

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

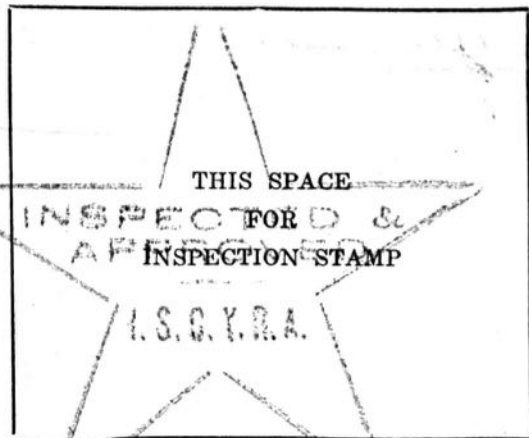
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made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

W. H. Small
Chairman International Measurement Committee.

4/11/51

2833

Heights.

Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	1.7.1	1.2.1/2	0.9.3	0.5.5	0.2.7	0.2.2	0.3.3	0.6.5	0.10.6	1.3.3
Chine			0.11.4 1/2			0.8.1		0.11.0		1.5.1
Side			1.8.1			1.9.0		1.5.2		

Half Breadths

Stations	3.	6.	8.	Stern
Deck	1.11.3	2.10.0	2.7.0	1.7.4
Chine	1.3.4	2.3.2	2.0.6	1.3.7 1/2

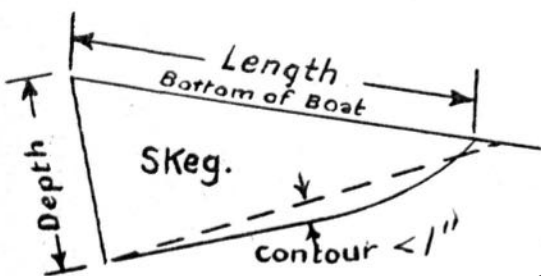
Rudder.

Width 1.6.0
Depth 2.6.5

Skeg

Length 2.10.6
Depth 1.4.2
Contour < 1"

Is construction as per Rules? yes



I.S.C.



Y.R.A.

Yacht No. 2833

L.O.A. 22.8.0

Mast from B 31.9.0

Boom Length 14.7.0

Jib Stay fr. B 22.6.0

Dimension "A" 7.9.1

"B" 3.11.0

"C" 4.4.3

"E" 7.2.3

"G" 4.1.0

"K" 2.6.0

"M" 0.1.0

"N" 0.8.0

"O" 0.10.6

"P" 1.0.1

"R" 6.2.4

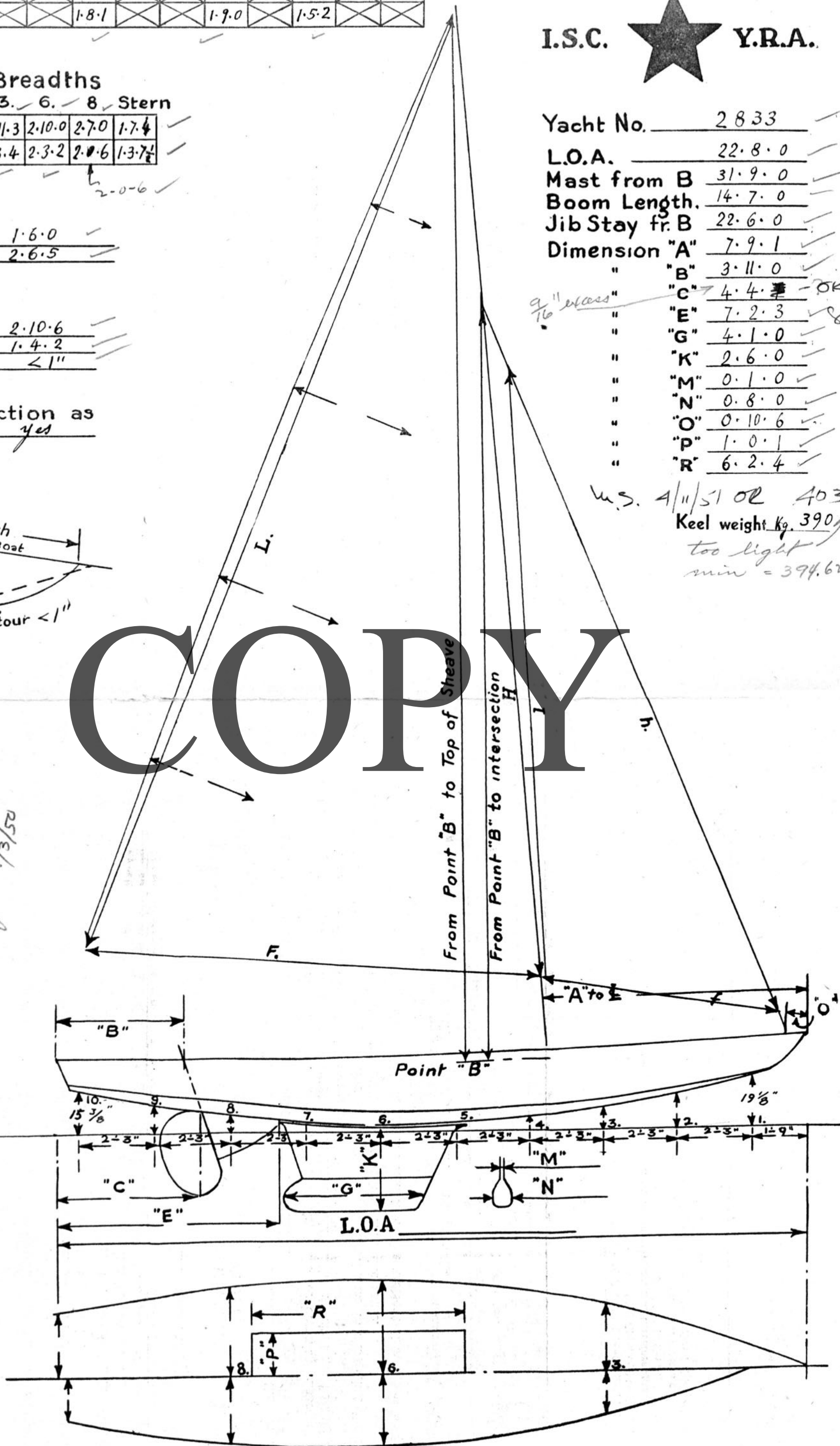
W.S. 4/11/51 OR 403

Keel weight Kg. 390

too light
min = 394.625

COPY

Note. Contour seems rather round by present standards. This, with light keel, may mean the boat is for light weather. (Kerry Mulvenney 9/3/50)



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? 2833
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name "Pupa I" 4. Year built? 1949
5. By whom built? Cantieri Navali Fratelli Granchi (GC) Saronno, Como
6. Owner's name? Ing. Giorgio Perucchetti
7. Address presso Circolo Canottieri Napoli - Molo Ziglio - Napoli - Italy
8. Fleet of Ponza 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the Twentieth day of May 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 May 24 - 1950 Signed Guido Romano
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.



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.

*Copy of portion of letter dated
July 3, 1952 from measurer Guido Romano*

STAR "PUPA I" (2833)

AT MAY 25th 1950 I SENTED TO MR DEVEREUX THE
MEASUREMENT CERTIFICATE. AT JULY 27th, 1950
MR. DEVEREUX OBSERVED WHEN THE DIMENSION "C" WAS
EXCESSIVE OF 9/16" AND THE WEIGHT WAS ~~DIFFERENT~~
DEFICIENT. AT SEPT. 15th I SPECIFIED WHEN THE
DIMENSION "C" HAD BEEN TAKEN AT CENTER POST
OF THE RUDDER AND THE KEEL WOULD BEEN
SUBSTITUTED WITH AN OTHER MORE HEAVY.

AT MARCH 9th 1951 I SENTED THE NEW
KEEL WEIGHT CERTIFICATE TO MR. H.C. HALSTEAD
I AS YET HAVE NOT RECEIVED THE MEASURE-
MENT CERTIFICATE.

SINCERELY YOUR

(signed) Guido Romano

Original of this letter in file (completed) # 3025

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
Lorantffy 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

GUIDO ROMANO

COSTRUTTORE NAVALE DI I CLASSE

COLLABORATORE DI SALA DEL GABINETTO DI
COSTRUZIONI NAVALI DELLA UNIVERSITÀ DI NAPOLI

STAZZATORE UFFICIALE DELL' U.S.V.I.
DELLA LIGHTNING CLASS E DELLA STAR CLASS

TELEGRAMMI:
ROMANO - Posillipo 150 - NAPOLI

NAPOLI, March 9 1951
Rione Belsito a Posillipo
Villa Amalfi

COSTRUZIONE DI MODELLI DI
NAVI E DI PARTICOLARI DI
STRUTTURE - PROGETTI -
DISEGNI - TRACCIATO -
CONSULENZA ED ASSISTENZA
TECNICA

Mr. H.C. Halsted

President of the I.S.C.Y.R.A.

64 Pearl St.

New York 4 N.Y.

U.S.A.

Dear Sir,

Star N°2833

"Pupa 1"

In reply to your letter of January 4 1951.
Hardly at present I have received the new keel
weight certificate and send ^{it} you here enclosed.

The dimensions of keel are:

G = 4' 4" ; K = 2' 5 7/8" ; M = 0' 7/8"

N = 0' 8" .

COPY

OK 4/11/51
Small

Star N°2710

"La Sorrentina"

I have verified the dimension C = 4' 4".
I pray you to notify this letter, for competence,
to Mr M.M. Small, Otis Lane Bellport N.Y.
I remain in expectation of receiving this
two measurement certificate.

OK 4/11/51
Small

With very best wishes I am Yours sincerely

Enclosed N°1 weight certificate *Guido Romano*

GUIDO ROMANO

COSTRUTTORE NAVALE DI I CLASSE

COLLABORATORE DI SALA DEL GABINETTO DI
COSTRUZIONI NAVALI DELLA UNIVERSITÀ DI NAPOLI

STAZZATORE UFFICIALE DELL' U.S.V.I.
DELLA LIGHTNING CLASS E DELLA STAR CLASS

TELEGRAMMI:
ROMANO - Posillipo 150 - NAPOLI

Mr. Henry M. Devereux
Chairman of the International
Measurement Committee
U.S.C.Y.R.A.

88 City Island Ave
City Island
New York 64 N.Y.

NAPOLI, (Italy) Sept. 15th 1950
Rione Belsito a Posillipo
Villa Amalfi

COSTRUZIONE DI MODELLI DI
NAVI E DI PARTICOLARI DI
STRUTTURE - PROGETTI -
DISEGNI - TRACCIATO -
CONSULENZA ED ASSISTENZA
TECNICA

Dear Mr. Devereux,

Star N°2710

Herewith is enclosed in duplicate from the measurement certificate of "La Sorrentina" with the keel weight certificate.

Star N°2833

I answer your letter of July 27th, 1950, sent to Ing. Giorgio Perucchetti, regarding the Star "Pupa 1" N°2833.

The dimension "C" reported as 4/4/7 is taken to the centerline of the rudder post.

The keel has been removed and another keel shall be applied in its place.

I will send you the new keel weight certificate as soon as possible, with dimensions "G"/"K"/"M"/"N".

Form J

I have received and thank you for the form J, Official Star Class Measurement Certificate.

With Very Best Wishes,

I am Yours Sincerely

Guido Romano

C - 4' 5" 0

mm 4 x 7.6

88 City Island Ave.
City Island
New York, 64, N. Y.
July 27, 1950

Ing. Giorgio Perucchetti
Presso Circolo Canottieri Napoli
Molosiglio
Napoli
Italy

STAR No. 2833

Dear Mr. Perucchetti,

I must apologize for the delay in making the final decision on the measurement certificate of Star No. 2833. Serious family illness has retarded me in all my activities.

The Star No. 2833 is not approved at this time. When the two items noted in this letter have been rectified, approval will be issued. Meanwhile I am holding the measurement reports in my office.

Dimension "C" is reported as 4-4-7. This is 9/16" in excess of the allowed dimension. This measurement is taken to the after side of the rudder post; but often is reported to the centerline of the rudder post. Since the excess is very close to 1/2 the diameter of the rudder post, I suspect that the boat may be actually correct, but the measuring was done to the centerline of the rudder post.

The measurer should check up on Dimension "C".

The keel presents a very difficult problem, which has been the cause of much study. The measurer reports correctly that the weight is 390 kg.; this being verified by the foundry weight certificate. The minimum weight allowed for the iron keel is 870 lbs = 394,625 kg. I am surprised to find a keel which is underweight. The reported dimensions of the keel are very close to the correct ones, and it is hard to understand why such a keel should weigh only 390 kg.

The weight of the keel is so much below the allowed minimum that the matter will have to be corrected before approval.

July 27, 1950

It would be too bad to throw away the present keel and get a new one. Perhaps you would be willing to do this. However the present keel can be brought up in weight by several methods, as follows:

- (a) Boring holes in the bulb, and filling them with lead. This is not allowed, as stated in the specifications, Article XV; which has been interpreted to also forbid filling the holes with lead.
- (b) The keel can be built up by spraying with hot metal, to add a minimum of 4,625 kg. However, the weight would have to again be determined, probably requiring removal of the keel after spraying - if you do not remove the keel before spraying. This would be allowed.
- (c) The keel could be built up, while on the boat, with welding. This would probably be by what we call the "electric arc welding", with welding rod. After welding, the surface should ground smooth. This would be allowed. After welding, and completion of grinding, it would seem to be reasonably easy to determine the weight of metal deposited. I recommend this method, as probably the simplest, and not requiring removal of the keel to put on the scales to weigh again. I will accept the measurer's estimate of metal deposited by this method, and then would correct the weight of the keel by adding to the 390 kg.

By the table of limitations the following are the allowed keel weights:

Minimum: 370 lbs. = 394,625 kg.
Maximum: 900 lbs. = 408,233 kg.

I regret that the keel problem has arisen, since it is very unique.

When the measurer reports that the keel has been brought to within the required range of weights, and that Dimension "C" is satisfactory, the boat will be approved.

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

Copy to Mr. Guido Romano

OK 9/11/51
Simp.

Star No. 2833

August 22, 1950

Measurer's letter, filed with No. 2709, and dated 8/13/50. states he will report on this keel matter as soon as possible.

HENRY M. DEVEREUX

COPY

FONDERIE IN GHISA
ING. GUGLIELMO DI NAPOLI
CORSO MALTA, 111
(di fronte alla Centrale del Latte)
NAPOLI

TELEFONI - Stabilimento 53-133 - Abitazione 42-195

C. P. E. di Napoli N. 54609

Napoli

195

S

Si attesta di aver eseguito per il Sig. GIORGIO PERUCCHETTI la fusione in ghisa di una deriva secondo il modello rimessoci da un suo incaricato e di peso di kg: 403 il tutto come specificato nella ns. fattura n° 354.

Si rilascia il presente a richiesta dello interessato, in carta libera per uso non soggetto a bollo.

Napoli 19 Febbraio 1951.

Fonderia "Ing. DI NAPOLI"
NAPOLI

Ing. Guglielmo Di Napoli

COPY

Napoli li 21/I/1950/

C. C. I. N 144860

FONDERIE

Ing. LA PORTA & MASELLI

NAPOLI - VIA EMANUELE GIANTURCO, 56

Telefono 52747

#2833

Si certifica che in data 29/8/49/ venne da questa FONDERIA fuso per conto dell'Impresa GIOVANNI PERUCCHETTI in ROMA, un bulbo di ghisa del peso di Kg. 390 come si evince dalla ns/ bolletta N° 178 e Fattura N° 260.

Si rilascia il presente a richiesta della suindicata Impresa.

FONDERIE

Ing. LA PORTA & MASELLI

Net weight is scant
Wm
7/27/50

Maselli

= 870.
Min Required = 394.6
weight = 390.
Net scant 4.62

COPY