

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATESec. 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? 3522
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name "PIORA III" 4. Year built 1954
5. By whom built? Chantier Maritime J. MANZONE (MONACO)
6. Owner's Name Mr. ROCHARD 26 Mr. LANZA
7. Address Caza quadrante, 56, Bd. du Mont-Boron, NICE
8. Fleet NICE 9. Remarks See Design of Reg

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 _____ Signed _____
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.

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATESec. 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.

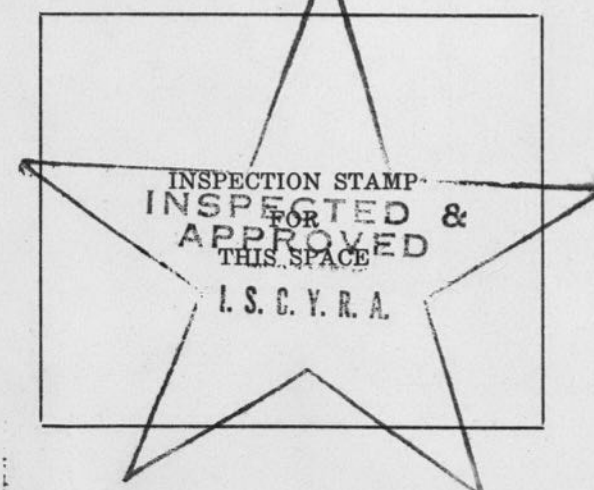
SEC. D. —CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—

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 integral 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 John S. Fildes
Chairman International Measurement Committee.

Date Feb 17, 1955

3522

3522

STATIONS	1.	2	3	4	5	6	7	8	9	10
HEIGHTS										
CONTOUR	486	347	248	155	95	72	105	176	272	391
CHINE			230			205		285		433
SIDE *			525			550		447		

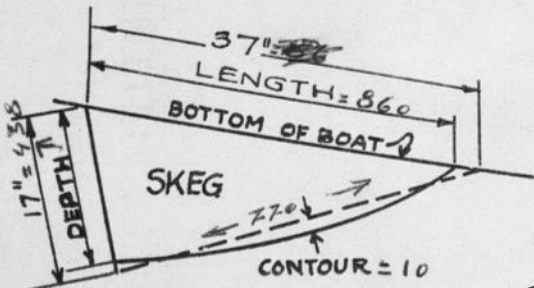
* MEASURED ALONG SURFACE OF PLANKING

STATIONS	1	3	6	8	STERN
HALF BREADTHS					
DECK		607	877	805	497
CHINE		408	681	632	410

RUDDER
 WIDTH 443 TO ϕ OF POST
 DEPTH 805

SKEG
 DEPTH 438
 CONTOUR 10 See design.
 LENGTH ALONG CURVE 860

IS CONSTRUCTION AS PER RULES & PLAN? yes



YACHT NO. 3,522

L.O.A. 6,917

MAST FROM B 9,620

BOOM LENGTH 4,445

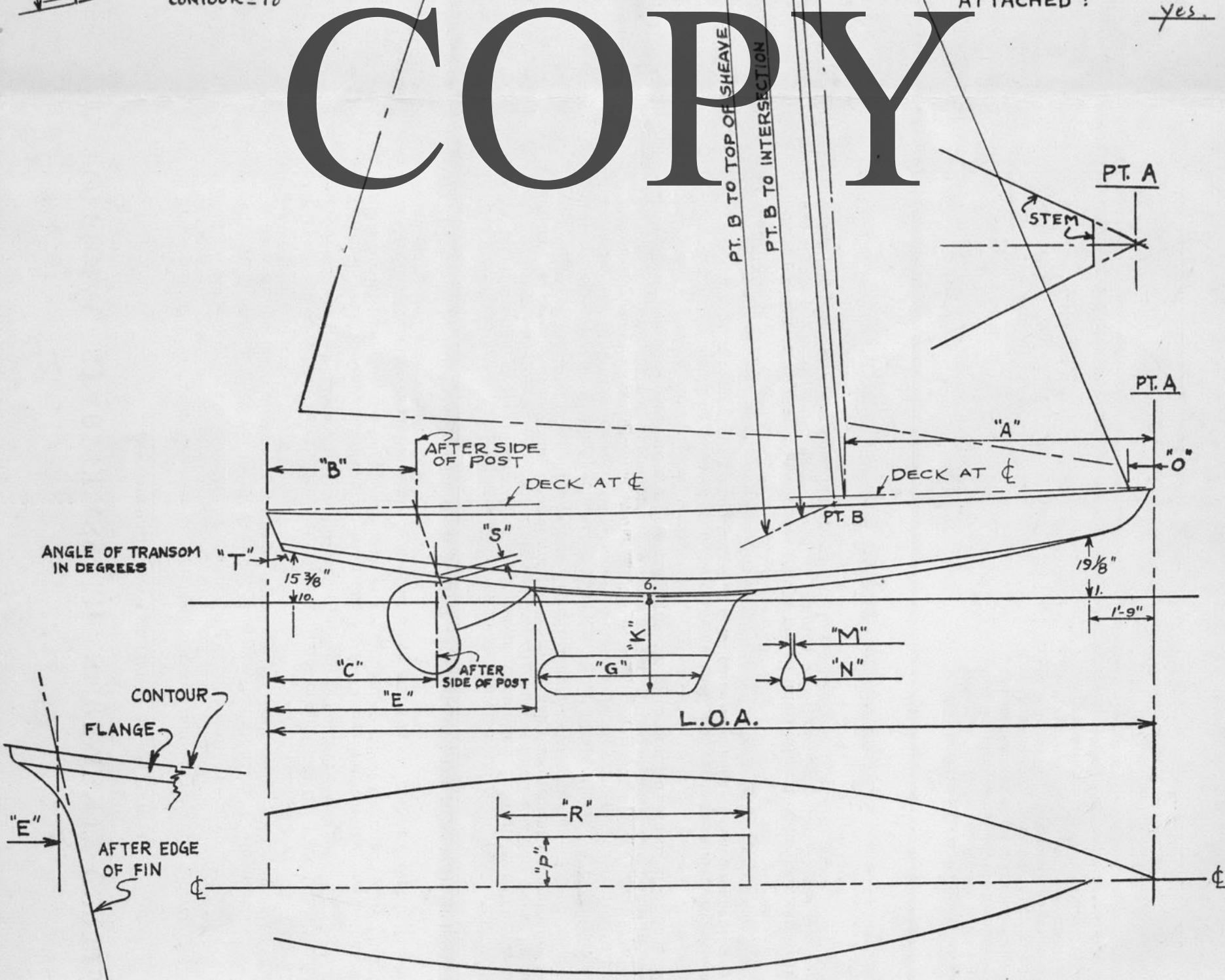
JIB STAY FR. B 4,815

DIMENSION "A" 2,374 to 2,512

"B"	1,150
"C"	1,305
"E"	2,180
"G"	1,270
"K"	0,772
"M"	0,020
"N"	0,810
"O"	0,222 Five
"P"	0,295
"R"	2,010
"S"	0,020
"T"	17'

KEEL WEIGHT 404 Kg

IS KEEL WEIGHT CERT. ATTACHED? yes.



FONDERIES ET ATELIERS DE LA MAISON BLANCHE

MAISON FONDÉE EN 1898

J. GRANGE

Ancien Elève de l'Ecole Polytechnique

11 ET 13, RUE GANDON - PARIS (XIII^E)

FOURNISSEUR DE L'ARMEMENT ET DE LA MARINE NATIONALE
DE L'A.S.N.C.F., DE LA VILLE DE PARIS, E.D.F. ETC.

FER, BRONZE, ACIER

ALU - ZAMAC - KM

FONTES SPÉCIALES

RÉSISTANTES - RÉFRACTAIRES

FOUR DE STABILISATION

PIÈCES MÉCANIQUES

SUR PLANS ET SUR MODÈLES

CONSTRUCTION MÉCANIQUE

TÔLERIE, CHAUDRONNERIE

MÉCANIQUE GÉNÉRALE

TÉLÉPHONE

Gobelins 09-80

— d° — 09-81

COMPTE CHÈQUE POSTAL

425-61 PARIS

RÉPERTOIRE PRODUCTEURS

1783 SEINE C.A.O.

R.C. SEINE 87.913

N° D'IDENTIFICATION

201.75.113.0004

V/RÉF.

N/RÉF.

COPY

Je soussigné Jean GRANGE, Industriel, 11 et
13, rue Gandon à PARIS XIII^e, certifie avoir livré aux
Ets Jean MANZONE & Fils, Terre-Plein de Fontvieille -
MONACO, une quille de bateau en fonte pesant 404 Kgs.

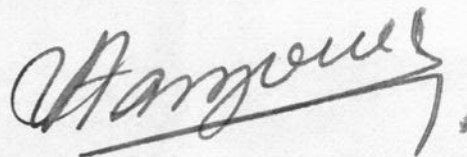
Je leur délivre ce certificat à toutes fins
utiles.

PARIS, le 20 Mai 1954.

Pr J. GRANGE



Nous soussignés MANZONE PERE et FILS
Architectes-Constructeurs Navals certifions que la dite
quille a été fixée sur le Star "DORA III" immatriculé
sous le n° 3.522.



Mes marchandises sont vendues livrables et payables à Paris. — Mes traites ou l'acceptation de règlement n'opèrent ni novation, ni dérogation à cette clause attributive de juridiction. — Toutes mes ventes sont effectuées sur la base des lois, décrets, règlements, impôts, taxes, tarifs de transport, d'octroi et de douane en vigueur au moment de l'acceptation de la commande. Toutes diminutions ou toutes augmentations de prix résultant directement ou indirectement d'une variation des éléments énumérés ci-dessus diminueront ou augmenteront en conséquence les prix convenus. — DELAIS. — Les délais approximatifs indiqués s'entendent départ usine. Je n'accepte aucune responsabilité en cas de retard de livraison, sauf engagement pris à l'acceptation de commande. — Mes envois pourront être suspendus de plein droit si mes conditions de paiement ne sont pas observées ou en cas de force majeure ou lock-out. — Les rebuts qui me sont impayables doivent m'être retournés dans les deux mois qui suivent leur réception, et m'obligent uniquement au remplacement des pièces brutes dans un nouveau délai. — Les responsabilités seront complètement déquies. — MODÈLES. Les modèles fournis par mes clients sont destinés à servir de base à la fabrication et non à servir de base à la conception. — Les modèles fournis par mes clients sont destinés à servir de base à la fabrication et non à servir de base à la conception. — Les modèles fournis par mes clients sont destinés à servir de base à la fabrication et non à servir de base à la conception. — Je ne serais plus responsable des modèles qui m'auraient été confiés et sur lesquels je n'aurais pas eu de commandes pendant deux années.

February 1, 1955

M/Michel Court-Picon
14 Bis Rue Suffren
Saint Tropez (Var),
France.

Re: #3477, #3489, #3522

Dear M. Court-Picon:

The Chairman of the Measurement Committee, after checking the measurements on certificates you sent recently covering the above STARS, all built by the same builder, called our attention to a situation which he considered unique.

That is, that practically without exception, the measurement figures are absolutely identical throughout in these three boats with the exception of differences in the keel weights which were submitted as 404, 405 and 406 kgs. Otherwise, in scanning these certificates, we cannot find even the minutest variation. Is this something that has never occurred before and is something that would be impossible to accomplish in our estimation in building a STAR, we are wondering if any error occurred in transposing the actual measurements taken and that the measurements of one boat were copied onto the three certificates inadvertently instead of the separate measurements for each of the different boats.

We are holding up further action on these certificates until we hear from you.

Sincerely yours,

PAUL H. SMART
Executive President

P.S. We have sent the new forms and you will notice on those the requirements of side heights of stations 1 and 10, also half breadths at Station 1 are now required. We note these were omitted.

Letter to go

MICHEL COURT-PICON

ARCHITECTE NAVAL S. A. N.

14, Bis, RUE SUFFREN
SAINT-TROPEZ (VAR)

TÉLÉPH. 2.99

Le 23 Decembre 1954

Monsieur W. WHITNEY STUECK

IVORYTON

CONN. , U.S.A.

Dear Sir,

Enclosed you will find the Forms J concerning the three Stars :N° 3.477 ,
N° 3.489 and N° 3.522.

At the same time I'm enclosing the drawings of the skegs in order to enable
you to judge. The hulls of the three boats are identical. The N° 3.477 and 3.489 have their
chine rounded whereas the N° 3.522 has a sharp chine. The skegs of N° 3.477 and 3.489 are
the same but the skeg of N° 3.522 is different.

The measurements are in meters and millimeters.

I've had great difficulties to obtain the forms from Monsieur CHANCERELLE
which explain the different kind of forms J, I have used here.

I would be very grateful if you would send me some Forms J, together with the
latest Instructions as I've noticed that there are supplementary measurements to be taken,
of which I have been in complete ignorance.

Not knowing the addresses of the different owners of these boats, I expect it
would be better if you returned the Certificate directly to me and I hand them over to their
respective owners.

Yours very truly,



Michel Court-Picon

Reint
17/30/54

Reint
2/24/55

MICHEL COURT-PICON

ARCHITECTE NAVAL S. A. N.

14, Bis, RUE SUFFREN
SAINT-TROPEZ (VAR)

TÉLÉPH. 2.99

Le 10 Fevrier 1955

Monsieur Paul H. SMART
Star Class Executive President
51 East 42nd Street
NEW YORK , N . Y ., U . S . A .

Dear M. Smart,

I've received your letter of February the 1st concerning the Stars N°3.477
N° 3.489 and N° 3.522.

I've taken the measurements of all three Stars. They were built on the same
mould, keel and frames. They are exactly identical but N° 3.477 and N° 3.489 have rounded
chine.

These boats have not been in the water before I take the measurements there-
for, they exist as yet no deformation which explain the fact that the measurement are the
same up to 2 millimètres.

They have been built with the utmost care by the yard MANZONE who have already
built a great number of yachts of J.I. Class, where the construction are done by the Mil-
limètre.

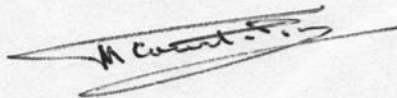
I'm absolutly definite that the measurements ~~taken~~ have been taken in the
best of conditions.

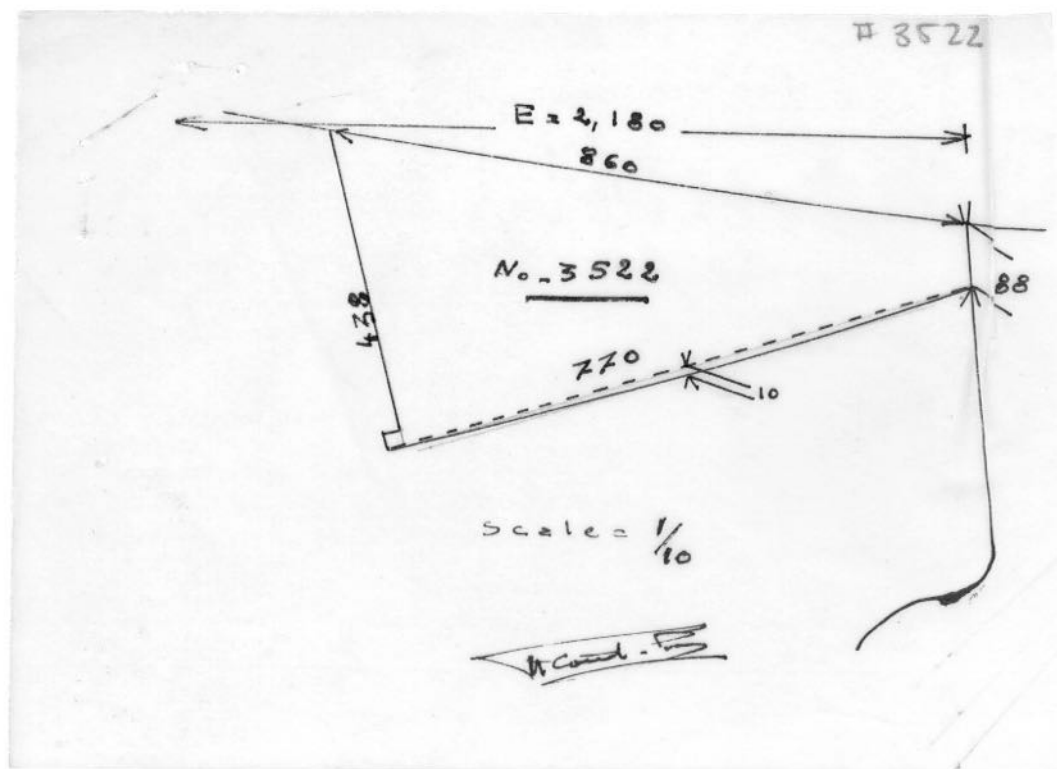
As you may have noticed the skegs are different and I would like to know
wether they are approved.

Two of these Star wish to race at Genoa at the end of this month and would
therefore be obliged if you would send them their Certificate.

Thank you for the new forms I received. Do you wish me to dispatch you the
side heights and half breadth at Statmon I.

Yours truly,





COPY