

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 International Measuring Committee after his appointment.
2. This Form must be made out by the Certified Measurer IN DUPLICATE. He must answer all questions in Sect. A, and fill in all dimensions called for. Then file **both** copies with International Measurement Committee.
3. Sails are measured before sanctioned championships, at other times the Fleet is responsible for checking them. Certified Measurers, if authorized by a Fleet, can approve or reject sails.
4. Certified Measurers are entitled to a reasonable fee for measuring, but the Association is not responsible for its payment, and Certified Measurers are advised to collect their fee before filing this Form.
5. A Certified Measurer cannot measure a yacht in which he owns an interest except under duly appointed and authorized supervision.

SEC. D.

—CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—

1. This Certificate is not valid unless it bears the inspection stamp of the I. S. C. Y. R. A. and is signed by the Chairman of the International Measurement Committee. It shall be automatically revoked if any structural alterations are made or if not properly endorsed over to a new owner by former owner, or may be revoked at any time by order of the International Measurement Committee or the Governing Committee of the International Star Class Yacht Racing Association.
2. This Certificate shall be binding upon all members, Star Fleets, Clubs, or organizations conducting races for the Star Class as such. The holder of this Certificate shall not be subject to protest on hull measurements unless an order to remeasure is obtained from the International Race Committee, International Measurement Committee, or Governing Committee, or unless the protesting party has submitted evidence to show there are reasonable grounds to suspect subsequent alterations or other justifiable causes. See By-Laws, Article VII.
3. This Certificate should be renewed in name of new owner. For renewal, send this Certificate and \$1.00 to International Measurement Committee, with notation as to change of boat's name, if any.

4. **WARNING**

Spars, position of keel, or anything else that is not an intergral part of the hull, can easily be changed and should not be depended upon. These, as reported on original certificate, serve also as a protection to the purchaser of a new boat, but are subject to remeasurement as noted above.

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



The International Measurement Committee, having examined all facts and figures certified to herein, finds that the yacht herein described conforms with the plans and specifications of the Star Class within the limitations of the measuring rules, and therefore, grants this Certificate to the said yacht subject to the conditions above set forth for so long as the owner or owners of the said yacht are members of the International Star Class Yacht Racing Association.

Signed Marshall L. Simee
Chairman International Measurement Committee.

Date 8/15/51

STATIONS	1	2	3	4	5	6	7	8	9	10
HEIGHTS										
CONTOUR	1-7-1	1-1-4	0-8-6	0-5-3	0-3-3	0-2-7	0-4-0	0-6-7	0-10-6	1-3-3
CHINE			0-10-7			0-7-5		0-10-6		1-5-3
SIDE *			1-8-4			1-8-5		1-5-0		

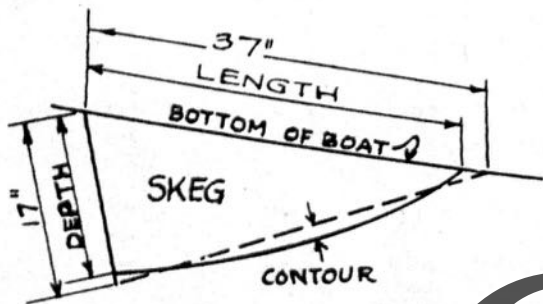
* MEASURED ALONG SURFACE OF PLANKING

STATIONS	3	6	8	STERN
HALF BREADTHS				
DECK	2-0-1	2-9-5	2-6-6	1-7-6
CHINE	1-4-0	2-3-0	2-0-6	1-3-4

RUDDER
WIDTH 1-6-2
DEPTH 2-7-2 TO ϵ OF POST

SKEG
DEPTH 1-4-7
CONTOUR 1"
LENGTH ALONG CURVE 2-7-2

IS CONSTRUCTION AS PER
RULES & PLAN? yes



I.S.C.



Y.R.A.

YACHT NO. 3017

L.O.A. 22-8-4

MAST FROM B 31-9-0

BOOM LENGTH 14-7-0

JIB STAY FR. B 22-6-0

DIMENSION "A" 7-9-0

"B" 3-10-4

"C" 4-3-0

"E" 6-11-4

"G" 4-1-2

"K" 2-6-6

"M" 0-0-6

"N" 0-8-0

"O" 0-9-0

"P" 0-11-4

"R" 6-5-0

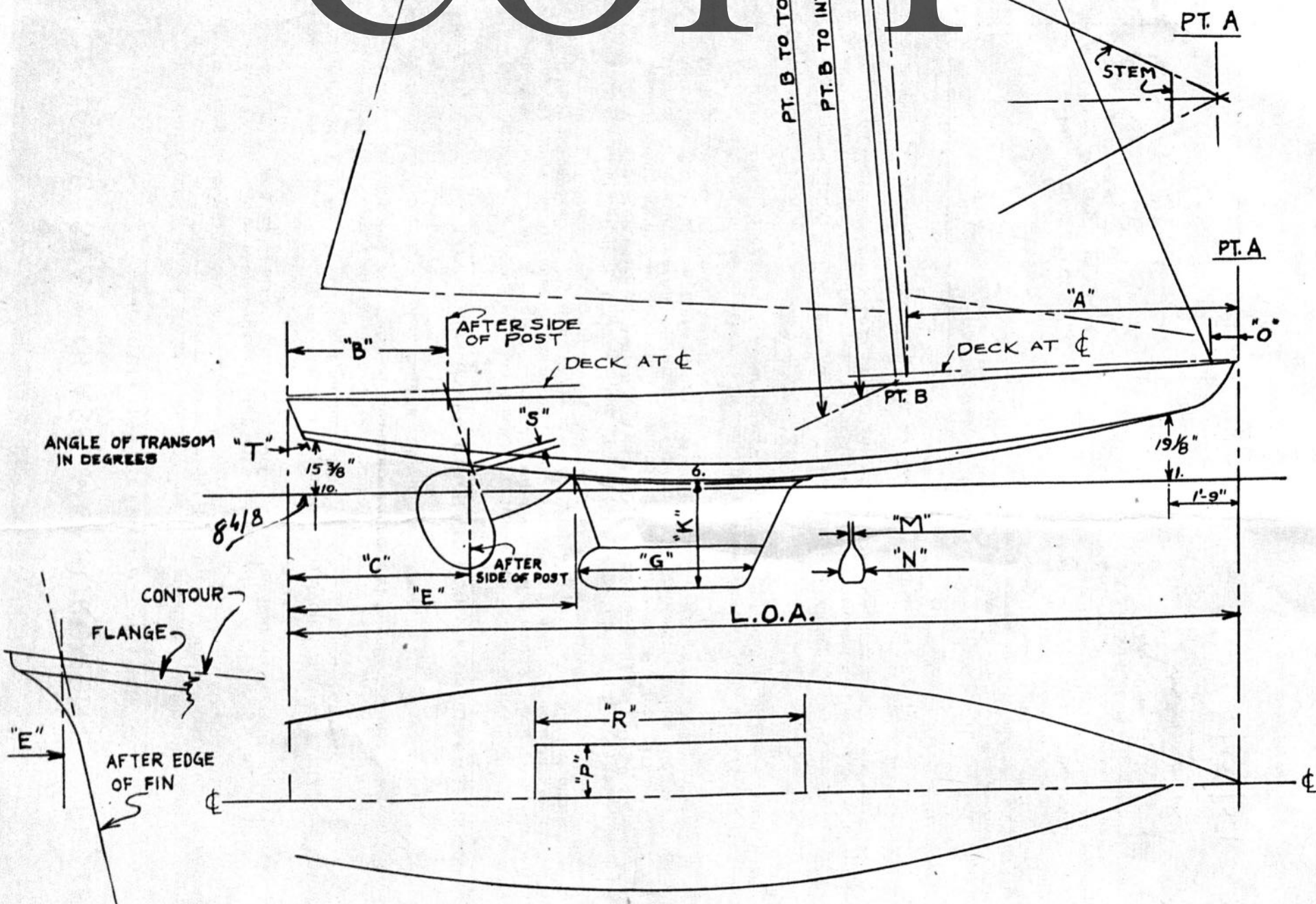
"S" 0-1-4

"T" 19°

KEEL WEIGHT 898 lbs 407.5

IS KEEL WEIGHT CERT.
ATTACHED? yes

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

1. YACHT'S NUMBER? 3017
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name "ALGOL II" 4. Year built 1950
5. By whom built? CANTIERI DI VOLTRI (ITALIA)
6. Owner's Name ING. CARLO PESENTI
7. Address VIA BORGONUOVO - 20 - MILANO (ITALIA)
8. Fleet LARIO 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 27 day of Giugno, 1951, 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 31 Luglio 1951

Signed

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

AFFIDAVIT 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.

"ITALCEMENTI",
Fabbriche Riunite Cemento
BERGAMO

OFFICINE MECCANICHE E FONDERIE
ALZANO LOMBARDO (BERGAMO)

SPETT. CANTIERI DI VOLTRI

GENOVA - VOLTRI

Con la presente ci certifica che il peso della chiglia in ghisa
per "STAR" per i Va/ Cantieri di Voltri, con indirizzo Genova - Voltri
Italia, è di Kg. 407,5 pari a lbs 898, come è stata da noi callaudata
e speditaVi.

Il numero del documento di spedizione è B.U. 1695 in data 3/6/950.

Dott. Cav. GIACOMO PAGANONI

NOTAIO

VIA T. TASSO N. 11 - TELEF. 13-10

BERGAMO

ABIT. VIA FRADELLO N. 9 - TELEF. 22-65

ITALCEMENTI
OFFICINE MECCANICHE E FONDERIE
Il Direttore

Pagani, 2 due giorni 1950 in Giorgio Novak

*Visto per l'autenticità della firma del capo
dott. Ing. Giorgio Novak per Riccardo
non è d'interesse a Pagani della cui identità
giuridica io non sono certo*



*Stefano Pagani
Vice*

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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.
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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.

3017

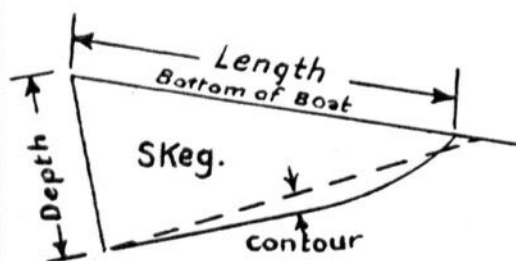
		Heights.									
Stations		1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour		1-7-1	1-1-0	0-8-3	0-5-3	0-3-3	0-3-0	0-4-3	0-6-3	0-10-6	1-3-3
Chine				0-10-4			0-7-5		0-10-5		1-5-2
Side				1-8-4			1-8-5		1-5-0		

		Half Breadths			
Stations		3.	6.	8	Stern
Deck		2-0-1	2-4-5	2-6-6	1-7-7
Chine		1-4-1	2-3-0	2-0-6	1-3-4

Rudder.
Width 1-6-4
Depth 2-7-2

Skeg
Length 2-7-2
Depth 1-5-0
Contour ///

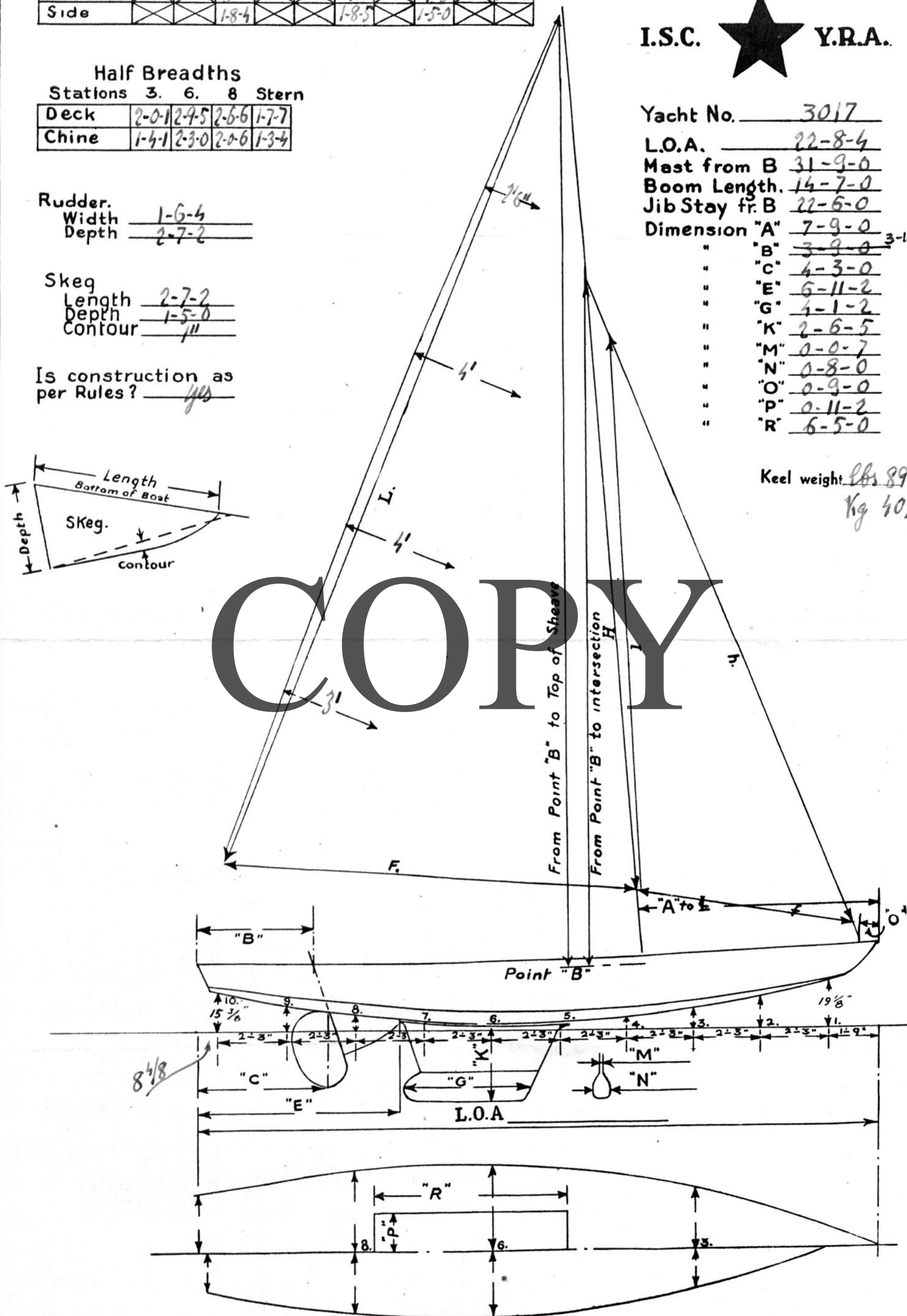
Is construction as
per Rules? yes



I.S.C. ★ Y.R.A.

Yacht No. 3017
L.O.A. 22-8-4
Mast from B 31-9-0
Boom Length. 14-7-0
Jib Stay fr. B 22-6-0
Dimension "A" 7-9-0
"B" 3-9-0
"C" 4-3-0
"E" 6-11-2
"G" 4-1-2
"K" 2-6-5
"M" 0-0-7
"N" 0-8-0
"O" 0-9-0
"P" 0-11-2
"R" 6-5-0

Keel weight lbs 898
Kg 407,5



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? 3017
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name "ALGOL, II" 4. Year built? 1950
5. By whom built? CANTIERI DI VOLTRI GENOVA-VOLTRI.
6. Owner's name? Ing. CARLO PESENTI
7. Address Via Bongiorno 20 MILANO
8. Fleet ALTO LARIO 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 6 day of August 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 16 August 1950 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.

At Measurement Committee
of I.S.C.Y.R.A.
c/o Mr. Maxwell Small
Otis Lane
Bellport - Long Island N.Y.

Genova Pegli
January 27 th 1951

I Certified Measurer of I.S.C.Y.R.A Giacomo Rapallo , on request of Ing. Carlo Pesenti, owner of Star boat Algol 2° 3017 remeasured today the Star boat Algo 2° 3017 at Cantieri od Voltri - Italy .

Not having the proper Measurement Schedula , I send to You all the masurement written on normal paper .

Mr. Pesenti require urgently the measurement certificate owing he want to ~~part~~ participate to the first regatta of May in Italy .

I hereby enclose the measurement sheet.

	Heights								
Stations	1. ✓	2. ✓	3. ✓	4. ✓	5. ✓	6. ✓	7. ✓	8. ✓	9. ✓
Contour	1-7-1	1-1-4	0-8-6	0-5-3	0-3-3	0-2-7	0-4-0	0-6-7	0-10-6
Chine			0-10-7 ✓			0-7-5 ✓		0-10-6 ✓	
Side			1-8-4 ✓			1-8-5 ✓		1-5-0 ✓	

Stations 10.

Contour 1-3-3 ✓

? (CHINE)

	Half Breadths				
Stations	3. ✓	6. ✓	8. ✓	Stern	
Deck	2-0-1	2-9-5 ✓	2-6-6 ✓	1-7-6 ✓	Rudder Width 1-6-2 ✓
Chine	1-4-0 ✓	2-3-0 ✓	2-0-6 ✓	1-3-4 ✓	Depth 2-7-2 ✓

Is construction as per Rules ? Yes

Skeg Length	2-7-2 ✓
Depth	1-4-7 ✓
Contour	0-1-0 ✓

Yacht n° 3017
L.O.A. 22-8-4 ✓
Mast from B 31-9-0 ✓
Boom Length 14-7-0 ✓
Jib Stay fr. B 22-6-0 ✓
Dimension "A" 7-9-0 ✓
Dimension "B" 3-10-4 ✓
Dimension "C" 4-3-0 ✓
Dimension "E" 6-11-4 ✓
Dimension "G" 4-1-2 ✓
Dimension "K" 2-6-5 ✓
Dimension "M" 0-0-7 ✓
Dimension "N" 0-8-0 ✓
Dimension "O" 0-9-0 ✓
Dimension "P" 0-11-4 ✓
Dimension "R" 6-5-0 ✓
Keel Weight lbs 898 ✓

1. Yacht Number 3017

2. Was this number cut or burned into keelson as required above? Yes

3. Yachts name : Algol 2°

4. Year built ? 1950

5. By whom built? Cantieri di Voltri - Italy

6. Owner's name ? Ing. Carlo Pesenti

7; Address: via Bergenuovo 20 - Milano- Italy

8. Fleet : Alto Lario

Certified Measurers' Affidavit

I hereby certify under oath that personally measured the yacht herein described on the 27 th Day of January 1951 according to instructions issued by the International Measurement Committee and that I have correctly and truthfully recorded the Yacht's dimensions in this form and that the

above information is true and correct to the best of my knowledge and belief.
Date signed and filed January 27 th 1951 Signed

Certified Star Measurer

Giacomo Rapallo

Mr. Umberto Mestron

-2-

August 19, 1950

some years ago established the limitations which were effective in 1949; they considered that there were 26 likely combinations of flatness and roundness possible for the contours. This variation of the contours will also affect the chines.

The measurer, Mr. Rapallo, has established his baseline in the correct location. When the measurers do this, the relative flatness or roundness of the contour shows up in the height at Station No. 6. Consequently, the 26 types of Stars are determined by 26 different heights at Station No. 6.

In the report of Star No. 3017, Mr. Rapallo made a small error in reporting the height at Station No. 6. He reported it as 3-0-0. This I took to be an error; and so changed it arbitrarily here to read 0-3-0, for contour height.

Please ask that this height at Station No. 6 be studied; and if the measurer has records to show what he actually found, I wish to know this, as precisely as possible.

Until I have further information on the contour height, I shall make no further commitments on the heights of the contour at Stations No. 2 and 3.

The problem on this boat is one of the most precise I have had to handle since taking over the work of the Measurement Committee.

The assistance of yourself, Dr. Vibio Mestron, and of Mr. Rapallo will be invaluable in determining a most interesting point of Star Class measurements.

I regret the unfortunate delay in settling this matter, but it is of the greatest importance that we have the greatest possible precision in the contour heights at Stations No. 2, 3 and 6. Mr. Rapallo's re-check of the disputed measurements will be very helpful.

With best wishes to you all,

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

Eng. Carlo Pesenti
Bergamo
Genova-Voltri
ITALY

Star #3017

Dear Sir:

In answer to your letter of July 15th regarding the report of Mr. Deverreux, Chairman International Measurement Committee, concerning the Star Algol II, #3017: I would like to advise you that Star #3017 has been built according to original plans of the I.S.C.Y.R.A. and also using the tables of limitations allowed under the official specifications and list of measures edited by the I.S.C.Y.R.A., revised as of January 1949.

The report of Mr. Rapallo, is the following: ^{HEIGHT} Height of contour at Station 2 is 1-1-0. Average height according to plan I.S.C.Y.R.A., April 1946 is 1-1-7. The table of limitations, page 10 of official specifications and list of measures, gives for the contour a margin of one inch over and one inch under. Our difference is $7/8$ of an inch, or less than the allowed one inch, and, therefore, we interpret these measurements to be within the rules.

^{HEIGHT} Height of contour at Station 3 is 0-8-3. The average ^{HEIGHT} height according to plans I.S.C.Y.R.A., April 9, 1946 is 0-9-2. The table of limitations allows us on Station 3 a margin of one inch under and one inch over. The difference being $7/8$ of an inch we interpret these measurements to be also within the rules.

Regarding measurement E as reported by Mr. Rapallo, is 6-11-2. The measurement quoted which results from the plan is $0-8-4+27"+27"+27"-31"=86"$ equivalent to $7' 2"$. The limitation for position of the keil allows a shift of 6" fore and 4" aft. On the Star Algol II #3017, the keil has been placed aft. The difference between the measures of the plan as was reported by Mr. Rapallo for this Star is 0-2-6. This measurement is smaller than 4" allowed and we, therefore, interpret this measurement to be within the rules.

The Star Algol II #3017 has been built with great care and precision. The measures of contour quoted as $19 \frac{1}{8}"$ at Station 1 and $15 \frac{3}{8}"$ at Station 10 have been carefully observed because we feel that these measurements cannot be modified in order to have an exact position of reference for the base line. We are at a loss to understand why Mr. Deverreux has found the contour at Station 2 and 3, $9/32"$ too low, and demention E, $3/16"$ too small.

We feel that measures on the certificate, as reported by Mr. Rapallo should be excepted.

We are writing today to the I.S.C.Y.R.A. in order to obtain further information.

It is possible, however, that some error was incurred in taking measurements of the boat and for this purpose, we are waiting arrival of the boat from Naples in order to recheck Mr. Rapallo's measurements. Please accept our kindest regards.

Dr. Vibio Mestron

not
error in
measures
rectifying
8/19/50

88 City Island Ave.
City Island
New York, 64, N. Y.
August 19, 1950

Mr. W. Whitney Stueck
P. O. Box No. 355
Old Saybrook
Conn.

Dear Whit,

Your recent letter offering assistance in case I am stuck, was much appreciated. This time I am stuck and must call on you.

The trouble is an Italian Star, No. 3017. This is one which you have not processed, and a new boat this year. I rejected her based on the contour heights at Stations No. 2 and 3, and so reported to the Italians. Their rebuttal is very logical, and I cannot give any sort of counter argument. However, I cannot make this all consistent with the figures of the limitation cards.

I hope there is no error in the limitation cards. If there is, it would almost disrupt many things at this date. We have apparently been using them for a long time.

Herewith is attached the comparative tabulation of contour heights.

The Italians argue that, with correctly set baseline, and keeping within the allowed limitation of 1" under and 1" over on contour heights, the boat should be perfectly satisfactory on Stations No. 2 and 3. I must agree with them, but it still is not consistent with the limitation cards.

I wonder who calculated the limitation cards.

Please note that I corrected a probable typographical error in the original measurement report.

STAR NO. 3017
August 19, 1950

COMPARATIVE TABULATION OF CONTOUR HEIGHTS

Station No.	Reported by Measurer	Taken from ISCYRA Limitation Cards received 2/26/50	Official Plans Heights	Heights for Hull with 3" contour at Station No. 6
1	1-7-1		19 1/8	18 17/32 - 20 17/32
2	1-1-0		13 7/8	13 9/32 - 15 9/32
3	0-8-3		9 1/4	8 21/32 - 10 21/32
4	0-5-3		5 7/16	4 27/32 - 6 27/32
5	0-3-3		2 29/32	2 5/16 - 4 5/16
6	*** 3-0-0		2 3/16	1 19/32 - 3 19/32
7	0-4-3		3 1/2	2 29/32 - 4 29/32
8	0-6-3		6 5/8	6 1/32 - 8 1/32
9	0-10-6		10 7/8	10 9/32 - 12 9/32
10	1-3-3		15 3/8	14 25/32 - 16 25/32

*** This I corrected to read 3-0-0, but this is being
verified with the Italian measurer.

HENRY M. DEVEREUX

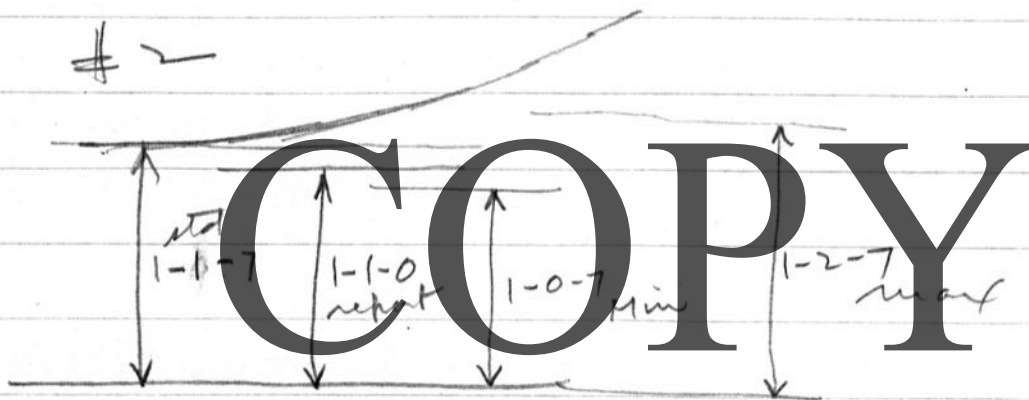
$\frac{13}{32}$ " base raised

1-1-7 $\pm 1"$

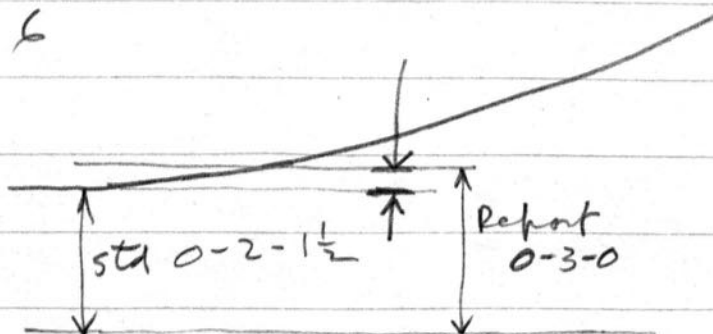
1-0-7

1-2-7

1-0-7



6



$$\begin{array}{r}
 0-3-0 \\
 0-2-1\frac{1}{2} \\
 \hline
 0-0-6\frac{1}{2} \\
 = \frac{13}{16} "
 \end{array}$$

88 City Island Ave.
City Island
New York, 64, N. Y.
July 5, 1950

Ing. Carlo Pesenti
Via Borganuovo 20
Milano
Italy

Star No. 3017

Dear Mr. Pesenti;

Before you receive this letter, the International Star Class Yacht Racing Association will have sent a cablegram including some of the information in this letter.

I have studied the measurement report of your Star No. 3017, and find the boat is not acceptable with the measurements as reported. The reason is in the contour at Stations No. 2 and 3. The bottom has been made flat, curving upward at Station No. 1, but Stations No. 2 and 3 have been dropped too low. Both these stations are $9/32$ " too low on the contour.

The contour height at Station No. 2 is reported as 1-1-0, which is 13". With a flat contour, such as on Star No. 3017, the lowest height allowable at this point is $13\ 9/32$ ". This lowest height is 0,337 m in the metric system.

The contour height at Station No. 3 is reported as 0-8-3, which is $8\ 3/8$ ". With the flat contour, the lowest height allowable at this point is $8\ 21/32$ ", which is 0,219 m in the metric system.

The dimension "E" is reported as 6-11-2. This is actually $3/16$ " too small. However, since this dimension might be subject to some error in the end of the iron keel casting, I do not call for any correction on the boat.

Please have these three dimensions checked by the measurer. The contour measurements must conform to the lowest heights, or slightly greater, to have the boat approved.

Sincerely,

HENRY M. DEVEREUX
Chairman

International Measurement Committee

Copy to
Measurer

"ITALCEMENTI",
Fabbriche Riunite Cemento
BERGAMO

OFFICINE MECCANICHE E FONDERIE
ALZANO LOMBARDO (BERGAMO)

SPETT. CANTIERI DI VOLTRI

GENOVA - VOLTRI

Con la presente ci certifica che il peso della chiglia in ghisa
per "STAR" per i Vs/ Cantieri di Voltri, con indirizzo Genova - Voltri
Italia, è di Kg. 407,5 pari a lbs 898, come è stata da noi callaudata
e speditaVi.

Il numero del documento di spedizione è B.U. 1690 in data 3/6/950.

Dott. Cav. GIACOMO PAGANONI

NOTAIO o o o o o o o o o

VIA T. TASSO N. 11 - TELEF. 25-10

BERGAMO o o o o o o o o o

ABIT. VIA PRADELLO N. 9 - TELEF. 22-95

I T A L C E M E N T I
OFFICINE MECCANICHE E FONDERIE
Il Direttore

Giorgio Novati

Bergamo, 2. del giugno 1950
Visto per l'autenticità della firma del Sign. Dott.
Ing. Giorgio Novati per Riccardo, tutto e domi
escluso e Bergamo, della sua identità - sottoscritto io
notario forese
Giorgio Paganoni





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.

DEAR RAPALLO:

4/23/51

BOAT IS FINE EXCEPT
FOR MISSING DIMENSION AT
CHINE, STATION #10,

PLEASE PROVIDE, AND IF
CORRECT, APPROVED CERTIFICATE
WILL BE FORWARDED.

SORRY,

Smell

P.S.
CERTIFICATE BLANKS COMING-
BY REGULAR MAIL.

S.

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- 1st—ARTHUR M. DEACON
160 Maple Ave.
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North of Manasquan Inlet, N. J.)
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except Florida)
- 3rd—ELIZABETH M. ROBIN
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Rio de Janeiro, Brazil
(South America Atlantic Coast)
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Hawaiian Trust Co.
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IMPORTANT

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

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Vermilion, Ohio

FOR FLEET OFFICIALS CONSULT LOG

88 City Island Ave.
City Island
New York, 64, N. Y.
August 19, 1950

Star No. 3017

Mr. Umberto Mestron
c/o LaValle, Inc.
632 Broadway
New York, 12, N. Y.

Dear Mr. Mestron:

I have just received your letters about the measurements of Star No. 3017. I greatly appreciate your sending me an English translation of the Italian letter, since I can only read French and English.

Dr. Umberto Mestron has written a very fine letter, and his arguments are hard to combat. I believe we are both at a point close to agreement, but there is one other point I must settle, as you will see further along in this letter.

For all matters concerning Dimension "E", I still believe this is simply a matter of the measurer and I agreeing on how it is to be measured. I believe the boat is actually correct on this dimension. The small attached sketch is to make this clear.

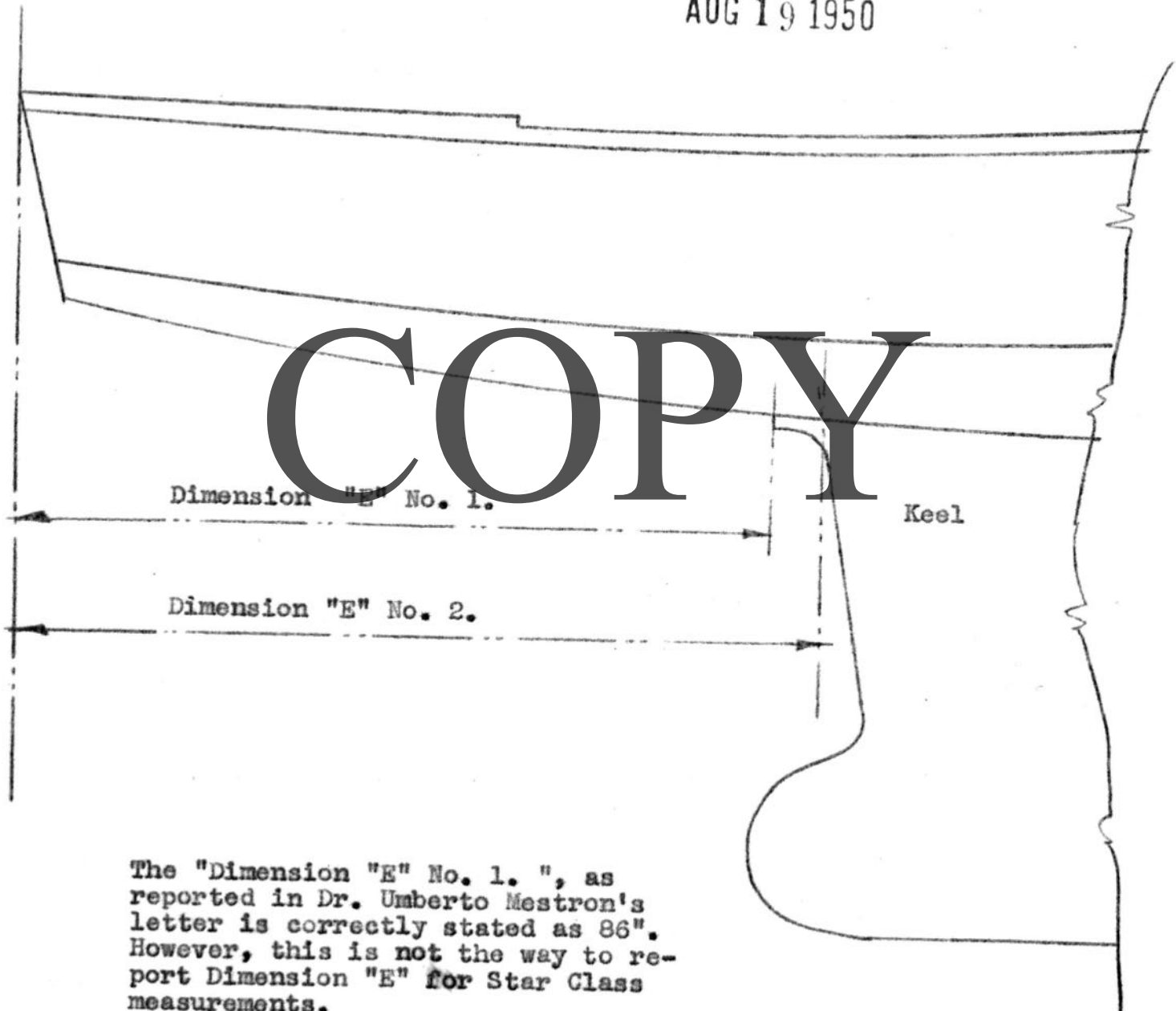
For the matters of contour heights at Stations No. 2 and 3, I have been using the standard Star Class limitation cards which were handed to me when I became Chairman of the Measurement Committee. I have rechecked the statements which I made originally when not approving this boat, and I still find them to be consistent with the limitation cards.

However, in applying the limitation cards, perhaps there is still something to be learned about this boat.

The limitation cards are calculated for 26 different types of Star Boats. This means that when the Measurement Committee

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

AUG 19 1950



The "Dimension "E" No. 1. ", as reported in Dr. Umberto Mestron's letter is correctly stated as 86". However, this is not the way to report Dimension "E" for Star Class measurements.

Dimension "E" should be reported, for Star Class measurements, as shown in "Dimension "E" No. 2." The difference is that this is greater than the other one by the projection of the keel flange.

August 18, 1950

Mr. Henry M. Devereux
88 City Island Avenue
City Island, N. Y;

Dear Mr. Devereux:

Enclosed please find translated letter which Dr. Mestron wrote to Mr. Pasenti, with observation about measurements of Star boat #3017.

Please kindly let me know your opinion.

Very truly yours,

Umberto Mestron

Umberto Mestron

I just cannot make this thing consistent. Even with the 3" height at Station No. 6, which I believe is correct, the limitation cards do not seem consistent with trying to faithfully follow the official table of limitations. I never thought to check up on the card calculations before. In trying to do it to-day, I cannot make things consistent at all.

Can you enlighten me on this matter?

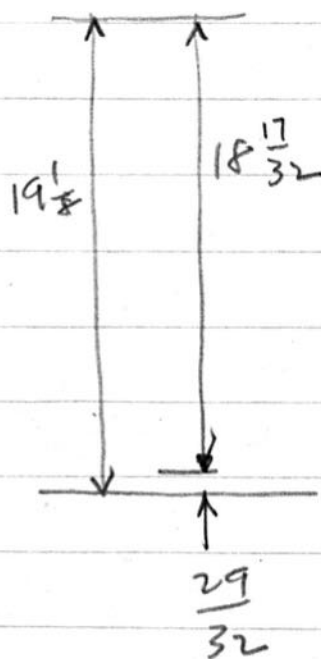
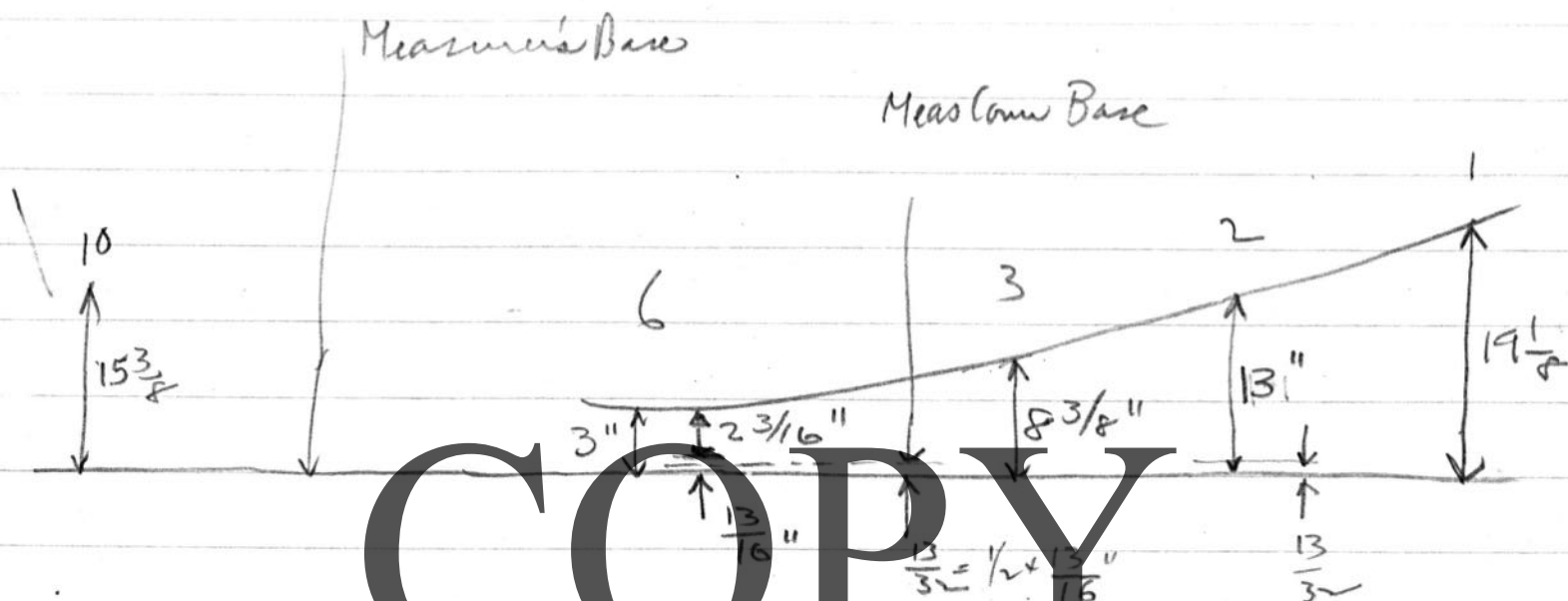
Thanks a lot for your assistance.

Best wishes,

Sincerely,

HENRY M. DEVEREUX

COPY



Calculation of Limitation Cards
Re-check 8/19/50

CONTOUR

Contour = 3" @ Stat #6

Stat #2, by plans = $1-1-7 = 13\frac{7}{8}$

Baseline raised by $\frac{13}{32}$

Since

#6 = 3"
Plans, #6 = $2\frac{3}{16}$ "

Diff = $\frac{13}{16}$ "

Raise base by $\frac{1}{2} + \frac{13}{16} = \frac{15}{32}$ "

Then, #2 by plans = $13\frac{7}{8}$ "

subtract for 1" under = $\frac{1}{1}$

net = $12\frac{7}{8}$

Add = $\frac{13}{32}$

Result $13\frac{9}{32}$ " minimum

This is exploration for #3017
Fred

STAR NO. 3017

.....

July 11, 1950

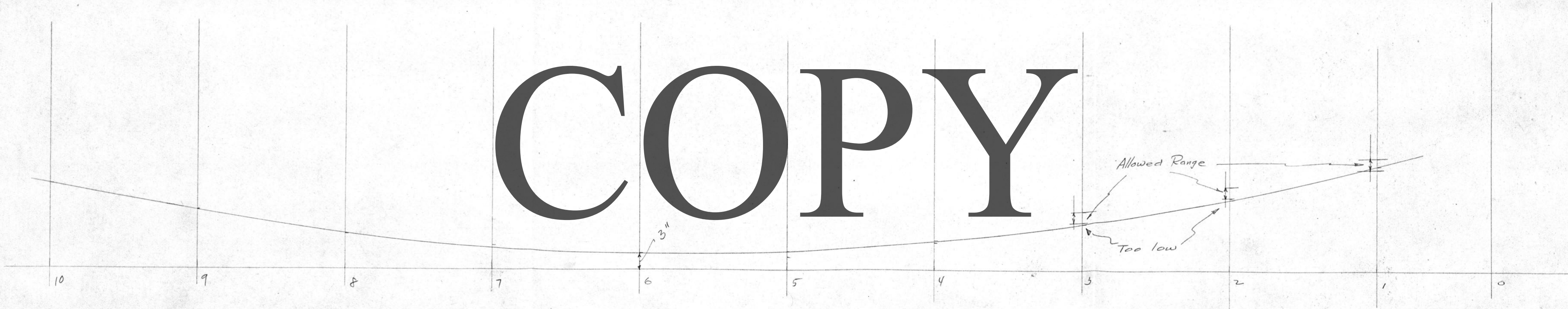
In phone conversation this afternoon with Miss Glass of the head office, ISCYRA, I told her that the letter of 7/5/50 still stands. The measurer's cablegram of 6/20/50 only corrects a dimension "B" within the allowed limits, and makes no difference in the approval. The telegram of Umberto Mestroni, 7/8/50, only corrects a typographical error in the measurer's work which I had already caught.

Therefore the boat, being still 9/32" too low in the contour at Stations No. 2 and 3, is still not approved.

HENRY M. DEVEREUX
COPY

This was done, to see if contour
is a fair curve. Report of measurer
shows peculiar rounding forward.

COPY



STAR NO. 3017
PROFILE AS
FIRST REPORTED
1"=1'-0"
7/5/50

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

WU Y004 NL PD=TDNC LARCHMONT NY JUL 8=

HENRY DEVEREAUX=

88 CITY ISLAND AVE CITY ISLAND NY=

Time of receipt is STANDARD

Point of destination

832A JUL 9

TRIED GET YOU ON PHONE RECEIVED CABLE ADVISING MEASUREMENT
ALGOL 3017 AT CHINE SECTION SIX SHOULD READ 3 INCHES NOT 3
FEET IT IS URGENT YOU KINDLY CABLE AT MY EXPENSE TO BEPPE
CROCE HOTEL VESUVIO NAPLES THAT CERTIFICATE HAS BEEN
CORRECTED AND ACCEPTED THANK YOU=

UMBERTO MESTRON LARCHMONT NY=

AS PER COPY 3017 3 3=

COPY

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Umberto Mestron
La Valle
632 Broadway
New York 12, N. Y.

#3017

1280

WESTERN UNION

INTERNATIONAL COMMUNICATIONS

W. P. MARSHALL, PRESIDENT

HO-2-M

Received VIA WESTERN UNION CABLES at 40 Broad St., New York, N.Y. Telephone HAnover 2-2920

1950 JUN 20 PM 10 23

RND389 VOLTRI 30 20

NLT EXECUTIVE OFFICE ISCYRA

51 EAST 42 STREET NEWYORK17-

=DIMENSION B OF 3017 ALGOL SECOND IS FORTYSIX AND A HALF
INCHES PLEASE MADE CORRECTION ON MIASUR EMENTS CERTIFICATE=
=MEASSURER RAPALLO.

*OK'd
6/11/50*
COPY

51 42 NYK17 B 3017 A.