{8}$ | 24 $\frac{3}{8}$ 15 $\frac{11}{16}$ |

Rudder.  
Width 0.45 m  
Depth 0.80 m

Skeg  
Length 29  $\frac{1}{2}$ "  
Depth 15  $\frac{7}{8}$ "  
Contour 7  $\frac{1}{8}$ "

Is construction as  
per Rules? ja

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

Yacht No. 1257

L.O.A. 6,921 m

Mast from B 9,671 m

Boom Length. 4,445 m

Jib Stay fr. B 6,853 m

Dimension "A" 2,43 m

"B" 1,18 m

"C" 4'-4 $\frac{1}{2}$ "

"E" 6'-10 $\frac{1}{2}$ "

"G" 4'-2"

"K" 2'-6"

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

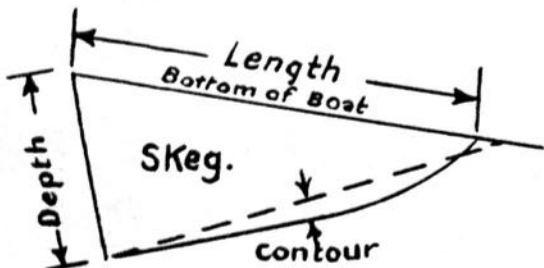
"N" 8  $\frac{1}{4}$ "

"O" 0,265

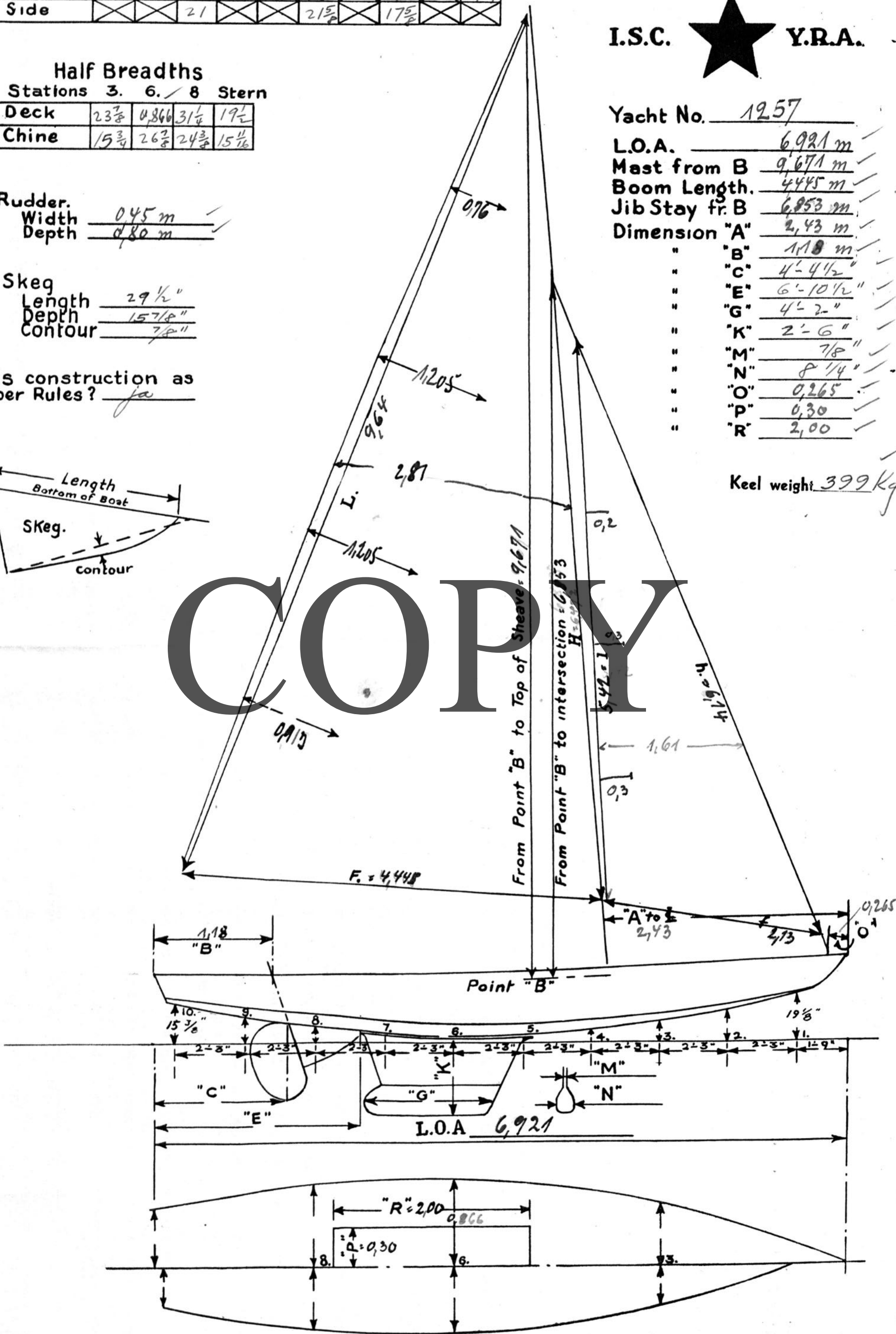
"P" 0,30

"R" 2,00

Keel weight 399 Kg



COPY



# 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 a least 3" figures into upper side of keelson, otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 1257
2. Was this number cut or burned into keelson as required above? ja
3. Yacht's name "Bellatrix (ex Sirkus)" 4. Year built? 1936
5. By whom built? G. DeVries-Lentsch, Werf "Het Fort", Nieuwendam
6. Owner's name? Bruno Splieth, Kiel (ex Holländische Marine)
7. Address Kiel, Hindenburgufer 78/79
8. Fleet Norddeutsche 9. Remarks siehe Anlage  
Nachvermessung

## CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the..... day of..... 19..... 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 14. Juni 1950 Signed Adolf Harms Schiffb.-Ob.-Ing. i. R.  
Certified Star Measurer (245) Kiel-D'dorf  
 NOTE—If there is anything about the yacht's construction or otherwise which you believe is 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 each owner upon the sale or transfer of the yacht signs the Renewal Affidavit below.

## Sec. B.

## RENEWAL OF AFFIDAVITS 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.

SOLD OR TRANSFERRED TO..... of.....  
 I hereby certify under oath that no alterations have been made to the said yacht since I became the owner on date above shown, unless a rider covering remeasurement is affixed to this Certificate.

Date..... Signed..... former owner.

SOLD OR TRANSFERRED TO..... of.....  
 I hereby certify under oath that no alterations have been made to the said yacht since I became the owner on date above shown, unless a rider covering remeasurement is affixed to this Certificate.

Date..... Signed..... former owner.

NOTE—After last renewal space if filled, apply for new certificate.

# DISTRICT SECRETARIES

1st—ARTHUR M. DEACON  
160 Maple Ave.  
Mamaroneck, N. Y.  
(Atlantic Coast of North America,  
North of Manasquan Inlet, N. J.)

2nd—D. J. DUNIGAN, JR.  
Tower Building  
Washington 5, D. C.  
(Atlantic Coast of America,  
South of Manasquan Inlet, N. J.,  
except Florida)

3rd—ELIZABETH M. ROBIN  
1661 Octavia St.  
New Orleans, La.  
(Coast of the Gulf of Mexico,  
North America, Central America,  
Cuba, West Indies and Florida)

4th—DONALD J. BERGMAN  
556 Earlston Rd.  
Kenilworth, Ill.  
(Great Lakes and inland waters,  
West of Buffalo)

5th—FRANK WOSSER  
P. O. Box 65  
Belvedere, Calif.  
(Pacific Coast of North America,  
from Mexico to Oregon)

6th—SID MILLER  
3328 West 1st Ave.  
Vancouver, B. C.  
Canada  
(Gulf of Georgia and Pacific  
Coast of North America, North  
of Oregon)

7th—ROBERTO BUENO  
294 R. Santa Clara  
Rio de Janeiro, Brazil  
(South America Atlantic Coast)

8th—H. W. B. WHITE  
Hawaiian Trust Co.  
Honolulu, T. H.  
(Islands of Hawaii)

9th—JEAN PEYTEL  
66 Rue de Lisbonne  
Paris VIII, France  
(France, Belgium, Holland)

10th—C. T. A. BEEVOR  
3 South Quay  
Great Yarmouth, Norfolk  
England  
(British Isles and Scandinavian  
Countries, including Finland)

11th—B. HARVEY  
Flat 6 "Avignon"  
Selwyn Ave.  
Elwood S. 3, Victoria, Australia  
(Australasian Islands and the  
Far East)

**COMMODORE GEORGE W. ELDER**  
(For Other Honorary Officers, see "Log".)

## IMPORTANT

**Always Communicate Direct With Officers in  
Charge of Subject and Mark Letters  
I. S. C. Y. R. A.**

## ★ CENTRAL OFFICE ★

### INTERNATIONAL STAR CLASS Y. R. A.

51 East 42nd Street  
New York 17, N. Y., U. S. A.  
Cable—ISCYRA New York  
Telephone MURray Hill 2-3243

### CORRESPONDING SECRETARY

(Reports, Numbers, Number Tax, Forms, Dues,  
Plans & Specifications—\$15.00 per set;

Sail Plan—\$3.00)

EDITH U. GLASS  
(Central Office)

### EXECUTIVE OFFICERS

#### PRESIDENT

(Executive Matters Only)  
Appeals and Rulings,  
Charters, and Sanctioning Events  
HAROLD C. HALSTED  
(Central Office)

#### VICE-PRESIDENT

L. REEVE BOWDEN  
(Central Office)

#### INTERNATIONAL SECRETARY

ROBERT E. SMITH  
(Central Office)

#### INTERNATIONAL TREASURER

WILLIAM SEAMAN SR.  
(Central Office)

# DISTRICT SECRETARIES (continued)

12th—CEBERN L. LEE  
Oaks Corners, N. Y.  
(Inland Lakes of the  
Northeastern States  
and Eastern Canada)

13th—ISTVAN JANKOVICH  
Lorantfiy Zsuzsanna-ut 1  
Budapest II, Hungary  
Roumania, Hungary, Yugoslavia,  
Czechoslovakia and Germany

14th—BEPPE CROCE  
Via Assarotti 5  
Genoa, Italy  
(Italy and Greece)

15th—DUARTE BELLO  
Casal Branco  
Rua Melo e Sousa  
Estoril, Portugal  
(Water Spain and Portugal)

16th—SERGE H. N. TAY  
93 Ave. Moinier  
Casablanca, Morocco  
(North Africa)

17th—H. GWALTER  
Rapperswil, Switzerland  
(Switzerland and Austria)

### DEPARTMENT OFFICIALS

Measurement Certificates,  
Certificate Transfer \$1.00  
W. W. STUECK  
Ivoryton, Conn.

Editor of "Starlights" and "Log"—  
Mailing Dept.—  
C. STANLEY OGILVY  
(Central Office)

Development Committee—  
ANN D. FRANKLIN, Chairman  
Box 245  
Noroton, Conn.

Secretary for Isolated Members  
CHARLES ULMER  
66 Buckley St.  
City Island 64, N. Y. C.

Insurance Officer—Standard Star Policy  
D. M. WALKER  
111 Westminster St.  
Providence, R. I.

Motion Pictures—  
WM. P. FARLEY, Jr.  
268 Kimbark Road  
Rochester 10, N. Y.

Publicity Committee—  
A. F. WAKEFIELD  
Vermilion, Ohio

**FOR FLEET OFFICIALS CONSULT LOG**



ENCIRCLES THE GLOBE

# International Star Class Yacht Racing Association

FOR THIRTY-NINE YEARS THE MOST POPULAR AND WIDELY DISTRIBUTED  
CLASS OF ONE DESIGN RACING YACHTS IN THE WORLD.

August 3, 1950

STAR NO. 1257 "BELLATRIX"- ex SIRIUS

This approval certificate is granted, based on the old hull restored according to report of the Measurer, Mr. Adolph Harms.

All items red-marked have been copied from the original approved certificate, dated May 25, 1936.

**COPY**

HENRY M. DEVEREUX  
Chairman  
International Measurement Committee

# OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

## Sec. C.

### —INSTRUCTIONS TO CERTIFIED MEASURERS—

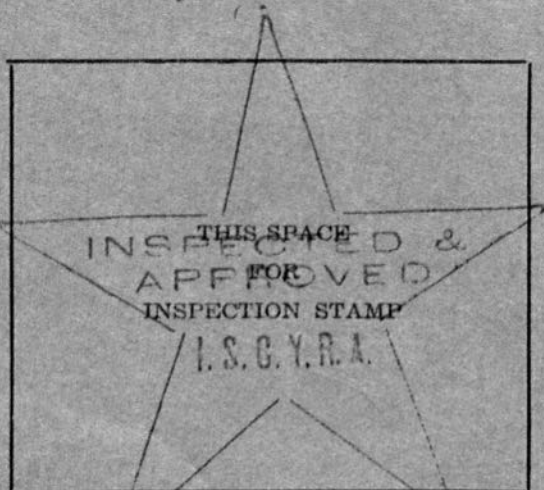
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NOTE—This space is reserved for International Measurement Committee use.



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 .....  
Chairman International Measurement Committee.

5/25/36

1457

| Stations | 1.     | 2. | 3.    | 4.    | 5.    | 6.     | 7.    | 8.     | 9.     | 10.    |
|----------|--------|----|-------|-------|-------|--------|-------|--------|--------|--------|
| Heights. |        |    |       |       |       |        |       |        |        |        |
| Contour  | 19 1/8 | 14 | 9 3/8 | 5 1/2 | 2 3/4 | 2      | 3 1/4 | 6 5/8  | 10 7/8 | 15 3/8 |
| Chine    |        |    | 11    |       |       | 7 1/8  |       | 10 3/8 |        | 17 3/4 |
| Side     |        |    | 30    |       |       | 27 1/4 |       | 26 1/2 |        |        |

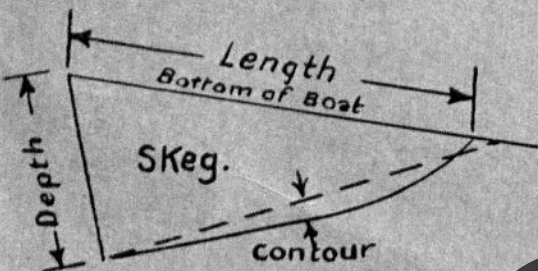
Chine to Deck 21 21 5/8 17 5/8

| Half Breadths | Stations | 3.     | 6.     | 8.     | Stern   |
|---------------|----------|--------|--------|--------|---------|
| Deck          |          | 23 1/8 | 34 1/4 | 31 1/4 | 19 1/2  |
| Chine         |          | 15 3/4 | 26 1/8 | 24 3/8 | 15 1/16 |

Rudder.  
Width 18"  
Depth 31 1/8"

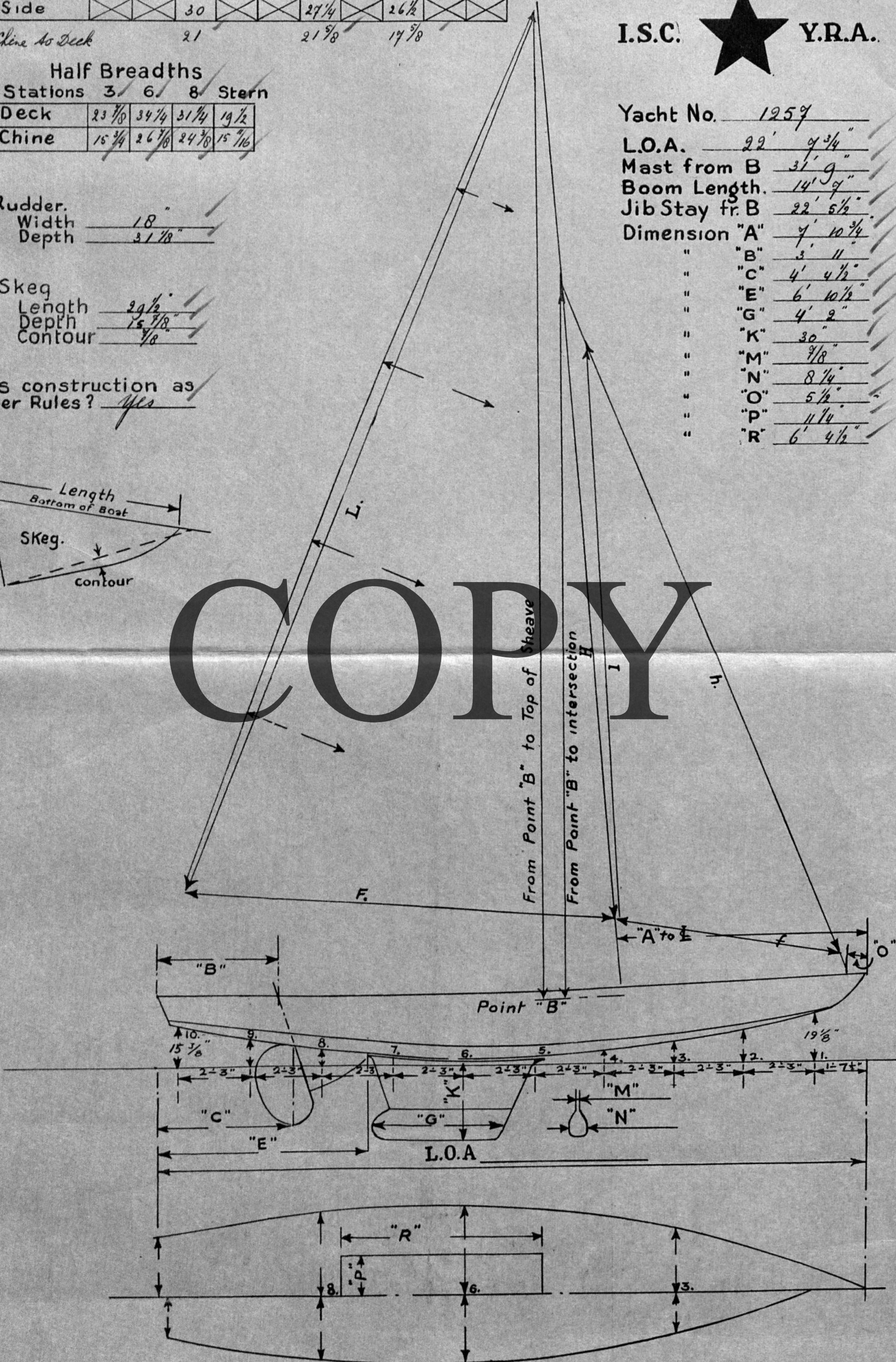
Skeg  
Length 29 1/2"  
Depth 15 3/8"  
Contour 7/8"

Is construction as  
per Rules? Yes



I.S.C. ★ Y.R.A.

Yacht No. 1257  
L.O.A. 22' 9 3/4"  
Mast from B 31' 9"  
Boom Length 14' 9"  
Jib Stay fr. B 22' 5 1/2"  
Dimension "A" 4' 10 3/4"  
" " "B" 3' 11"  
" " "C" 4' 4 1/2"  
" " "E" 6' 10 1/2"  
" " "G" 4' 2"  
" " "K" 30"  
" " "M" 7/8"  
" " "N" 8 1/4"  
" " "O" 5 1/2"  
" " "P" 11 1/4"  
" " "R" 6' 4 1/2"



# 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? 1257
2. Was this number cut or burned into keelson as required above? Cut
3. Yacht's name "Sirius" 4. Year built? 1936
5. By whom built? Werf "Het Goud", Nieuwendam, Holland
6. Owner's name? Koninklijke Nederlandse Marine
7. Address Rijkswerf, Willemsoord, den Helder
8. Fleet Noord-Holland en Utrecht 9. Remarks —

## CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 17 the April 1936 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 8 May 1936

Signed G. H. C. van Hoëvell

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 each owner upon the sale or transfer of the yacht signs the Renewal Affidavit below.

## Sec. B.

## RENEWAL AFFIDAVITS 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.

SOLD OR TRANSFERRED TO \_\_\_\_\_ of \_\_\_\_\_  
I hereby certify under oath that no alterations have been made to the said yacht since I became the owner on date above shown, unless a rider covering remeasurement is affixed to this Certificate.

Date \_\_\_\_\_ Signed \_\_\_\_\_ former owner.

SOLD OR TRANSFERRED TO \_\_\_\_\_ of \_\_\_\_\_  
I hereby certify under oath that no alterations have been made to the said yacht since I became the owner on date above shown, unless a rider covering remeasurement is affixed to this Certificate.

Date \_\_\_\_\_ Signed \_\_\_\_\_ former owner.

NOTE—After last renewal space is filled, apply for new certificate.

88 City Island Ave.  
City Island  
New York, 64, N. Y.  
August 3, 1950

Mr. Bruno Splieth  
Kiel  
Hindenburgufer, 78/79  
Germany

Star No. 1257

Dear Mr. Splieth,

Herewith I am enclosing the approved certificate for your Star No. 1257. The dimensions omitted by the measurer, Mr. Adolf Harms, have been entered on the certificate from the Measurement Committee records.

I do not read or write the German language, and Mr. Harms' letters were translated by a friend on City Island who is German born. Everything is entirely clear to us, except for the method of stiffening the seams of the bottom planking.

It appears the seams of the bottom planking have been stiffened or strengthened by installing narrow strips of wood, 30 x 20 mm. We are not sure whether these strips are transverse or longitudinal in the boat. But in either case they are approved.

The original measurement was made in Holland on April 17, 1936, by the Dutch measurer, Mr. G. W. W. C. vanHoevell. His report is made in the English system of feet and inches. I have copied his dimensions exactly as they are reported by him. He also provided us with weight certificate of the iron keel, showing a weight of 399 kg.

Your boat is a very interesting example of restoration, and I hope you have many good races.

Sincerely,

HENRY M. DEVEREUX  
Chairman  
International Measurement Committee

Copy to Mr. Adolf Harms

STAR NO. 1257  
August 3, 1950

THIS CLIP OF PAPERS WAS ENCLOSED WITH THE 1950  
MEASUREMENT CERTIFICATE.

The synopsis of the German translation is also  
included.

HENRY M. DEVEREUX

COPY

STAR NO. 1257 ..... August 3, 1950

Letter and report received August 2, 1950.  
Synopsis of German translation:

The boat was damaged by a bomb during the war, and in this condition transferred as an outright gift from the Dutch to the present owner, Mr. Bruno Splieth, on May 15, 1949.

The yard which did the necessary repairs was Adolf Harms, at Kiel. He replaced things, piece by piece, and states the dimensions were not altered except for the ones newly reported.

Two splines were added to the mast, to meet requirements of North German Lloyds. An additional mast partner was added, and possibly strengthening at the mast step.

New bottom planking, keelson, 12 knees, deck and deck beams are the new hull parts, except for the above notes.

The mast, boom and sails are new.

Adolf Harms states that his method of handling the necessary measurements was approved by Herr Erich Laeisz. I agree.

Since the original certificate has apparently been lost during the war, Harms requested me to fill in the blanks from our Measurement Committee copy.

Bottom planking appears to have been stiffened by internal seam battens, although I cannot figure out whether they are transverse cross-seam stiffeners, between frames; or longitudinal seam battens. Either is allowed.

See my letter to the owner, copy to Harms, 8/3/50

HENRY M. DEVEREUX

Betr.O.35687/dd.6.1.36.

GEWICHT CERTIFICAAT

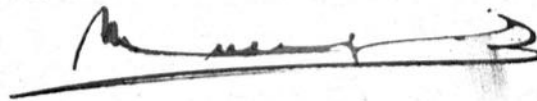
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betreffende onbewerkte gegoten ijzeren  
kielen voor racejachten volgens gezonden  
model vervaardigd.

De ondergeteekende verklaart dat de gegoten  
ijzeren kiel voor racejacht gemerkt N.3. is  
gewogen en een gewicht werd bevonden van  
399 Kgr.

Tegelen, 22 Februari 1936

N.V. „Jos. Kurstjens'  
Industrie- en Handelmaatschappij”  
Afd. IJZERGIEETERIJ „DE GLOBE”



FIRMA G.DE VRIES-LENTSCH  
Werf "HET FORT"/Nieuwendammerdijk 202  
N I E U W E N D A M

kiel voor starjacht "Sirius" No. 1257

Adolf Harms

Schiffb.-Ob.-Ing. i. R.

(24b) Kiel-D'dorf

Groß-Ebbenkamp 11

## Bemerkungen:

Am Boots Körper 1257 sind erneuert:

Einige Bodenwangen, das <sup>hölzerne</sup> Kiel schwein, 12 Knie, <sup>Kreuz</sup> das Deck, die Deckbalken.

Die Erneuerung ist so ausgeführt, dass zum Beispiel nur ein Deckbalken herausgenommen und dann erneuert ist, so dass die Form genau geblieben ist. Die Materialstärken usw. entsprechen den Vorschriften.

Das Boot hat einen neuen Mast, Baum und neue Segel erhalten.

Es wird gebeten, die fehlenden Maße aus dem dort befindlichen Maßbrief, 1257 zu entnehmen, in die anliegenden einzutragen und 1 Exemplar an Herrn Splieth einzusenden.

Nach Ansicht des Herrn Erich Laeisz ist dies angängig.



Amtl. Verm. d. Star-Vorb.

Received 8/2/50

Hiermit wird bescheinigt, dass von niederländischer Seite auf den durch Bomben stark beschädigten Starbootrumpf Nr. 1257 keine Ansprüche erhoben werden und er Herrn Bruno, Splieth als Eigner überlassen wird.

Kiel, den ...15...May...., 1949.

K. de Perwee

**COPY**

312 H. C. C.

With agreement of the Kiel  
representative of the

Nederlandsche Trust

Maatschappij

Photokopie  
A.H.

Received  
8/2/50 (Jund)

ADOLF HARMS  
YACHT-KONSTRUKTEUR

Fernsprech-Anschluß: G 5 Südring 4195

Bank-Konto: Commerz- und Privat-Bank  
Depositenkasse QR

Hiel,  
Berlin-Tempelhof, 13. Juli 1950  
Blumenthalstr. 2

Sehr geehrter Herr Jevereux!

In der Anlage sende ich 2 Meßbriefe u. eine Photocopie über den Besitzwechsel des Star-Bootes 1257.

Ferner füge ich bei 1 Blatt Bemerkungen.

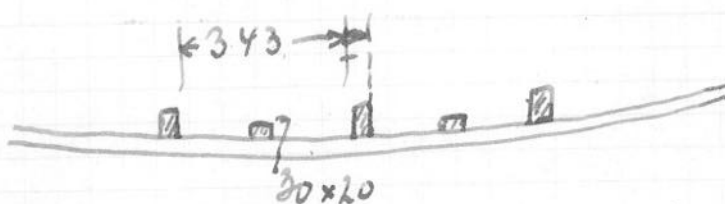
Als Konstrukteur erwähne ich, dass ich es für richtig halte, am Mast 1÷2 weitere Spanten einzubauen, wie das <sup>nech</sup>Germanischen Lloyd für Yachten vorgeschrieben ist, damit das Boot am Mast nicht weich, bezw. leicht deckt wird. Ausserdem würde ich vorschlagen, im Boden eingebogene Zwischenspanten von 40x20 im Bereich des Ballastkieses anzubauen.

Ihr sehr erg.

Adolf Harms

COPY

Received 8/2/50 J. J. J.



Bei 19 mm Planken sollte der Spantabstand höchstens 190-220 mm sein, um ein Verbiegen der Nähte gegeneinander zu verhindern.



A. 13/7.50