

This side for Measurement Committee use only.

OFFICIAL MEASUREMENT CERTIFICATE

of the

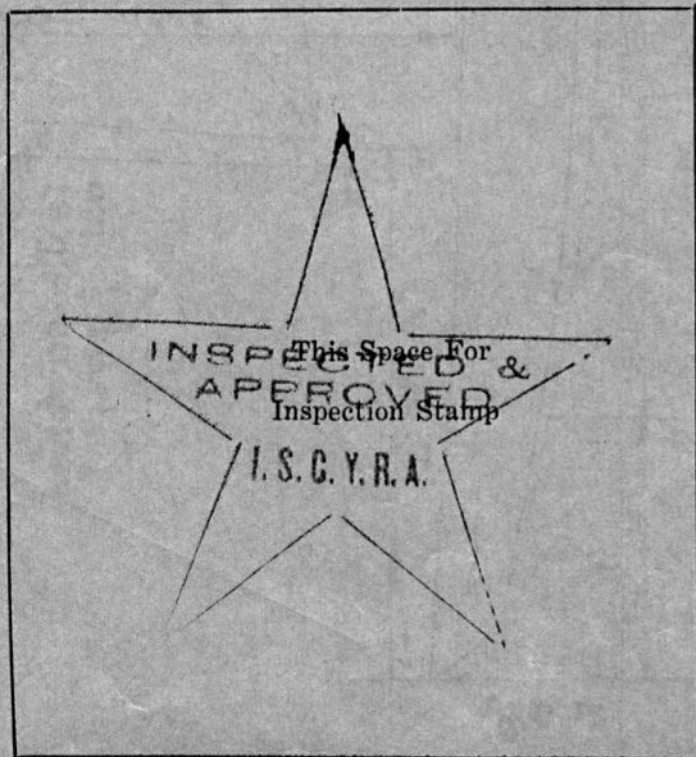
International Star Class Yacht Racing Association

—Conditions Under Which Issued—

1. IMPORTANT—In order for this form to constitute an Official Measurement Certificate and be valid as such, it must bear the INSPECTION STAMP of the I. S. C. Y. R. A. Measurement Committee and signature of the chairman.
2. The Official Certificate shall be binding upon all Fleets, Clubs, or Organizations conducting a race for the Star Class, as such, and the yacht, sails, and spars certified to shall be exempt from all protests involving measurements except that the Measurement Committee or the Association has the power to order a yacht measured, remeasured, or to revoke certificate at any time.
3. For a protest on measurements to be considered in the case of certified yacht, sails, or spars, sufficient grounds for suspecting subsequent alterations or fraud must be presented and an order obtained from the I. E. C.
4. The Certificate shall automatically be revoked in the case of alterations or change in ownership but in latter case it may be renewed in name of new owner if original is returned, renewal affidavit signed.
5. Renewals and certified copies can be obtained from Chairman of Measurement Committee by sending one dollar (\$1.00) and addressed envelope.
6. To avoid delay a certificate may be granted subject to trivial and easily made alterations ordered by the Measurement Committee and stated below. In such case the Fleet shall be responsible for enforcing same.

The Measurement Committee, having examined all facts and figures certified to herein, find that the yacht described conforms to the plans and specifications of the Star Class within the limitations of measurement rules, with the following exceptions (if any)

COPY



And (subject to conditions listed above, if any) hereby grant this Certificate to the owner of record mentioned herein.

Signed

Joseph H. Watkins
Acting Chairman Measurement Committee

Date

June 7 1930

721

File Copy OK.

Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10
Contour	18 $\frac{3}{4}$	14	9 $\frac{3}{8}$	5 $\frac{3}{4}$	3 $\frac{1}{2}$	2 $\frac{5}{16}$	4 $\frac{1}{8}$	7	11 $\frac{3}{16}$	15 $\frac{7}{8}$
Chine	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒

Half Breadths.				
Stations	3.	6.	8.	Stern
Deck.	23 $\frac{3}{32}$	34 $\frac{3}{32}$	31 $\frac{5}{32}$	20
Chine	15 $\frac{7}{32}$	27 $\frac{1}{16}$	24 $\frac{7}{16}$	16 $\frac{3}{8}$

SAILS.

Mains'l.	H.	L.	F.	D.
1st. Suit				
2nd. "				
3rd. "				

Jib	h.	l.	f.
1st. Suit			
2nd. "			
3rd. "			

Rudder:
Width 17 $\frac{1}{2}$
Depth 28 $\frac{1}{2}$

Is construction as
per Rules? Yes

I.S.C.



Y.R.A.

Yacht No. 721

L.O.A. 22-7 $\frac{1}{2}$

Mast height 31-9

Boom Length 14-7

Dimension "A" 93 $\frac{1}{4}$

" " "B" 46 $\frac{1}{2}$

" " "C" 53 $\frac{9}{16}$

" " "E" 55

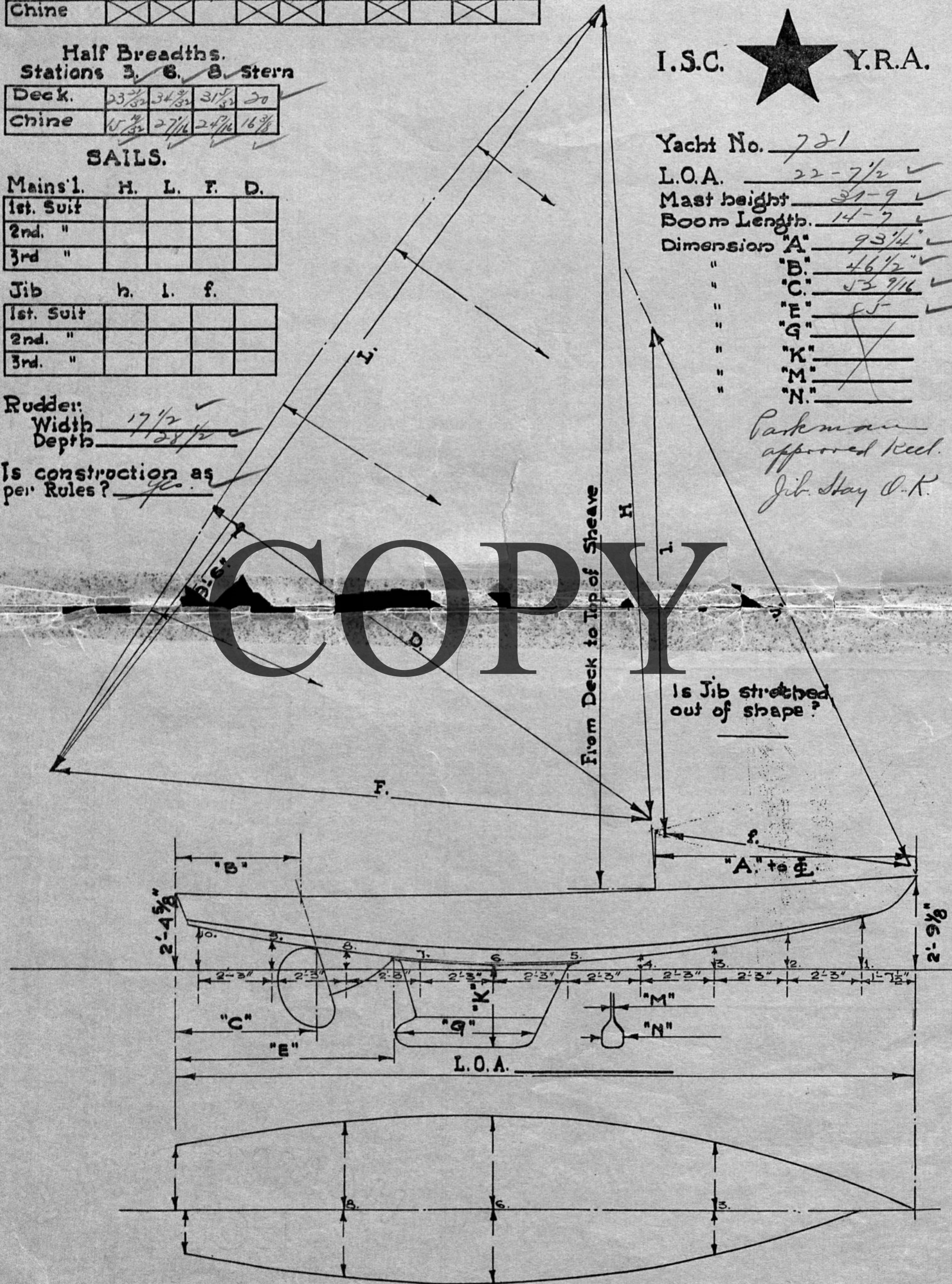
" " "G" X

" " "K" X

" " "M" X

" " "N" X

*Parkman
approved keel.
Jib. Stay O.K.*



This side must be filled in by certified measurer who actually measured yacht

—NECESSARY INFORMATION—

Certificate Cannot Be Granted Unless Questions Are Answered

- 721
- Owner's Name? H. B. Askin Address? 3 Bayview Ave, Port Washington
 - Yacht's Present Name? "JUBILEE"
 - Year Built? 19 30 4. Builder (if known?) Owner
 - Fleet Enrolled In? W. S. S. S.
 - Was Yacht's Official Number Cut or Burned Into Upper Side of Keelson? yes.
 - Was Yacht's Official Number on All Mainsails Measured?
 - Was Measurement Made on Request or as Result of Protest? Request
 - Remarks:

CERTIFIED MEASURER'S AFFIDAVIT

I Hereby Certify under oath that I personally measured the Yacht herein described on the 17 + 24 day of May 19 30 according to instructions issued by the I. S. C. Y. R. A. Measurement Committee and have truthfully and correctly reported facts and dimensions on the reverse side of this form and supplied the information required above to the best of my knowledge and belief.

Date Signed and Filed May 26, 1930

Signed H. B. Askin

Certified Star Measurer.

INSTRUCTIONS TO CERTIFIED MEASURER

- Fill in dimensions in EVERY SQUARE on reverse side of this form.
- File this form IN TRIPLICATE, sending all three copies to the chairman of Measurement Committee.
- Detailed instructions on method of measuring will be supplied by Measurement Committee to each certified measurer when appointed.
- The Association is not responsible for certified measurer's fee which he is advised to collect from owner of yacht before filing this form.
- The certified measurer's duties are confined to the actual measuring and reporting of facts. He has NO AUTHORITY to grant a certificate or rule upon the eligibility of a yacht and is requested not to express his personal opinion or discuss probabilities in such matters.
- All suits of sails measured must be so marked for identification that it may be easily understood which is referred to when ruled upon by Committee.

RENEWAL AFFIDAVIT

To be signed by original person to whom certificate was granted if yacht is sold.

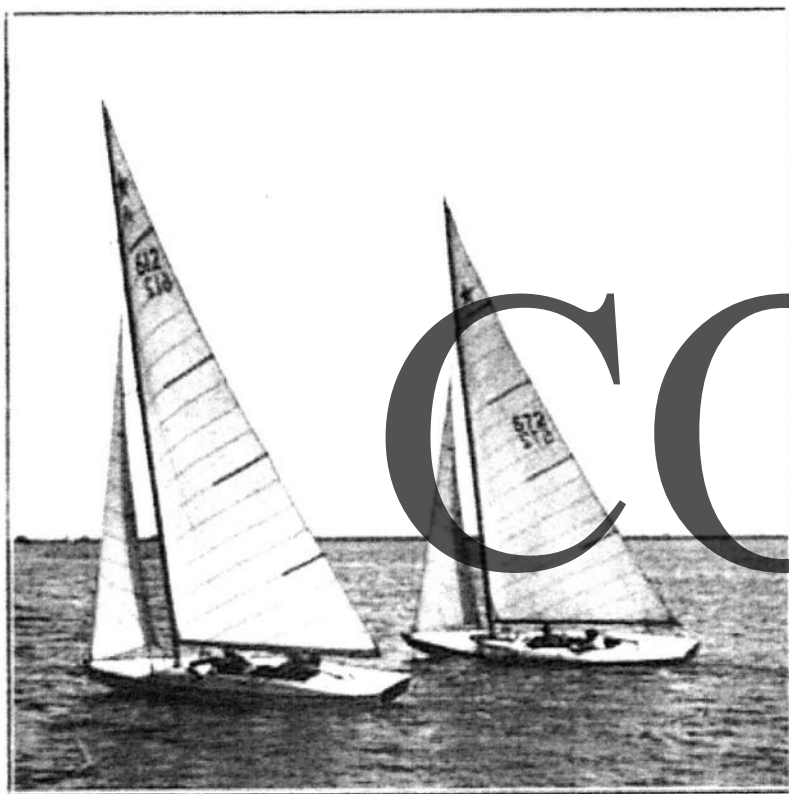
I Hereby Certify under oath that no structural alterations have been made to said yacht, nor have sails or spars been changed except as explained below, since measurements, on which this certificate was issued, were taken.

State alterations (if any)?

Signed

Witness

Date



Joe Morris's Delaware River Arrow leads Harry Meislahn's Sunbeam from Moriches Bay in the Atlantic Coast Championships.

RHYTHM CHAMPION OF ATLANTIC COAST

A relative newcomer to the ranks of the Star Class ended the regime of Moriches Bay and the Atlantic Coast Championship as Johnny Abberley with John Middlebrook as jib-sheet tender lifted the Bedford Trophy and returned it to the Central Long Island Sound Fleet.

Abberley took two firsts out of the five races with his *Rhythm*. The other recipients of the finishing gun were Joe Morris with *Arrow II* of the Delaware River Fleet, Meislahn and Bowden in *Sunbeam* of Moriches Bay and John Kennedy in *Flash II* of Nantucket Sound. Next to Abberley's performance the most consistent showing was made by Frank Campbell in *Rascal* for the Western Long Island Sound Fleet, sailing a Star in his first year and in his first major series.

The series was one of the best conducted in the long history of the event and the diversions ashore during the five race series marked a new high in congeniality. Much favorable comment was received on the magnificent daily prizes provided. The series was marked by excellent patrol work on the part of the Coast Guard and in contrast to last year, the spectator fleet was remarkably well behaved and made few inroads on the racing fleet.

The Race Committee headed by William C. Atwater Jr., Secretary of the First District and Commodore Paul Bigelow of the Bellport Yacht Club is to be congratulated on a perfectly handled series.

While the breezes did not average as strong as in the 1935 series they were true and steady and furnished excellent racing. In each contest the yachts were sent away to a windward start. Out of five races, four were over the triangular route and one over the windward and leeward course.

Among the outstanding of the series were: the hard luck suffered by Joe Morris of the Corinthian Yacht Club of Philadelphia and the Delaware River Fleet who won the first race and then lost his mast in the second; the stick he put in as a replacement never did suit the boat and he could not get going again; the amazing win by John Kennedy in his Nantucket Sound *Flash II* in the last race by nearly four and half minutes, an almost unprecedented margin for a Blue Star event; the perfect weather legs and the fine sailing weather provided by Bob Atwater and his short handed committee from aboard the Judge's Yacht which acted as committee boat.

SUMMARY

Yacht	Skipper	Fleet	Points by Race					Total
<i>Rhythm</i>	John Abberley	CLIS	9	11	9	13	10	54
<i>Rascal</i>	Frank E. Campbell	WLIS	10	9	11	10	11	51
<i>Tempest</i>	Lewis A. Hallock	Mor II	11	10	10	12	6	49
<i>Sunbeam</i>	Harry Meislahn	Mor II	12	8	23	7	2	47
<i>Valiant</i>	David Steere	NV	6	11	4	9	12	44
<i>Sunco</i>	James W. Smith	WLIS	5	12	8	8	9	42
<i>Draco</i>	F. V. Ketchum Jr.	GSR	5	7	12	11	8	43
<i>Arrow II</i>	Joseph C. Morris Jr.	DWR	13	DSA	1	1	1	28
<i>Whistler</i>	Horace Havemeyer	GSR	8	5	2	6	4	25
<i>Jack Rabbit</i>	Paul A. Shields	PAGB	7	3	7	3	2	22
<i>Flash II</i>	John F. Kennedy	NH	2	4	1	2	13	22
<i>Monsoon</i>	Patrick O'Gorman	PAGB	4	6	4	DNF	1	17
<i>Pole Star</i>	Donald Coley	NH	1	2	3	4	1	11



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Agents seize JFK's old sailboat

The Boston Globe

By Shelley Murphy, Globe Staff | October 14, 2004

A 22-foot sailboat that a teenage John F. Kennedy raced in regattas off Cape Cod was seized yesterday by federal agents who allege that its current owner bought and refurbished it with marijuana profits.

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The Flash II -- a Star Class sloop that the late president owned for six years and sold in 1942, before shipping out to the Pacific during World War II -- was hauled away from its storage spot at the Marblehead Trading Co. in Marblehead by agents from the US Drug Enforcement Administration.

"Crime doesn't pay," said US Attorney Michael J. Sullivan. "The seizure and forfeiture of assets allegedly gained from drug proceeds is critically important and sends a deterrent message to those who want to get involved in the illegal drug business."

If the government wins its forfeiture case, then it will probably sell the

boat to the highest bidder, Sullivan said.

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In an affidavit released yesterday, the DEA asserted that Gregory "Ole" Anderson of Florida was the sole or primary owner of the Flash II and had bought and refurbished it with drug profits.

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The drug dealer said that he gave Anderson between \$12,000 and \$15,000 toward refurbishing the boat and that Anderson used other money he obtained from transporting drugs.

But in a telephone interview last night, Anderson insisted that the boat's primary owner is a doctor, whom he would not identify, and that drug profits were never used to buy the boat or

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The Flash II, boat owned by John F. Kennedy when he was a teenager. (Photo by AP)

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Anderson said that after helping someone else buy the boat in 1996 for \$18,500, he has invested years of "sweat equity" restoring the boat, with the understanding that he would get a percentage of the sale, possibly as much as a third. He said he was storing the boat in Marblehead so that he could sell it close to the boat's history.

"This boat has nothing to do with a mistake I made which I paid for," Anderson said, adding that the boat was bought long before his involvement in drugs.

"They do this and bring this up to put some sort of pallor over the name of the boat, which should not be, because it's a magnificent, historic artifact," he said.

Kennedy, then 17, and his older brother, Joe, bought the Olympic-style Star Class vessel in 1934. Two years later, Kennedy, a member of the Nantucket Sound Star Fleet, raced the boat to an Atlantic Coast Championship.

The boat -- built in 1930 on Long Island, N.Y. -- originally sold for about \$900. Kennedy paid between \$400 and \$600 for it and sold it six years later for \$300 to a man who owned it for 27 years before the 1996 sale.

Shelley Murphy can be reached at smurphy@globe.com. ■

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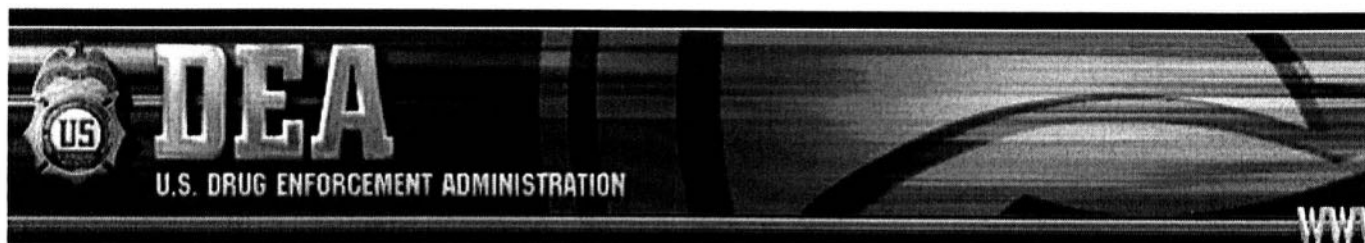
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News Release [print friendly page]

FOR IMMEDIATE RELEASE

October 13, 2004

U.S. Attorney and DEA Move to Seize Sailboat Formerly Ow President Kennedy

Boston, MA... Special Agents from the DEA executed a federal Seizure Warrant to Star Class Sloop Sailboat once owned by President John F. Kennedy, alleging the purchased by its present owner with proceeds from marijuana distribution.

Mark R. Trouville, Special Agent in Charge of the U.S. Drug Enforcement Administration and United States Attorney Michael J. Sullivan, announced today that a warrant was executed in Marblehead where the sailboat has been stored. According to an affidavit filed in support of the Seizure Warrant, it is alleged that the *Flash II*, a Star Sailboat built in 1930, once owned by President Kennedy, and currently owned by Anderson, constitutes property derived from proceeds Anderson obtained as the narcotics distribution and is therefore subject to federal forfeiture.

It is alleged that a DEA-led investigation begun in February, 2004, gained information from a cooperating witness ("CW") concerning large-scale marijuana trafficking in Massachusetts. CW stated that in the past he/she had obtained large amounts of marijuana from Arizona and Texas which were transported to Massachusetts for distribution.

It is alleged that CW came to know Anderson through Anderson's brother to whom supplied wholesale quantities of marijuana in the past. It is alleged that Anderson was involved in the smuggling of marijuana and that sometime in 1996 used proceeds from marijuana trafficking to purchase the sailboat that President Kennedy had once used to race off of Hyannis. The Olympic class sailboat was purchased by President Kennedy's brother Joe Kennedy in 1934. President Kennedy sold the boat in 1942 just before he left for the Pacific theater during World War II. It is alleged that, at Anderson's request, he invested \$12,000 to \$15,000 to cover the purchase price and materials to repair the sailboat. It is alleged that a second unknown individual also invested a similar amount of money in the sailboat. The affidavit Anderson intended to refurbish the sailboat and sell it for a significant profit (much as \$1 to \$1.2 million), based on its association with President Kennedy and its historical value. According to the affidavit the CW and the second investor were each to receive an equal share of the profit.

According to the affidavit, sometime in 2001 the CW hired Anderson to be a transporter of marijuana from Arizona to Massachusetts; paying Anderson between \$40,000 to \$50,000 per load delivered. In 2001, Anderson was arrested and ultimately sentenced to serve 18 months in Arizona state prison for a conviction relating to transporting approximately 100 pounds of the CW's marijuana. It is alleged that in exchange for Anderson "keeping silent" about his role in the marijuana distribution, the CW agreed to give up his 20% stake in the sailboat as well as give Anderson another \$40,000 and pay for his legal representation.

It is alleged that after serving the Arizona state prison sentence, Anderson contacted the CW to discuss starting up another marijuana trafficking business. It is alleged that in subsequent conversations and as recently as September of this year, Anderson stated that he intended to take the Kennedy sailboat out of storage in Marblehead to ready it for sale. The investigation is continuing.

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DEA History
DEA Wall of Honor
Office of Diversion
Acquisitions & Contracts
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The case is being investigated by members of the U.S. Drug Enforcement Administration Cross Borders Initiative Task Force in Lowell, Massachusetts, including the Massachusetts Police, the Haverhill Police Department, the Salem, New Hampshire Police Department and the Essex County Sheriff's Department.

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John F. Kennedy and Stars

The Kennedy Brothers and the Stars

by David Bolles and Guy Gurney



Flash II

It is well known that two of the Kennedy brothers, Joseph P. and John F. Kennedy, owned and sailed Stars during the 1930's. What is less well known is that Robert Kennedy also owned a Star in the 1950's.

As reported in Starlights, April 1997, Star # 721, *Flash II*, was owned by Joseph P. and John F. Kennedy from 1934 through 1941. It was built by its original owner, H.B. Atkin of Manhasset Bay Y.C. in 1930 and bought by the Kennedy brothers in 1934. A review of the Star Class Logs reveals that prior to buying *Flash II*, the Kennedy brothers owned Star # 902, *Flash*, built for them in 1932 by Parkman Yachts of Brooklyn, NY. This boat was listed as having been sold to a different owner in the 1936 Log.

The Kennedy brothers belonged to the now inactive Nantucket Sound Fleet and did most of their racing there. Since the race results for this fleet only give last names it is not known who skippered the boats in any of the series listed for the fleet. The brothers also participated in the Atlantic Coast Championship (at the time a combined 1st and 2nd District event) for the years 1934 - 1936, with Joseph being listed as the skipper in 1934 and 1935, and John being listed as the skipper in 1936. John won the last race of the 1936 series. On display at the JFK Library is the Nantucket Sound Star Class Championship Cup which John won in 1936.

Robert Kennedy is first listed as the owner of Star # 1931, *King's Ransom*, in the 1953 Log. He was a member of the Moriches Bay Fleet, also known as the Bellport Bay Fleet. From 1953 through 1956 Robert participated in the various series held on the Great South Bay / Moriches Bay region. However, on one occasion, it appears that John F. Kennedy skippered the boat, because in a scrapbook of Isabel Gordon, Dick Gordon's widow, there is a pair of clippings about the Bay Shore Open series which took place on August 28-29, 1953. In one of the clippings the skipper of *King's Ransom* is given as being Jack Kennedy.

Robert's Star # 1931 is listed in the 1958 Log as having been converted to a cruising boat in 1957. The fate of Joseph and John's first Star #902, *Flash*, is presently unknown. Recent reports suggest that *Flash II* is currently in the custody of the Federal Drug Enforcement Agency (see links below). Starlights printed a story about *Flash II*'s restoration in 1997

(The following is from the JFK Library notes.)

John F. Kennedy's boyhood sailing trophies

John Kennedy loved competitive sailing. In 1938, sailing with his older brother Joe for Harvard, he won the MacMillan Cup, the East Coast Collegiate Championship, outsailing two future America's Cup skippers. On display at the JFK Library are the Nantucket Sound Star Class Championship cup that he won in 1936 sailing his boat the *Flash II*, and a smaller cup for the Hyannisport Yacht Club race to Edgartown.

U.S. Attorney and DEA Move to Seize Sailboat Formerly Owned by President
Kennedy
Agents seize JFK's old sailboat

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The Boston Globe

By Shelley Murphy, Globe Staff | October 14, 2004

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Shelley Murphy can be reached at smurphy@globe.com. ■

Splashes

The Star worth more than \$800,000

Sure, it's a classic. Star class hull No. 721. A proven winner. But it's not the pedigree of the boat that prompted its owner to turn down a bid of \$800,000. It's the pedigree of a former owner that convinced Ole Anderson to hold out for his seven-figure asking price.

Flash II was once owned and sailed by the late President John F. Kennedy. In his late teens and early 20s, the future president took the helm and terrorized local clubs with skillful and aggressive racing.

The historic sloop was not always such a pricey item. According to International Star Class Yacht Racing Association's records, the previous owner bought it for \$300, having no idea it was once owned by Kennedy. Many years later, in need of extensive repairs, it was sold to Anderson for \$18,500.

Anderson managed the restoration project at the Marblehead Trading Co. in Marblehead, Massachusetts. Head shipwright Marshall Chapman and crew used period materials and techniques wherever possible. Anderson said the boat emerged in perfect condition, 90 percent original. He said

Flash II is an especially important piece of Kennedy history.

"There is hardly anything left from when he was a teenager," Anderson said. "For several years, this was the most important thing in his life."

"The famous sloop was included in a recent auction of Kennedy memorabilia in New York. The auction generated headlines because of the Kennedy family's

strong objections to the sale of some deeply personal items once owned by the president. Though the boat was not part of that lot, it may have suffered by association.

"I was a little disappointed with the auction. I was uncomfortable," Anderson said. It was at that auction that Anderson

refused the \$800,000 bid. He hopes to display the boat this summer while looking to arrange a private sale. And don't be sur-



J.F.K. and crew sailing *Flash II*.



Flash II owner Ole Anderson.

prised to see JFK's *Flash II* at another auction sometime next year.

--Steve Myrick



Star, hull No. 721, after restoration.

Anchoring the grinder slot

ABC Evening News Anchor Peter Jennings took a crew spot on board *EF Language* briefly during the Baltimore-Annapolis stopover of the Whitbread race. Skipper Paul Cayard called the shots as Jennings,



Slarke Jett photo

attempting to crank in at a speed fast enough to suit the successful Whitbread skipper, held back a grimace.

Points of sail

Navigator Resigns: Citing personal reasons, Andrew Cape (below), the 34-year-old navigator on the Whitbread 60 *Toshiba*, resigned his post at the end of seven legs of the Whitbread Round the World Race. "The whole race has been very hard. I have not especially enjoyed it," Cape said in Baltimore in April after his surprise decision.



Bob Grieser photo

Victory for sale

How much is it worth to know what can fail on a rig? When you're racing around the world in the professionally run Whitbread Round the World Race, which ended in May, it might be worth a lot. But, what do you lose in face by asking the question?

Johan Salen, project director for the FF Whitbread campaign, had heard that after Whitbread racer *Silk Cut* lost her rig on Leg 5, her skipper,

Lawrie Smith, had suggested he could provide information on the critical failure point, but only for a price.

Salen said, "I spoke to Lawrie about it. He admitted it, and for a price, a considerable amount of money."

"Lawrie was comparing it with level Formula One car racing. You don't do that in this world when it's related to safety, and one where you have the obligation to help each other, but Lawrie saw it as a different performance-related thing."

"Salen found it unseaman-like," said Paul Cayard in response. "I really don't have a strong feeling any way. I'd be embarrassed to say that I wanted to be paid, because I'm here to win, not to be paid off to throw a game."

Lawrie Smith.

--Micca Hutchins

Bob Grieser photo

The Star worth more than \$800,000

Sure, it's a classic. Star class hull No. 721. A proven winner. But it's not the pedigree of the boat that prompted its owner to turn down a bid of \$800,000. It's the pedigree of a former owner that convinced Ole Anderson to hold out for his seven-figure asking price.

Flash II was once owned and sailed by the late President John F. Kennedy. In his late teens and early 20s, the future president took the helm and terrorized local clubs with skillful and aggressive racing.

The historic sloop was not always such a pricey item. According to International Star Class Yacht Racing Association's records, the previous owner bought it for \$300, having no idea it was once owned by Kennedy. Many years later, in need of extensive repairs, it was sold to Anderson for \$18,500.

Anderson managed the restoration project at the Marblehead Trading Co. in Marblehead, Massachusetts. Head shipwright Marshall Chapman and crew used period materials and techniques wherever possible. Anderson said the boat emerged in perfect condition, 90 percent original. He said

Flash II is an especially important piece of Kennedy history.

"There is hardly anything left from when he was a teenager," Anderson said. "For several years, this was the most important thing in his life."

"The famous sloop was included in a recent auction of Kennedy memorabilia in New York. The auction generated headlines because of the Kennedy family's strong objections to the

sale of some deeply personal items once owned by the president. Though the boat was not part of that lot, it may have suffered by association.

"I was a little disappointed with the auction. I was uncomfortable," Anderson said. It was at that auction that Anderson

refused the \$800,000 bid. He hopes to display the boat this summer while looking to arrange a private sale. And don't be sur-



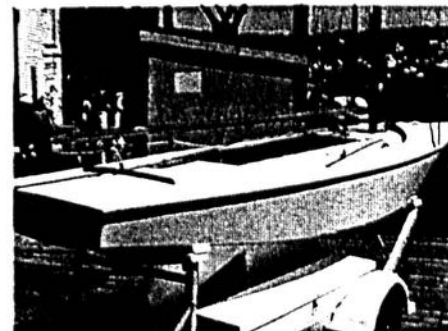
Flash II owner Ole Anderson.



J.F.K. and crew sailing Flash II.

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Star, hull No. 721, after restoration.

Bidding slow for Kennedy mementos

Associated Press

NEW YORK — One scribbled line of John F. Kennedy's "Ask not ..." inaugural address and nine photocopied pages of the speech sold for \$39,000 as a two-day JFK memorabilia auction that had alarmed Kennedy's children began.

Before the bidding opened, the collector selling most of the 500 or so items reached an agreement with Caroline Kennedy and John F. Kennedy Jr. to return some of their father's more "intensely personal" items.

Among the items Robert L. White agreed to turn over were two of their father's handwritten journals and a clock the president kept in the Oval Office.

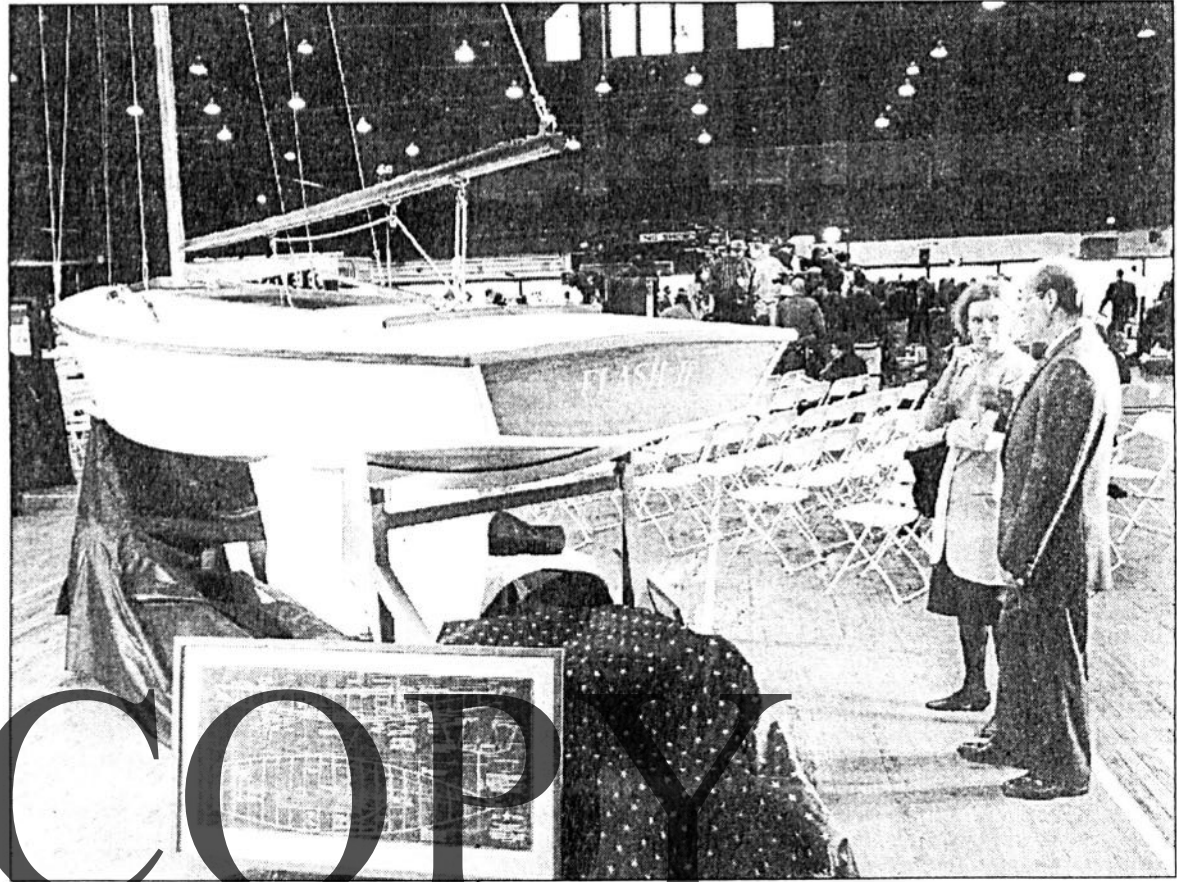
As part of the agreement, the Kennedy children surrendered all claims to ownership of the other auction items, including the watch Kennedy was wearing on the day he was assassinated, and the briefcase he carried with him on that trip to Dallas — both of which his children had asked for.

White was offering the briefcase for sale. He no longer owns the watch, which was being offered by an unknown seller.

White's lawyer, Robert Adler, said his client was "very glad to have the controversy behind him. He did not get into this auction wanting controversy, particularly with the Kennedys."

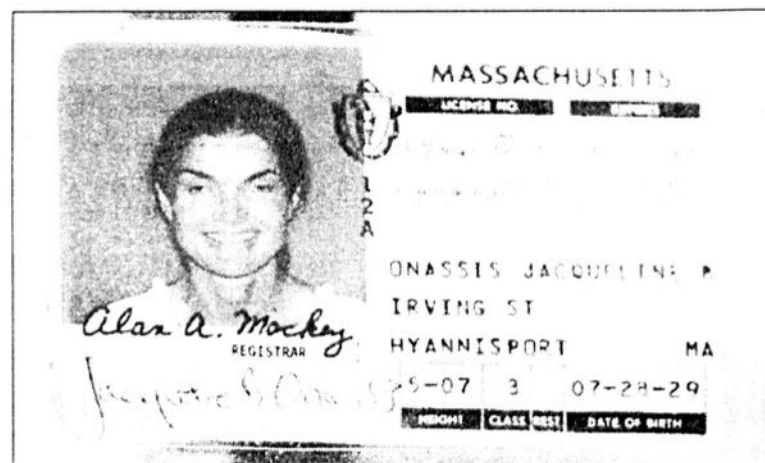
Tom McNaught, a spokesman for the Kennedy Library in Boston, said the returned items would be given to the library.

The bidding yesterday afternoon at Manhattan's Seventh Regiment Armory failed to excite the kind of frenzy seen during the 1996 sale of items from the estate of Jacqueline Kennedy Onassis. Only about one-quarter of the seats were filled with 150 bidders. A number of expected big-ticket items were removed from sale af-



AP photos

ON DISPLAY: This 22-foot sloop (above) sailed by John F. Kennedy was removed from sale after the highest bid, \$800,000, did not meet the minimum. The driver's license of Jacqueline Onassis (below) was also on exhibit at the auction.



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A 22-foot sloop sailed by Kennedy, the Flash II, was removed from sale after the highest bid, \$800,000, did not meet the minimum, which one of the owners said was in the seven figures.

Bidding on the Cartier watch worn by Kennedy when he was killed reached \$750,000 twice and

bidding had to be restarted after a phone bidder was disconnected. But the offers apparently fell short of the minimum and the watch was removed from sale.

Also removed was a paperweight commemorating the Cuban missile crisis that Kennedy had presented to his secretary, Evelyn Norton Lincoln. It had been pegged for a minimum

\$100,000 bid.

Items handwritten or signed by Kennedy attracted the most interest, including the single sheet of yellow legal paper on which he scribbled one line from his Jan. 17, 1961, inaugural address: "An inaugural is a beginning and an end —."

It was packaged with a nine-page photocopy of Kennedy's handwritten draft of the full speech, best known for the line, "Ask not what your country can do for you; ask what you can do for your country."

The speech package had been expected to bring \$4,000 to \$6,000.

A signed Bell System telephone credit card in Kennedy's name from 1961 sold for \$12,650 — below the presale estimate of \$16,000 to \$18,000, but well above the \$1,035 paid for an unsigned 1959 membership card to the American Irish Historical Society.

"That really shows the value of a signature," said Larry Rosenbaum of EAC Gallery.



Rowell Realty &
Auction Co., Inc.

NEWS RELEASE

Contact: Mark Manley
912-985-8388
1-800-323-8388

KENNEDY SAIL BOAT SURFACES IN MONTICELLO, FLORIDA

MONTICELLO, FL -- For those who were outbid during the recent auction of Kennedy memorabilia, a Moultrie, Georgia company is offering buyers the opportunity to purchase a bit of the Kennedy mystique, and a piece of history as well.

Rowell Realty & Auction Company has been commissioned to sell a sail boat owned by John F. Kennedy from 1934 to 1942. Kennedy captained the boat, *Star 721*, "Flash II", which won the 1936 Atlantic Coast Championship as a member of the Nantucket Sound Fleet. The boat is part of the estate of the late D. William Ehler which is being offered for auction June 29, at the Ehler home in Monticello, Florida.

"We hope someone will purchase the boat and restore it," said Rowell auction manager Mark Manley. "This boat would make a wonderful historical piece and could be made seaworthy again by someone who wants to sail it." The boat will be sold to the highest bidder, regardless of price.

Kennedy's boat was purchased by Ehler in 1963 and sailed in the waters off Tampa, until Ehler retired and moved to the Florida panhandle town of Monticello, which is 20 miles south of Thomasville, Georgia. When Ehler bought the boat for

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KENNEDY SAIL BOAT... -- 2

\$300, he had no idea it was once owned by Kennedy. Only while reading the 1964 yearbook of the International Star Class Racing Association, which was dedicated to Kennedy, did he discover its illustrious history.

The craft is a Star Class 22-foot boat built in 1930 by H. B. Atkin of Manhasset Bay, Long Island, New York. During that time the Kennedy family lived in Bronxville, New York, and the Kennedy youngsters often sailed the waters off Long Island.

Kennedy purchased the boat with his brother Joseph P. Kennedy and they shared ownership until 1940. Joe Kennedy was killed while piloting a WWII fighter plane on a mission over Europe.

The chain of ownership has been carefully documented by the Ehler family. "We have accumulated a stack of documents that follow the craft from its construction to the present day," said Rowell's Manley. "This includes boat registration, pertinent newspaper accounts, industry journals and correspondence between Kennedy representatives and the Ehler family," said Manley.

Many Kennedy biographers credit his early love of sailing and easy familiarity with the sea for saving his life and the lives of his crew when his WWII torpedo boat, PT-109, was sunk in the South Pacific by the Japanese. Kennedy swam with his crew to a nearby island while carrying a wounded mate. Kennedy was decorated for courage under fire and leadership in the incident, which was later documented in a book, "PT 109", and made into a movie.

As President, Kennedy often sought relaxation aboard family sail boats.

from the Press-Journal, Friday, June 21, 1996
(in Vero Beach) — clipping sent by Harry Walker

JFK's Sailboat For Sale

MOULTRIE, Ga. — Don Ehler didn't know until after he bought his 22-foot sailboat that it was once skippered to victory by a teenage John F. Kennedy. Now Ehler is dead and the boat is up for sale again.

Rowell Realty & Auction Co. of Moultrie will sell the boat to the highest bidder as part of a June 29 auction of Ehler's estate in Monticello.

"Mr. Ehler, when he bought the boat, did not know that it was Kennedy's boat," said Mark Manley, who is handling the auction for Rowell. "He found out quite by accident."

Ehler bought the Star Class sailboat while living in Clearwater in 1963. In corresponding the next year with the International Star Class Yacht Racing Association, he learned that his boat — No. 721 on the association's registry — belonged to Kennedy and his brother Joseph in the 1930s and early 1940s.

MIAMI (AP) — Monstrous hurricanes. Deadly tropical diseases. And barrier islands swallowed the sea.

These scenarios are no mythical future but a real possibility. Florida and nearby states global warming continues cause of carbon dioxide emissions from fossil fuels, the U.S. under secretary of state for global affairs said on Thursday.

"There is now overwhelming agreement in scientific community that as carbon goes up, we can see temperatures starting to go up," said Timothy Wirth, in Miami to speak at the Town Hall

from the Ithaca Journal (Ithaca, NY) — clipping sent by Harry Walker 6-26-96
(exact date unknown - prior to 29 June 1996)

Kennedy's winning boat for sale

MOULTRIE, Ga. — Before he skippered the ill-fated PT-109, John F. Kennedy had smoother sailing with a boat that soon will go on the auction block.

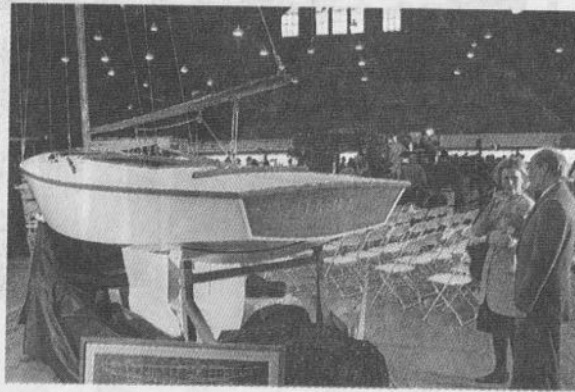
According to yachting records, John Kennedy won an Atlantic Coast race with the 22-foot sailboat in 1936, when he was 19. He sold the boat in 1942, and it went through at least three more owners before Don Ehler of Monticello, Fla., bought it.

Ehler died two months ago. The boat and the rest of his estate are being auctioned June 29.

Ehler didn't know the boat had belonged to Kennedy when he bought it in 1963 for \$300, said Mark Manley, who is handling the auction. Manley said the boat has been unused since 1972 and is in poor shape.



Kennedy



Sales lowered: The yacht *Flash II*, which John F. Kennedy used to sail.

AP satellite picture

Jackie gets the goods on JFK

NEW YORK, Thursday. — In what paled by comparison to the \$US34.5million (\$A52.3million) buying frenzy that accompanied the sale of Jacqueline Kennedy Onassis's personal effects two years ago, an auction of memorabilia from John F. Kennedy's presidency brought fewer buyers and lower prices than expected.

Buyers speculated that the reason why most seats remained empty yesterday throughout the first of four auction sessions was that hundreds of items had become embroiled in an ownership dispute with the Kennedy children.

The threat of a lawsuit did not dissipate until three hours before the auction, when Maryland collector Mr Robert White agreed to give up various disputed items he had put up for sale.

To the Kennedy Library in Boston, he gave up two handwritten journals of Mr Kennedy's 1951 travels through Europe and to the president's family he gave up Mr Kennedy's St Christopher's medal money clip and a wooden clock that once hung in the Oval Office.

Mr White agreed on Monday to give the library a writing table Mr Kennedy had used and about 20 documents federal archivists consider historically significant.

'I'm happy it's over,' he said of the controversy minutes before the first items, a series of souvenirs and documents from Mr Kennedy's 1961 inauguration, went on sale.

The auction sometimes became a somewhat moribund affair. One of the centrepieces, a 6.7-metre sloop called *Flash II*, which was Mr Kennedy's when he was 19, was removed after it attracted a highest bid of \$US800,000 (\$A1.2million). Its owners, a consortium from Florida, would not part with it for less than \$US1million (\$A1.52million) and had hoped to sell it for \$US2.8million (\$A4.25million).

Knight-Ridder Newspapers

20/3/98

#721



Top of the morning

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Animal Feed Company Probed

RUSKIN — Investigators from several agencies converged on a slaughterhouse that has operated with minimal government oversight after decomposing greyhounds were found on its property.

The Skip Lea Co. processes dead animals into food for dogs, alligators and Florida panthers.

About two months ago, the company was cited for letting cow heads rot in the yard. Then a health inspector found an open trench draining blood, guts and water into an illegal septic tank.

While slaughterhouse workers sliced cow carcasses, county Animal Services investigators dug up the remains of at least eight dogs from behind the facility. The Hillsborough Sheriff's Office, responding to a tip, discovered the remains Wednesday.

Company manager Mark Junk said someone dumped the dogs

Florida

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"The international scientific community is saying 'This is happening. Hey, pay attention. This

could have disastrous consequences.'"

While the ozone layer protects the earth from ultraviolet rays, the greenhouse effect is a thin layer of atmosphere that works as a thermostat. Not enough greenhouse effect and heat bounces off a planet like on frigid Mars, too much and a planet cooks like Venus.

There is also new agreement among scientists as to what the consequences would be of increasing the Earth's greenhouse effect. Scientists can now tell how much carbon was in the atmosphere eons ago from soil cores taken in the South Pole.

Last month's report by the

United Nations Panel on Climate Change says that the Earth will continue to warm as much as 5 degrees Fahrenheit by the end of the century.

This could have disastrous consequences. Wirth said that the Earth is warming at a rate of 1.4 degrees Fahrenheit per century.



Wirth

worth of insured places. An estimate of the cost of sea level rise could be provided by officials say.

"Florida and the rest of the world are very vulnerable to sea level rise," said Wirth.

a Colorado congress

Superintendents Propose Stricter

TALLAHASSEE (AP) — Local school officials aren't surprised they're being asked to set tougher high school graduation standards, a lobbyist said Thursday.

Lawmakers began the process earlier this year. Now, State Education Commissioner Frank Brogan is calling on districts to volun-

urged its members to put the toughest standards in place.

"It doesn't take a rocket scientist to see it is going to happen," Gaines said. "They have to be proactive and not wait for it to be dated."

Brogan told Chiles in a letter he will as-

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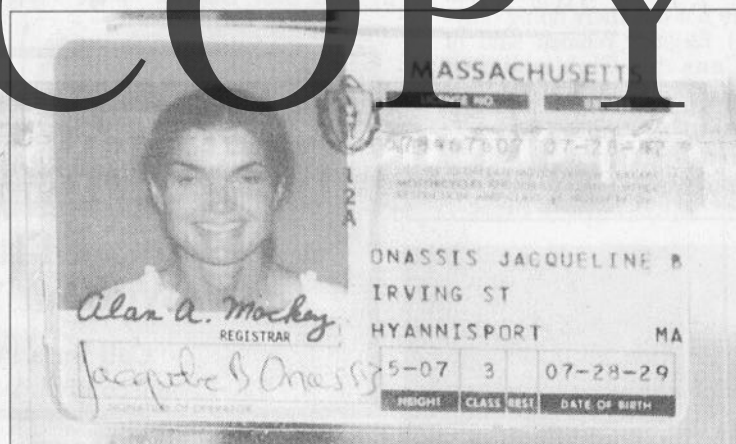
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AP photos



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