

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

Chairman International Measurement Committee.

HENRY M. DEVEREUX
88 CITY ISLAND AVE.
CITY ISLAND
NEW YORK 64, N. Y.

AUG - 7 1950

2670

Heights.

Stations	1.	2	3.	4.	5.	6.	7.	8.	9.	10.
Contour	1'7 $\frac{1}{8}$ "	1'1 $\frac{1}{8}$ "	0'9 $\frac{3}{8}$ "	0'5 $\frac{7}{8}$ "	0'3 $\frac{7}{8}$ "	0'3 $\frac{1}{8}$ "	0'4 $\frac{1}{8}$ "	0'7 $\frac{1}{8}$ "	0'11"	1'2 $\frac{3}{8}$ "
Chine			1'			0'8 $\frac{1}{8}$ "		0'11 $\frac{1}{4}$ "		1'5 $\frac{1}{8}$ "
Side			2'7"			2'3 $\frac{3}{8}$ "		2'2 $\frac{3}{8}$ "		

superseeded by attached table. April 07/50

I.S.C. ★ Y.R.A.

Half Breadths

Stations	3.	6.	8	Stern
Deck	2'1 $\frac{1}{4}$ "	2'10 $\frac{1}{8}$ "	2'7"	1'7 $\frac{1}{8}$ "
Chine	1'3 $\frac{1}{8}$ "	2'2 $\frac{1}{8}$ "	2'1 $\frac{3}{8}$ "	1'4 $\frac{1}{8}$ "

checking is done on tracing paper sheet

Yacht No. 2670

L.O.A. 22'8"

Mast from B 31'8"

Boom Length 14'7"

Jib Stay fr. B 22'5"

Dimension "A" 8'

"B" 3'9"

"C" 4'2"

"E" 2'

"G" 4'2 $\frac{3}{8}$ "

"K" 2'6 $\frac{3}{8}$ "

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

"N" 8"

"O" 10 $\frac{1}{8}$ "

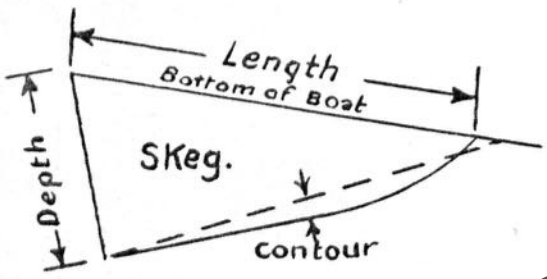
"P" 11 $\frac{1}{8}$ "

"R" 6'5 $\frac{1}{8}$ "

Rudder.
Width 1'6 $\frac{1}{8}$ "
Depth 2'8"

Skeg
Length 2'6 $\frac{7}{8}$ "
Depth 1'4 $\frac{1}{8}$ "
Contour 1"

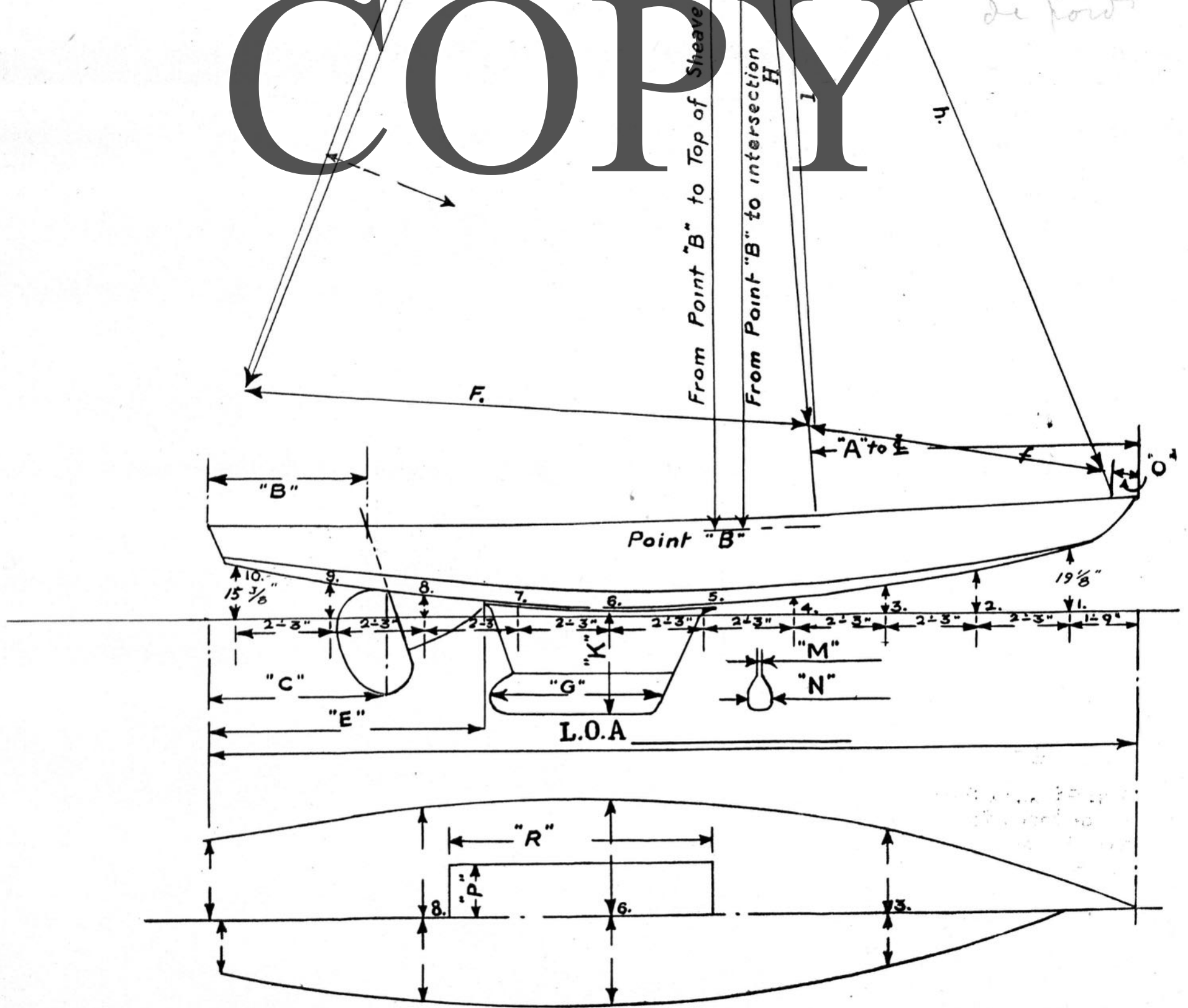
Is construction as per Rules? yes



Keel weight 895 lb

Voir Mesnage
de 15-2-1969
avec attention
de poids

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? 2670
2. Was this number cut or burned into keelson as required above? Yes
3. Yacht's name "AURASSO" 4. Year built? 1948
5. By whom built? Bolcioni et Jauffret
6. Owner's name? Fernand BELLON
7. Address 308 rue Paradis, Marseille
8. Fleet de Marseille 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 31 day of Mars 1950 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 1st April 1950 Signed LEON SEBILLE

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 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.

STAR NO. 2670 August 7, 1950

CORRECTED TABLE OF HEIGHTS
PREPARED BY INTERNATIONAL MEASUREMENT COMMITTEE

This is attached to the approved certificate, to rectify
an error in setting of the baseline by the Measurer.

Station	Measurer's Reported Heights			Heights Corrected to Baseline		
	Contour	Chine	Side	Contour	Chine	Side
1	1-7-1			1-7-1		
2	1-1-6			1-1-7		
3	0-9-2	1-0-0	2-7-0	0-9-4+	1-0-2	1-9-0
4	0-5-7			0-6-2		
5	0-3-7			0-4-3		
6	0-3-1	0-8-1	2-3-3	0-3-6	0-8-5+	1-8-6+
7	0-4-4			0-5-1+		
8	0-7-2	0-11-3	2-2-6	0-8-1+	1-0-1	1-4-3
		0-11-6			1-0-5	1-4-6
9	0-11-0			1-0-0		
10	1-2-3	1-5-4		1-3-3	1-6-4	

NOTE: The Chine Height at Station No. 8 is given two values;
but both, when corrected, are within limits and do not
bar the boat from approval.


HENRY M. DEVEREUX
Chairman
International Measurement Committee

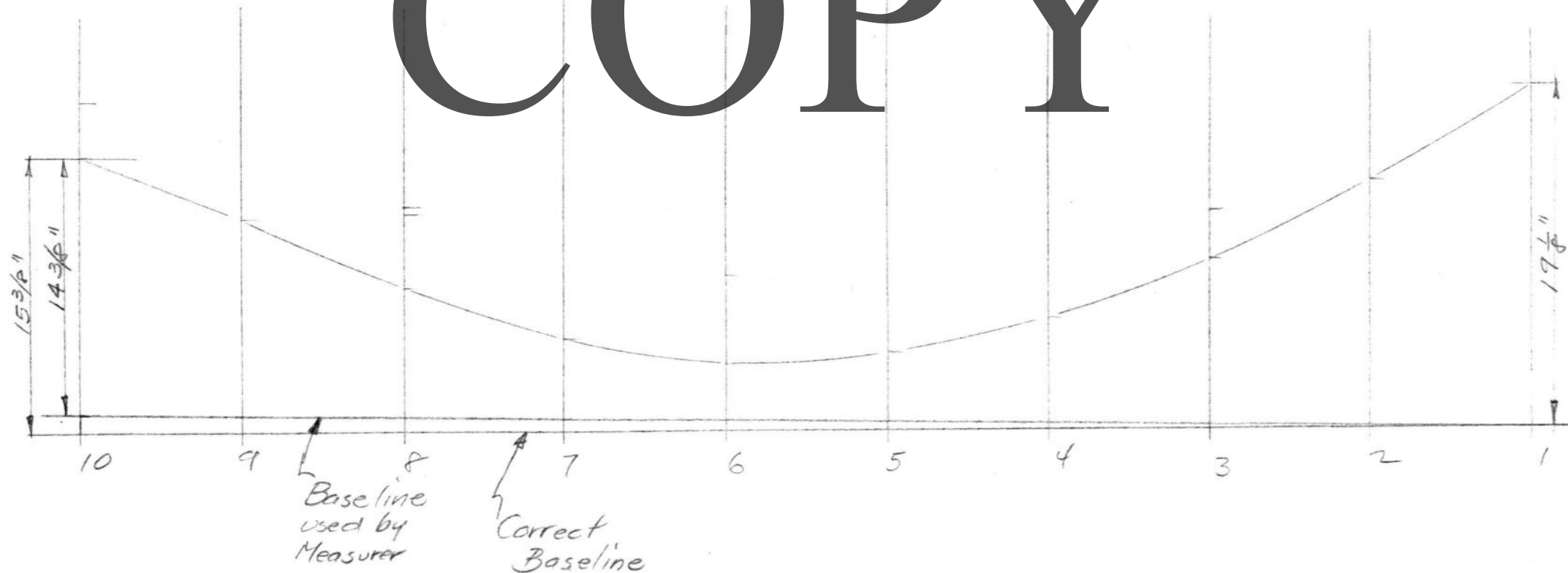
#2670

stat	Measurer's Report		Corrected to Proper Base	
	Profile	Chine	Profile	Chine
1	1-7-1		1-7-1 ✓	
2	1-1-6		1-1-7 ✓	
3	0-9-2	1-0-0	0-9-4 ⁺	1-0-2 ✓
4	0-5-7		0-6-2	
5	0-3-7		0-4-3	
6	0-3-1	0-8-1	0-3-6	0-8-5 ⁺ ✓
7	0-4-4		0-5-1 ⁺	
8	0-7-2	0-11-3 0-11-6	0-8-1 ⁺	1-0-1 1-0-5 ✓
9	0-11-0		1-0-0	
10	1-2-3	1-5-4	1-3-3	1-6-4 ✓

HENRY M. DEVEREUX
88 CITY ISLAND AVE.
CITY ISLAND
NEW YORK 64, N. Y.

AUG - 7 1950

COPY



stat 3

2 1/4" OK

Deck

Chine

Deck

stat 6

COPY

Chine

Deck

stat 8

16 3/4" 6 1/4 3/4"

2 0 1/8" OK

2 chine heights reported

2670

HENRY M. DEVEREUX
88 CITY ISLAND AVE.

CITY ISLAND
NEW YORK 64, N. Y.

AUG - 7 1950

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.

THIS SPACE
FOR
INSPECTION STAMP

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.

Heights.

Stations	1.	2	3.	4.	5.	6.	7.	8.	9.	10.
Contour	19 $\frac{1}{8}$ "	13 $\frac{3}{8}$ "	9 $\frac{1}{2}$ "	6 $\frac{1}{4}$ "	4 $\frac{3}{8}$ "	3 $\frac{7}{8}$ "	5"	7 $\frac{1}{2}$ "	11 $\frac{1}{8}$ "	15 $\frac{3}{8}$ "
Chine			12 $\frac{3}{8}$ "			9"		11 $\frac{5}{8}$ "		17 $\frac{1}{8}$ "
Side			30 $\frac{1}{8}$ "			27 $\frac{1}{2}$ "		26 $\frac{3}{4}$ "		

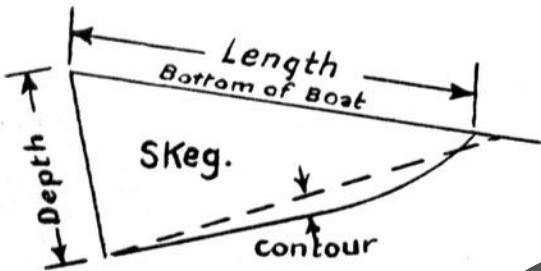
Half Breadths

Stations	3.	6.	8	Stern
Deck	24 $\frac{1}{8}$ "	30 $\frac{1}{8}$ "	31"	19 $\frac{3}{8}$ "
Chine	15 $\frac{1}{4}$ "	26 $\frac{1}{2}$ "	24 $\frac{1}{4}$ "	16 $\frac{3}{8}$ "

Rudder. 1' 6 1/2"
Width 2' 8"
Depth

Skeg
Length 2' 6 $\frac{7}{8}$ "
Depth 1' 4 $\frac{1}{2}$ "
Contour 1"

Is construction as per Rules? Yes



I.S.C.



Y.R.A..

Yacht No. 2670

L.O.A. 22' 8" $\frac{7}{8}$

Mast from B 31' 9"

Boom Length. 14' 7"

Jib Stay fr. B 22' 6"

Dimension "A" 8' $\frac{3}{4}$ "

" "B" 3' 9" $\frac{3}{4}$ "

"C" 4' 2 3/4"

"E" $\frac{7'}{1193\frac{1}{2}''}$

"G" $\frac{4'2\frac{1}{8}}{2'6\frac{1}{2}}"$

" "K" $\frac{264}{100}$
" "M" $\frac{21}{100}$ "

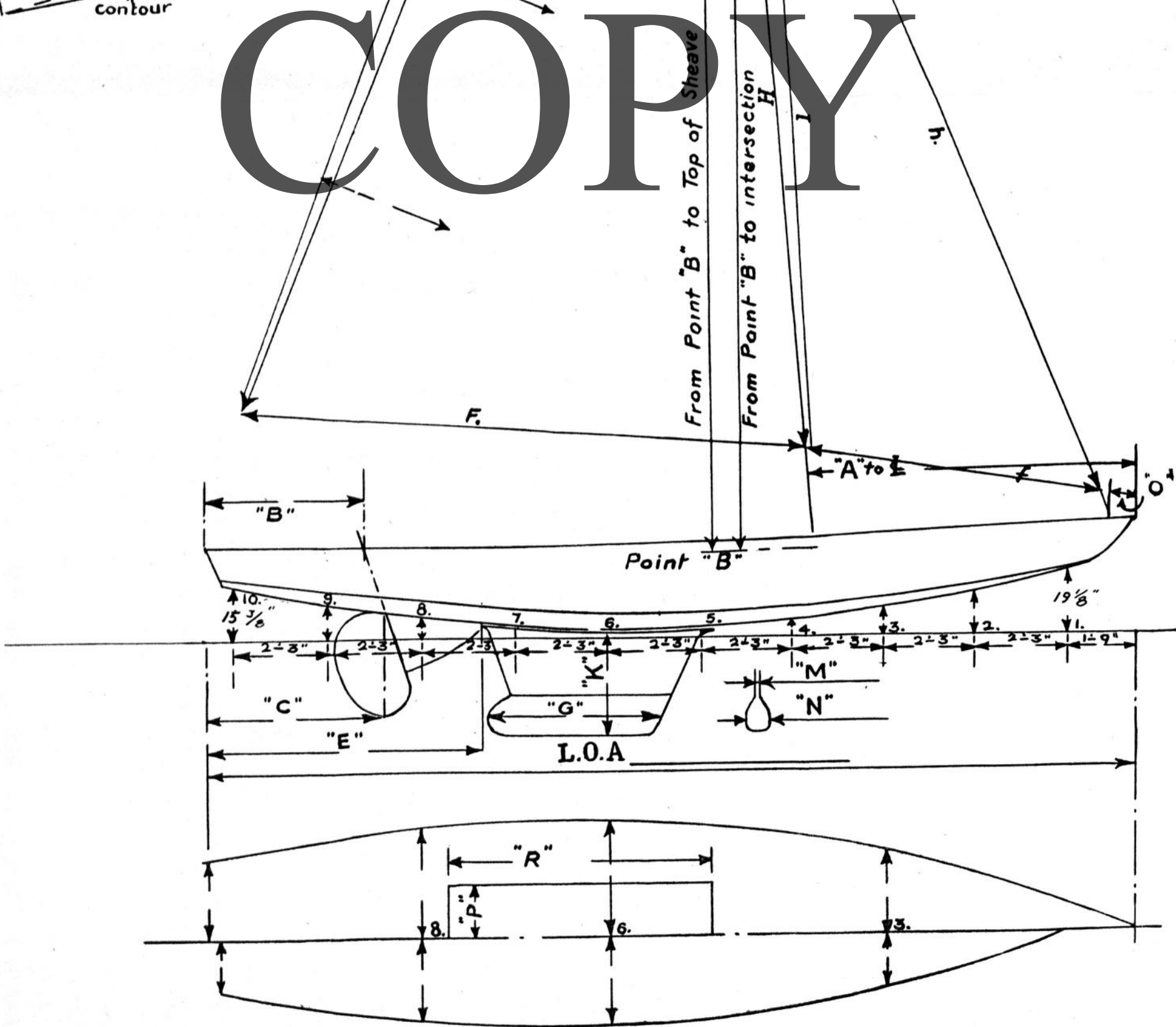
$$\frac{2 \frac{1}{2}}{8} = \frac{5}{16}$$

"O" 10 $\frac{3}{4}$ "

" "P" 11 7/8"

" "R" 6' 5 1/2"

Keel weight 895 lb



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? 2670
2. Was this number cut or burned into keelson as required above? Yes
3. Yacht's name "AURASSO" 4. Year built? 1948
5. By whom built? Balcioni et Jannet Marseille (France)
6. Owner's name? Fernand Bellon
7. Address 308 rue Paradis Marseille (France)
8. Fleet Marseille 9. Remarks X

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 1st day of Octobre 1948 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 Janvier 1949 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 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.

August 7, 1950

STARS NO. 2782

2670

2812

There are several letters involving these boats.

See files of Star No. 2670.

HENRY M. DEVEREUX

COPY

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.

THIS SPACE
FOR
INSPECTION STAMP

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.

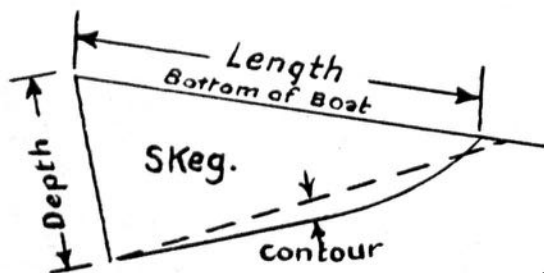
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heights.										
Contour	19 1/8"	13 3/8"	9 1/2"	6 1/4"	4 3/8"	3 3/8"	5"	7 1/2"	11 1/8"	15 3/8"
Chine			12 7/8"			9"		11 3/8"		17 1/8"
Side			30 1/8"			27 1/2"		26 3/4"		

Half Breadths	Stations	3.	6.	8.	Stern
Deck		24 1/8"	34 3/8"	31"	19 7/8"
Chine		15 1/4"	26 1/2"	24 1/4"	16 3/8"

Rudder.
Width 1' 6 1/2"
Depth 2' 8"

Skeg
Length 2' 6 3/8"
Depth 1' 4 1/2"
Contour 1"

Is construction as
per Rules? Yes



I.S.C.



Y.R.A.

Yacht No. 2670

L.O.A. 22' 8 7/8"

Mast from B 31' 9"

Boom Length. 14' 7"

Jib Stay fr. B 22' 6"

Dimension "A" 8' 3/4"

"B" 3' 9 3/4"

"C" 4' 2 3/8"

"E" 2'

"G" 4' 2 3/8"

"K" 2' 6 1/4"

"M" 2/8"

"N" 8"

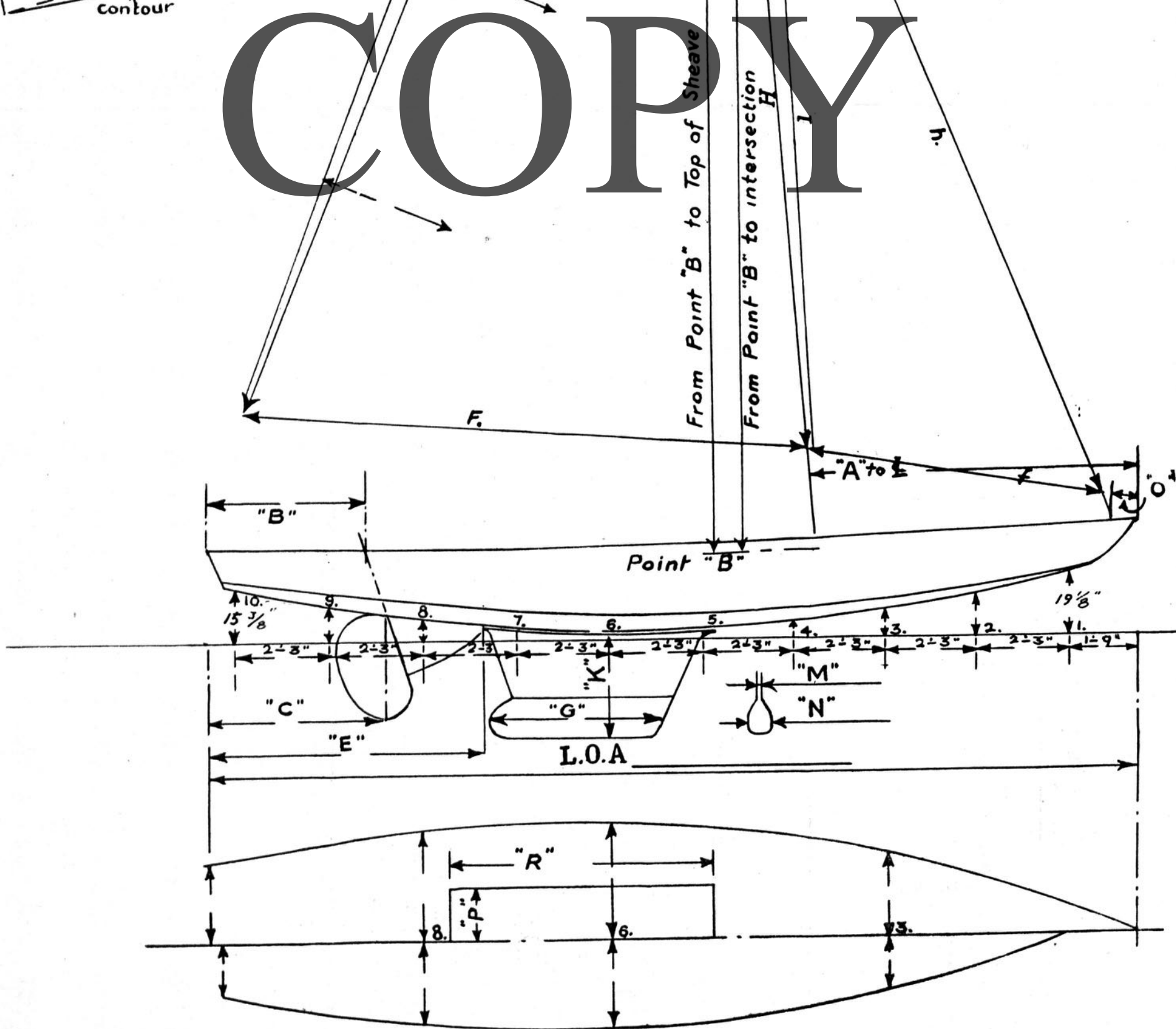
"O" 10 3/4"

"P" 11 7/8"

"R" 6' 5 1/2"

Keel weight 895 lbs

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? 2670
2. Was this number cut or burned into keelson as required above? Yes
3. Yacht's name "AURASSO" 4. Year built? 1948
5. By whom built? Balcioni et Jannet Marseille (France)
6. Owner's name? Fernand Bellon
7. Address 308 rue Paradis Marseille (France)
8. Fleet Marseille 9. Remarks X

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 1st day of Octobre 1948 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 Janvier 1949 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 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.



CENTRAL OFFICE
51 EAST 42nd. ST.
NEW YORK 17 N. Y.
U. S. A.

International Star Class Yacht Racing Association

CROSS FILE: Measurers
Star No. 2670

88 City Island Ave.
City Island
New York, 64, N. Y.
August 7, 1950

Mr. Leon Sebille
22, Rue Papety
Marseille
France

Dear Mr. Sebille;

You are receiving copies of my letters to owners of Star Boats, when these concern details of measurements.

Ever since the early part of May of this year I have been retarded in all my activities by serious family illness, and my work for the Star Class was unfortunately delayed. I have been very sorry about this, and send my apologies to all concerned.

In the study of your reports on Stars No. 2670 and 2812 I have been much interested. These are particularly difficult boats to handle, due to an apparent misunderstanding in translation of your letters into English. I read your language directly without translation, but find great difficulty in writing in French.

Now I shall make some extended comments on the two Star Boats.

STAR NO. 2812

This boat is approved, on the basis of your original measurement report dated 14 Fevrier, 1949. I have drawn the transverse sections at Stations No. 3, 6 and 8, from your own measurements, and find the side heights are correct. There seemed to have been some misunderstanding about these heights. It is evident that you originally measured No. 2812, and then took these same dimensions for No. 2670.

August 7, 1950

STAR NO. 2670

This boat, as reported in your most recent measurement, dated 31 Mars, 1950, is entirely correct, but the report was not prepared correctly. Rather than return it to you for further changes, I have made the changes myself, and included them in a special signed sheet attached to the approved certificate.

I hope next time that we can avoid this difficulty, and therefore the following explanation is offered:

(a) Heights of Contour and Chine:

These are taken as vertical heights above a baseline which is reported as being 1'-7 1/8" below the bottom of the boat at Station No. 1, and 1'-2 3/8" below the bottom at Station No. 10. The baseline you used is not correct, and I have drawn your measurements to scale; then measured the boat again on the drawing board using the correct base line. The sketch below will explain this.

(b) Heights of Side:

These were reported as vertical heights above the baseline. They should be reported as measured along the slant of the topsides. I have drawn your measurements to scale, and then measured the heights along the slant of the sides. They were, by this latter method, all correct.

(c) Height of Chine, at Station No. 8:

In one copy of your report this was 0'- 11 3/4"; and in the other it was 0'- 11 3/8". I have drawn both of these to scale, and find that with the proper baseline both are within the allowed limits.

(d) Weight of iron keel:

I have altered your report, using 895 lbs, instead of 897 lbs. I took the weight from the original report, and the weight certificate.

Wishing you all success in your measuring work,

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

88 City Island Ave.
City Island
New York, 64, N. Y.
August 7, 1950

Star No. 2670

Mr. Fernand Bellon
308 Rue Paradis
Marseille
France

Dear Mr. Bellon;

Herewith is enclosed the approved certificate
for your Star No. 2670.

I must apologize for the long delay in giving
my decision in this matter. Very serious family ill-
ness has retarded me in all of my activities, including
all of my work for the Star Class.

The study of your boat, leading up to the final
approval has been rather interesting. I have found the
records of the first measurement reports, and the request
for remeasurement. Mr. Sebille submitted his final re-
port some time ago, which I have been studying. I find in
the letters to Mr. Stueck, who is my predecessor in this
measurement work, several letters which I believe have been
misunderstood in the translation to English.

I am familiar with your beautiful language for
naval architecture, and while I can readily speak it on a
ship for repairs and alterations, I have great difficulty
in properly writing in French. On the basis of a reading
of the earlier letters, with the study of Mr. Sebille's
latest report, the boat is now fully approved.

Mr. Sebille has made a slight error in his methods
of reporting some measurements. However, I have corrected
this and attached a sheet of explanation to the certificate.
This is a very technical matter, which I am explaining to
him by a separate letter.

Mr. Fernand Bellon

-2-

August 7, 1950

Again I regret the long delay on my part. I hope you will have much good racing and fine weather.

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

Copy to Mr. Leon Sebille

COPY

Ivoryton, Conn.
May 30, 1949

Mr. Leon Sebille
22 Rue Papety 22
Marseille, France.

Dear Sir:

I have your letter of April 20 concerning
Stars 2670 and 2612.

No. 2812 will have to be fully measured, including setting up the base line and taking all specified keel, chine and side heights and half breadths. Dimensions from No. 2670 cannot be accepted as applying to No. 2812.

On No. 2670, the side heights at Sta. 3 and 6 are too low and the chine height at Sta. 10 is slightly low. These dimensions should be remeasured when the boat is out of the water. On receipt of the new measurements, we will determine whether or not alterations are required.

Very truly yours,

W. Whitney Stueck.

WWS:ps

20 Avril 1949

LÉON SEBILLE

ARCHITECTE NAVAL

22, RUE PAPETY, 22

MARSEILLE

Jaugeur officiel de
la Fédération Française
du Yachting à voile

Monsieur W. Whitney STUECK
IVORYTON
CONNECTICUT
ETATS d'AMERIQUE

Cher Monsieur,

J'ai bien reçu votre lettre du 12 Mars
dernier.

Je suis d'accord avec son contenu. J'ai 72 ans et depuis longtemps je connais l'impossibilité de construire des bateaux absolument identiques de n'importe quelle dimension. Je m'en suis aperçu notamment vers 1900 en construisant une des premières séries de monotypes de 6 mètres 50. Mais on peut arriver à n'avoir que des différences très petites.

Dans le cas actuel, les Stars 2670 et 2812 ont été construits avec les mêmes gabarits, une main d'œuvre égale et surtout sous la surveillance (et les conseils) de monsieur ~~XXXXXXXX~~ A. MAURIC, également Jaugeur Officiel. C'est du reste pour cela qu'il n'a pas établi lui-même les formules. Or MAURIC est très méticuleux et lorsque j'ai procédé au mesurage du 2812 je n'ai trouvé que des différences insignifiantes de 2 ou 3 millimètres avec les mesures du 2670 (moins de 1/8 de pouce) et en établissant les formules, j'ai mis tout simplement les mêmes cotes, croyant qu'il n'y aurait pas d'inconvénient.

Très prochainement, nous aurons un autre Star exécuté dans les mêmes conditions et si petites que soient les différences, j'indiquerai mes mesures.

Au sujet des dimensions trop limites que vous m'indiquez, je suis d'accord avec vous, les Constructeurs veulent trop bénéficier des tolérances et si les bateaux n'étaient pas toujours à flot, car ici il n'y a pas d'arrêt dans la navigation, les déformations des bateaux gardés à sec dépasseraient vite les tolérances.

Je n'ai pas encore eu l'occasion de remesurer ces bateaux, les propriétaires profitant des beaux temps que nous avons cette année et ~~XXXXXXXX~~ utilisant souvent leurs bateaux.

Je vous prie de m'excuser d'avoir opéré ainsi et je vous prie cher Monsieur, d'agréer mes salutations les plus empressées,



A handwritten signature in dark ink, appearing to be "L. Sebille", with a long horizontal stroke extending to the right.

Ivoryton, Conn.
March 12, 1949

Monsieur Leon Sebille
22 Rue Papety 22
Marseille, France.

Dear Sir:

Thank you for the three measurement certificates sent on February 15. No. 2782 has been approved and sent to Monsieur Grossi.

Apparently only one hull was fully measured in the case of numbers 2670 and 2812, since all offsets are identical except one. It is practically impossible to build two absolutely identical boats, even on the same form. The practice of accepting one set of measurements for more than one boat cannot be approved by this committee since it is contrary to the I.S.C.Y.R.A. rules.

Both of the above boats are too low on side heights at stations 3 and 6. In remeasuring the boats, the side heights should be carefully taken along the surface of the topsides from chine to deck. On No. 2670, the chine height at station 10 is low.

These boats appear to be rather extreme in design. Due to the above faults, neither certificate can be approved. We suggest that the boat which was not completely measured the first time be completely remeasured. The other boat should be checked carefully at the points mentioned above. We are holding both certificates awaiting word from you.

Very truly yours,

W. Whitney Stueck.

WWS:ps

LÉON SEBILLE

ARCHITECTE NAVAL

22. RUE PAPETY, 22

MARSEILLE

15 Février 1949

Jaugeur officiel de
la Fédération Française
du Yachting à voile

Monsieur le Président du
COMITE INTERNATIONAL de MESURAGE
38-61 11th Street
LONG ISLAND CITY I
NEW-YORK

Monsieur le Président,

Je vous adresse ci-joint les
formules en double exemplaire et les attestations de
poids des quilles des Stars:

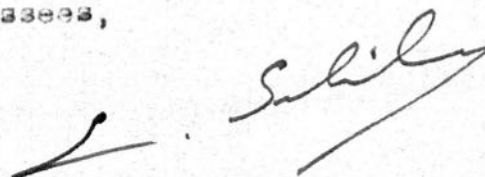
X 2670 ~~ANEXEREX~~ AURASSO à Monsieur Fernand BELLON
308 rue Paradis à MARSEILLE

✓ 2782 FEDORA à Monsieur GROSSI Louis
20 Boulevard Ricoux à MARSEILLE

X 2812 ASTRADO à Monsieur MAURICE TERRIN
454 rue PARADIS à MARSEILLE

que je viens d'établir.

Veuillez agréer, Monsieur le Président, mes
salutations les plus empressées,



LÉON SEBILLE

ARCHITECTE NAVAL

22, Rue Papety, 22

MARSEILLE

1^{er} Avril 1950

Monsieur W. WHITNEY STUECK
IVORYTON, CONN.
U.S.A.

Cher Monsieur,

Je viens de remesurer le Star 2670 "AURASSO" à Monsieur Fernand BELLON pour lequel je vous avais envoyé le 15 Février 1949 les formules de ce bateau sur lesquelles, les bateaux étant identiques, j'avais mis les mêmes dimensions que celles du 2812 et pour lesquels nous avons échangé la correspondance en Avril et Mai 1949.

Je vous adresse aujourd'hui les nouvelles formules du 2670 et j'espère que ce document vous permettra de classer les 2812 et 2670.

J'ai fait part à Monsieur GROSSI et à Monsieur MAURIC, son Architecte, de vos observations.

Veillez agréer, cher Monsieur, mes salutations les plus empressées,

L. Sebille

M.R

VILLE DE MARSEILLE



BULLETIN OFFICIEL DE PESAGE

EXTRAIT DU CARNET DE M JUND

PESEUR JURÉ DE COMMERCE

Marseille, le 7 Novembre 1947

de M BOLCIONI & JAUFFRET

à M Pour reconnaissance

Navire"

Atelier BASSIN du RADOUB

I Bulbe de BATEAU TYPE STAR

★ 2070

N° 406 Net

89 lbs

Droits de Pesage
Duplicata

Le Peseur Juré

à M

Amel

Obine @ #10, 3/32" diam.
Side @ #3, 7/16" diam.
Side @ #6, 19/32" diam.

Repost

COPY

Belon
STAR