

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

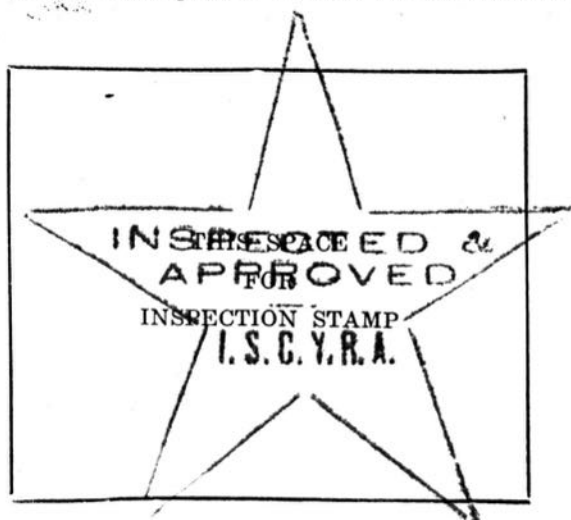
Sec. C.—INSTRUCTION TO CERTIFIED MEASURERS—

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

Henry M. Devereux
Chairman International Measurement Committee.

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

AUG 12 1950

2862

under .001 over .002 1/8" >.001 under

Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	0,485	0,352	0,240	0,160	0,118	0,109	0,140	0,200	0,290	0,390
Chine			0,285			0,232		0,308		0,461
Side			0,795			0,732		0,710		

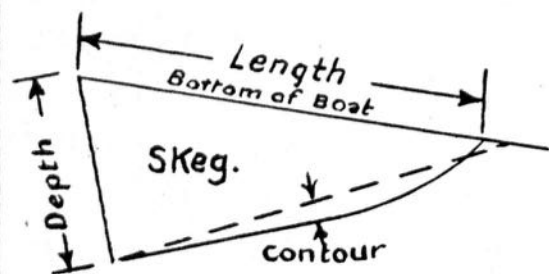
High

Half Breadths	Stations	3.	6.	8.	Stern
Deck		0,616	0,825	0,792	0,480
Chine		0,408	0,681	0,613	0,392

Rudder.
Width 0,460 ✓
Depth 0,815 .002 over
connected to 0,813 8/16/50

Skeg
Length 0,880
Depth 0,430 ✓
Contour 0,025 ✓

Is construction as per Rules? oui ✓



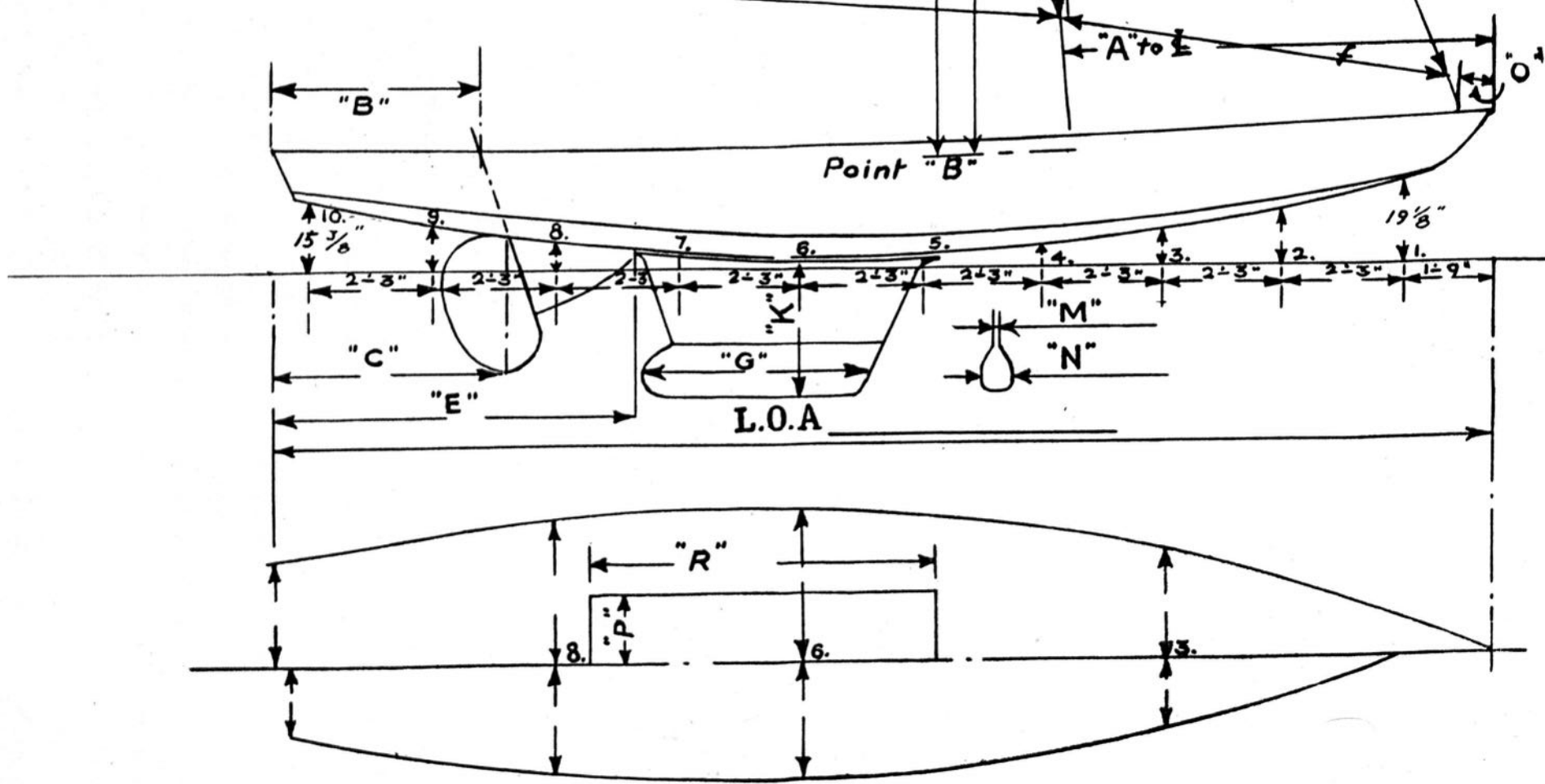
I.S.C. ★ Y.R.A.

Yacht No. 2862 ✓
L.O.A. 6,912 ✓
Mast from B 9,675 ✓
Boom Length 4,440 ✓
Jib Stay fr. B 6,840 ✓
Dimension "A" 2,450 ✓
"B" 1,180 ✓
"C" 1,290 ✓
"E" 2,120 ✓
"G" 1,230 ✓
"K" 0,780 ✓
"M" 0,095 ✓
"N" 0,120 ✓
"O" 0,260 ✓
"P" 0,290 ✓
"R" 2,005 ✓

Keel weight 398 kgs
no lead

.0254
2
.0508
.0555
1,063

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? 2862
2. Was this number cut or burned into keelson as required above?
3. Yacht's name "VEGA" 4. Year built? 1949
5. By whom built? Bonnin freres à Sormont (Girarde)
6. Owner's name? Ecole Navale
7. Address Brest
8. Fleet 9. Remarks

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 6 June 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.

Iveryton, Conn., U.S.A.
July 15, 1949

Mr. Raymond Baudet
"Ejerky" Avenue du Brocq
Bayonne, France.

Dear Sir:

I have your letter concerning the measurement of Stars Nos. 2862, 2863, 2864 and 2865. These boats are built very flat in keel contour and are about $1/8$ " beyond the extreme limit on this dimension at Sta. C. This character certainly influences speed and has always been considered very important. The tolerances are very liberal, so that no builder should intentionally build so close to the limit, especially on a dimension such as this, where, if the boat changes shape slightly, it is beyond the limit.

I am referring the above matter to Mr. Harold Halsted, President of the Star Class, to get his opinion on the subject.

These boats are from $9/16$ " to $7/8$ " over on height of side at Sta. S. This is not a serious fault, but the builder should avoid it in the future. His plans and specifications show the limits within which he must keep the side heights.

The excesses on rudder depth are very small, but they should not be allowed to compete in the European Championship without correction.

Keel weight certificates are required by the Star rules. These should be signed by the foundry or a public weighmaster. Since other European builders have no trouble furnishing them, I see no reason why these boats should be approved without them.

Very truly yours,

W. Whitney Strack.

NWS:pa

cc: Mr. Harold Halsted
84 Pearl St.
New York, N. Y.

RAYMOND BAUDET

Arbitre de Commerce

"EJERKY" AVENUE DUBROCO

De 9 heures à midi, Vendredi excepté

Téléphone 507.87

BAYONNE, le 8 Juin 1949

Monsieur E.V. KETCHAM Jr.
38-61 11th. Street,
LONG ISLAND CITY. N.Y.

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

Monsieur,

J'ai l'honneur de vous remettre sous ce pli
4 certificats de jauge en double exemplaire pour les
stars suivants:

N° 2.862	VEGA	ECOLE NAVALE	BREST
- 2.863	SIRIUS	-d°-	-d°-
- 2.864	BRIADE	SPORTS & FOYERS MARINE NATIONALE	PARIS
- 2.865	SIRENE	-d°-	PARIS

bâteaux construits en serie chez BONNIN frères à Lormont
(Gironde) ce qui vous explique les mesures quasi identi-
ques de ces coques fabriquées sur gabarits immuables par
un personnel de premier ordre, le même depuis plus de
dix ans et avec des matériaux de choix.

Ces stars devant courir le championnat d'Eu-
rope en Méditerranée, je vous serais obligé de vouloir
bien faire le nécessaire rapidement et vous en remercie.

Je vous prie d'agréer, Monsieur, mes salutations
distinguées.



RAYMOND BAUDET

Arbitre de Commerce

"EJERKY" AVENUE DUBROCO

De 9 heures à midi, Vendredi excepté

Téléphone 507.87

BAYONNE, LE 29 Avril 1950

File # 2862

Monsieur HENRY M. DEVEREUX,
Chairman,
International Measurement Committee,
88 City Island Ave.
City Island, NEW-YORK, 64 N.Y.

Cher Monsieur,

Votre honoree du 30 Mars dernier.

Je suis très heureux de mon côté de correspondre avec vous, vous trouvant très compréhensif après m'êtré heurté à l'intransigeance de votre predecesseur.

Je vous remercie pour la repartition effectuée sur les quilles des stars N° 862, 63, 64 et 65 et suis bien d'accord avec vous.

En ce qui concerne les mesures avec de très légères différences, je puis vous affirmer que je suis sûr que les rectifications ont été faites par les soins même du chantier BONNIN qui les a construits. Ces mesures ayant été portées sur les certificats que vous possédez et n'ayant pas d'autre exemplaire, je n'ai pu porter les rectifications directement. Vous pouvez donc donner cet agrement à la jauge de ces 4 stars, étant sûr et affirmant qu'ils sont bien dans la norme de la jauge de la "Star Class".

Je vois avec plaisir que vous comprenez bien notre langue et, d'ailleurs vous devez être d'origine française de par votre nom qui est courant en France.

Je serai toujours enchanté d'avoir de vos nouvelles, malheureusement la star class a tendance à deserter les rivages atlantiques au profit de la Méditerranée; le bateau est surveillé pour nos eaux et le régime des vents; à mon avis une diminution de la veillure, plus centrée comme on la fait de façon moderne, lui redonnerait l'allant que mérite une coque parfaite.

Je m'excuse de cette longue missive, et

Vous prie de croire, cher Monsieur, l'expression de mes meilleurs sentiments.

Raymond Baudet

*Raymond
have been
corrected
8/12/50*

Star No. 2862

2863

2864

2865

2785

March 30, 1950

Special Difficulties with French Stars

This is all a part of general correspondence, involving variously the 5 Stars and others.

This will be found filed with Star No. 2862.

COPY

HENRY M. DEVEREUX

Fonderie Julien DESTANG

[PRÉNOM DE RIGUEUR]

SOCIÉTÉ EN NOM COLLECTIF

BÉLIET (Gironde)

TÉLÉPHONE N° 53 BELIN

R. C. BORDEAUX 9348 B

PRODUCTEUR GIRONDE N° 168

C. P. 19.229

Bélie, le 15/II/49

Nous soussignés, certifions que nous avons livré à
MM. BONNIN une quille de star de 397 Kgs, poids vérifié en présence
du jugeur le 7 Juin 1948.

J. Destang

FONDERIE Julien DESTANG

& BÉLIET (Gironde)

Téléphone : 53

PRÉNOM DE RIGUEUR

4 Keel weight certificates
received, without Star No.'s,
3/30/50; but stated by the
Measurer, Raymond Baudet, to
cover Stars No. 2862, 2863
2864, 2865. Since these
keels are all within 1 kg. of
weight, this certificate is
arbitrarily assigned to

No. 2862

2863

2864

2865

HENRY M. DEVEREUX
3/30/50

INTERNATIONAL MEASUREMENT
COMMITTEE

88 City Island Ave.
City Island
New York, 64, N. Y.
March 30, 1950

Mr. Raymond Baudet
"Ejerky" Avenue Dubrocq
Bayonne
France

Dear Mr. Baudet;

Thank you very much for your letter of March 18, 1950, enclosing the 4 weight certificates for the keels of Star Boats No. 2862, 2863, 2864 and 2865.

I would like to approve these 4 Star Boats at this time, but there is one matter of principle to maintain, as described below.

The last letter I find on the matter of these Stars is from Mr. W. Whitney Stueck, dated July 31, 1949. This requires the following:

- (a) Keel weight certificates must be submitted.
- (b) Rudders must be corrected.
- (c) Doubtful hull measurements should be remeasured and the results reported. This was a suggestion, and not a requirement.

In order to have these Stars approved, all that now remains is that you advise me that you are certain the rudders have been corrected. If possible, it would be best that you personally measure the rudders. Otherwise, a nearby measurer of the Star Class could do this work, and send the results thru you.

I read technical French, and reply to French letters without an intermediate translation in English. It is a pleasure to read letters again in your own beautiful language. Since the official language of the Star Class is English, and since I do not write very well in French, I am replying in English.

I am well aware that small words in technical French, if not precisely translated or understood, can greatly alter the

meaning of a letter. For this reason I wish to review some of your wording. You stated in your letter " D'autre part, je suis informe que les legeres modifications signalees, notamment sur la hauteur du gouvernail, ont ete effectuees. " If you had stated " D'autre part, je suis sur que les legeres modifications etc... ", I would now approve these 4 Star Boats.

It is possible that I have mistaken your meaning. Please advise me further concerning these rudder alterations.

I note that the weight certificates for the keels of these 4 Star Boats are not marked with the actual boat numbers. However, they are all very close in weight; 2 keels of 397 kg. and 2 keels of 398 kg. Since the boats have now been sailing for some time, it would probably be difficult to determine exactly which keels are installed on each boat. Therefore, I am making an arbitrary assignment of weight certificates to these boats as follows:

Star No. 2862	Keel = 397 kg.
2863	Keel = 397 kg.
2864	Keel = 398 kg.
2865	Keel = 398 kg.

I am sorry that it is necessary to ask you for some additional information on the rudders, and regret any inconvenience this may cause the owners.

With best wishes.

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

Successor
to
W. Whitney Stueck

RAYMOND BAUDET

Arbitre de Commerce

"EJERKY" AVENUE DUBROCO

De 9 heures à midi, Vendredi excepté

Téléphone 507.87

BAYONNE, LE 18 Mars 1950

Monsieur W. WHITNEY STUEK,
cc: Mr. Harold HALSTED,
64 Pearl St.
NEW - YORK, N.Y.

Monsieur,

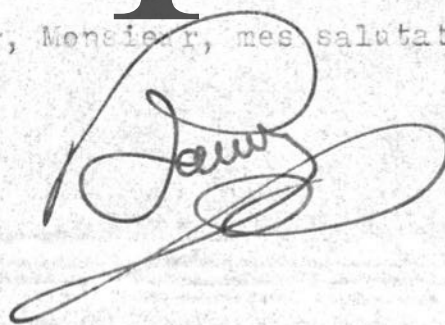
Stars N° 2862, 2863, 2864 et 2865.-

Faisant suite à notre échange de correspondance, j'ai l'avantage de vous remettre inclus les 4 certificats du poide de quille de ces bateaux.

D'autre part, je suis informé que les légères modifications signalées, notamment sur la hauteur du gouvernail, ont été effectuées.

Dans ces conditions, j'espère que vous voudrez bien homologuer les certificats de jauge et vous en remercier.

Je vous prie d'agréer, Monsieur, mes salutations distinguées.



4 certificats.

Ivoryton, Conn., U.S.A.
July 31, 1949

Mr. Raymond Baudet
"Ejerky" Avenue du Brocq
Bayonne, France.

Dear Sir:

I have a decision from the Star Governing Committee concerning Stars Nos. 2862, 2863, 2864 and 2865.

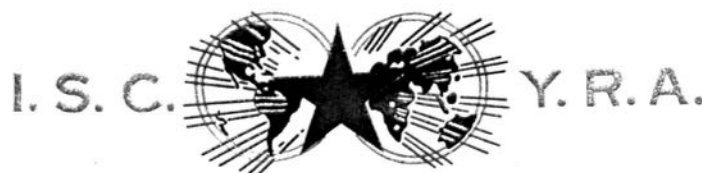
They agree with my first letter to you which states that rudders must be corrected and keel weight certificates furnished. As to hull measurements, it is again suggested that you remeasure the points listed and let me know the results.

You are, of course, entitled to an additional fee for this extra work, since it is no fault of yours that the boats are built so close to the limits.

Very truly yours,

W. Whitney Stueck

WWS:ps



ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

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

July 18, 1949

Mr. W. Whitney Stueck
Ivoryton, Connecticut

Dear Whit,

I have read over the French correspondence which you sent to me and I am having the French letter translated. Until I get this, I do not believe I had better say very much. At the same time there is a Governing Committee meeting and I think it would be a good idea if we discussed this situation there so that several of us will have an opportunity to mention ideas rather than have everything come from me, so I will write likely Thursday afternoon.

Meanwhile, I am pleased to report that the arrangements I made last year to lead the main sheet through a jib sheet guide as well as trimming the main sheet as far out on the outside of the boat as possible worked out quite satisfactory when reaching as the boat does not roll nearly as much.

On the other hand, these Etchell boats certainly can run offwind and it just occurred to me that you might have learned something sailing with Stan which you are at liberty to pass on. I really am inclined to believe that the new keel helps although, as yet, I have not been up against the No. 1 skippers but the Etchell boat in our fleet is sailed by a very good skipper and he has so far been able to keep ahead in breezes around eight miles an hour. Although anything other than that I have been able to take him.

Sincerely yours,

DISTRICT SECRETARIES

- 1st—L. REEVE BOWDEN
1120 Fifth Ave.
New York 28, 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
2045 Cabrillo St.
San Francisco, 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, Switzerland, 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)
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(Central Office)

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INTERNATIONAL TREASURER

ROBERT E. SMITH
(Central Office)

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and Eastern Canada)
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Casal Branco
Rua Melo e Sousa
Estoril, Portugal
(Water Spain and Portugal)
- 16th—SERGE H. N. TAY
93 Ave. Moinier
Casablanca, Morocco
(North Africa)

DEPARTMENT OFFICIALS

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

Editor of "Starlights" and "Log"—
Mailing Dept.—

C. STANLEY OGILVY
59 Locust Ave.
New Rochelle, N. Y.

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

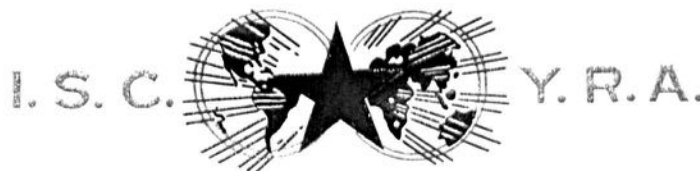
Secretary for Isolated Members
CHARLES ULMER
66 Buckley St.
City Island 64, N. Y. C.

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, Chairman

FOR FLEET OFFICIALS CONSULT LOG



ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

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

July 21, 1949

Mr. W. Whitney Stueck
Ivoryton, Connecticut

Dear Whit,

I discussed your letters regarding the measurements of Boat #2785 as well as the four French boats with the Government Committee members as well as George Elder and regarding the local boat, we would ask you to write advising that we regret very much to ask him to fix up his boat by having the rudder changed, having the skeg shaved off and a keel weight certificate obtained; then to have the boat re-measured and see what happens as the differences are so slight being $1/8"$, that if by chance this was reduced it would be okay, or say $1/16"$ then we would suggest acceptance. ✓

The French situation and, in fact, the European situation is much harder to handle and particularly as we are endeavoring to build up the Class. The overages of course are slight at the important points and George Elder suggests that you write to the measurer mentioning the amount over and asking him to check these points. If he comes back making corrections, we are inclined to overlook what has happened as we cannot afford to be too strict as yet as the war has only been over a short time and we must help if at all possible.

Keel weight certificates can be obtained and we feel should be obtained, and would ask that you please carry on as you have in this respect.

Please do not hesitate in bringing up any further questions you have in mind as we will take care of them immediately.

Sincerely yours,

DISTRICT SECRETARIES

1st—L. REEVE BOWDEN
1120 Fifth Ave.
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(Atlantic Coast of North America,
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294 R. Santa Clara
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(Islands of Hawaii)

9th—JEAN PEYTEL
66 Rue de Lisbonne
Paris VIII, France
(France, Switzerland, 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".)

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Cable—ISCYRA New York
Telephone MURray Hill 2-3243

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(Reports, Numbers, Number Tax, Forms, Dues,
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Sail Plan—\$3.00)

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(Central Office)

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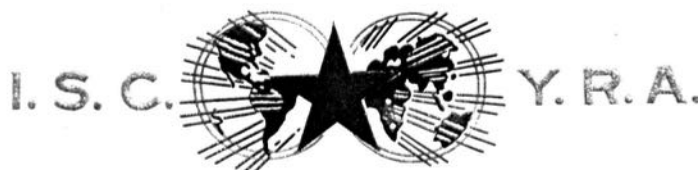
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FOR THIRTY-EIGHT YEARS THE MOST POPULAR AND WIDELY DISTRIBUTED
CLASS OF ONE DESIGN RACING YACHTS IN THE WORLD.

Ivoryton, Conn.
July 16, 1949

Mr. Harold Halsted
64 Pearl St.
New York, N. Y.

Dear Harold:

Enclosed are three letters concerning some French Stars. The first is my answer to the certificates on June 28. The second is the reply of the measurer in French. I think I have the sense of it, but I am no expert on the language. The third is my answer to the second. Please return the first two as they are my only copies.

At first, I thought the certificates were so nearly alike they had been copied, especially since no measuring dates were shown on the measurer's certifications. However, a closer study shows that they may be authentic.

The side height trouble does not worry me, since this is hard to control at Sta. 3 to get a fair sheer, and is not critical anyway. The rest is self-explanatory. I would appreciate your comments.

The policy handed down to me by Ed is absolutely no over-ages on contour, chine and half-breadths.

Sincerely,

Phil.

WWS:ps
Enclosures.

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Ivoryton, Conn.
July 13, 1949

Mr. Harold C. Halsted
64 Pearl St.
New York, N. Y.

Dear Harold:

No. 2785 is out as follows:

1. Keel contour at Sta. 9 is $1/8$ " under.
2. Chine half breadth at Sta. 3 is $1/8$ " over.
3. Rudder depth is $5/16$ " under.
4. Skeg depth is $1/8$ " over.
5. Dimension C is $3/16$ " under. (aft side of rudder post to stern).
6. No keel weight certificate is furnished.

This is only one of an alarming number of rejects. Most faults are slight but usually there are several. Many can be corrected easily and I feel this should be done before the boats are passed. Rudders, skegs and spars, should at least start their careers within the limits.

A number of certificates are received from abroad for boats two or three years old. These often have troubles. Some of the foreign measurers like to send me copied certificates.

Rejecting boats is no fun and causes me a lot of correspondence, but it certainly is not fair to conscientious builders and measurers to pass anything that comes along.

Sincerely,

Whit.

W. Whitney Stueck.

WWS:ps

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FOR FLEET OFFICIALS CONSULT LOG

Ivoryton, Conn., U.S.A.
July 15, 1949

Mr. Raymond Baudet
"Ejerky" Avenue Du Brocq
Bayonne, France.

Dear Sir:

I have your letter concerning the measurement of Stars Nos. 2862, 2863, 2864 and 2865. These boats are built very flat in keel contour and are about $1/8$ " beyond the extreme limit on this dimension at Sta. 6. This characteristic certainly influences speed and has always been considered very important. The tolerances are very liberal, so that no builder should intentionally build so close to the limit, especially on a dimension such as this, where, if the boat changes shape slightly, it is beyond the limit.

I am referring the above matter to Mr. Harold Halsted, President of the Star Class, to get his opinion on the subject.

These boats are from $9/16$ " to $7/8$ " over on height of side at Sta. 3. This is not a serious fault, but the builder should avoid it in the future. His plans and specifications show the limits within which he must keep the side heights.

The excesses on rudder depth are very small, but they should not be allowed to compete in the European Championship without correction.

Keel weight certificates are required by the Star rules. These should be signed by the foundry or a public weighmaster. Since other European builders have no trouble furnishing them, I see no reason why these boats should be approved without them.

Very truly yours,

W. Whitney Stueck.

WWS:ps

cc: Mr. Harold Halsted
64 Pearl St.
New York, N. Y.

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Téléphone 507.87

BAYONNE, le 11 Juillet 1949

Monsieur W. WHITNEY STUECK
I.S.C.Y.R.A.
IVORYTON, Conn. U.S.A.

Cher Monsieur,

Je reçois ce jour seulement votre estimée du 28 Juin.

Je savais que je n'avais pas indiqué les poids de quille pour les certificats N° 2.862, 2.863, 2.864 et 2.865, n'ayant pas encore l'attestation du fondeur; ces poids sont, respectivement de 398 Kgs. pour les deux premiers et 397 pour les deux autres.

En ce qui concerne les mesures que vous me signalez comme defectueuses, je suis surpris d'autant plus que je jauge les stars depuis 1939 et, sauf une seule fois avec M. KITCHAM, où certaines dimensions (3 exactement) étaient dépassées de 1 à 2 mm. mes certificats ont toujours été approuvés avec des mesures très voisines que celles fournies. Ce sont les mêmes plans depuis plus de trois ans et le même constructeur et j'ose espérer que, ne coupant pas un cheveu en quatre, vous voudrez bien approuver lesdits certificats; ce n'est pas cela qui fera marcher plus ou moins vite les bateaux.

Pour votre gouverne, les quatre stars ont été mesurées les N° 2.864 et 65 le 7 Juin et 2.862 et 63 le 8 Juin.

Je profite de la présente pour vous prier de m'adresser des certificats et vous demander instamment de hâter, les championnats d'Europe ayant lieu fin Août.

Je vous prie de croire, Cher Monsieur, à mes sentiments les meilleurs.



Ivoryton, Conn., U. S. A.
June 28, 1949

Mr. Raymond Baudet
"Ejerky" Avenue Dubrocq
Bayonne, France.

Dear Sir:

I have your measurement certificates for Stars Nos. 2862, 2863, 2864, 2865. I am afraid I cannot approve them for the following reasons:

1. Keel height at Sta. 6 is slightly over the limits. $\frac{1}{32}$ to $\frac{5}{32}$
2. Side height at Sta. 3 is greatly over the limit. $9\frac{1}{16}$ " to $7\frac{1}{8}$ "
3. Deck half breadth at stern is slightly under the limit. $3\frac{1}{32}$ "
4. Rudder depth is slightly over the limit. $3\frac{1}{32}$ "
5. No keel weight certificates are provided.

Although the excesses are slight, except in the case of No. 2 above, these boats are built so close to the limits that they cannot be passed without further investigation.

No dates are shown on the certificates telling when the boats were measured. Was each boat measured individually, including the setting up of the base line? The measurements seem very much alike, even for boats built on the same forms by skilled men.

It will help in inspecting certificates if you will measure the side heights along the surface of the sides as described in the measurer's instructions.

Certificates of keel weight should be obtained for each boat from the foundry where the keel was cast, or from a public weighmaster. Certificates signed by builders are not valid.

I suggest that you remeasure the points listed above and let me know of any deviations from the original measurements.

Very truly yours,

W. Whitney Stueck.

WWS:ps

I have just received today your esteemed letter of June 28th. ⁴ I knew that I had not specified the weight of the keels for the Certificates Nos. 2.862, 2.863, 2.864 and 2.865, not having at the time the attestations (certifications) of the builder - these weights are respectively 398 kgs. for the two first, and 397 for the other two. Regarding the measurements which you called to my attention as being defective, I am surprised particularly as I have measured Stars since 1939 and with one exception, with Mr. Ketcham, when certain dimensions (3 to be exact) were exceeded by from 1 to 2 m.m. My certificates have always been approved, the measurements were closely following those given.

The plans and the builder have been the same for more than three years and I dare to hope, that not splitting hairs, you will be kind enough to approve the aforementioned certificates. After all, it is not these very small differences that will decide the speed of the boats.

For your information the four Star boats were measured - Nos. 2.864 and 65 on June 7th and 2.862 and 63 on June 8th.

I take advantage of this opportunity to beg you to send me the certificates and urgently request that you do so as speedily as possible as the championships in Europe take place the end of August.

Accept, dear Sir, my kindest, etc., etc.