

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.

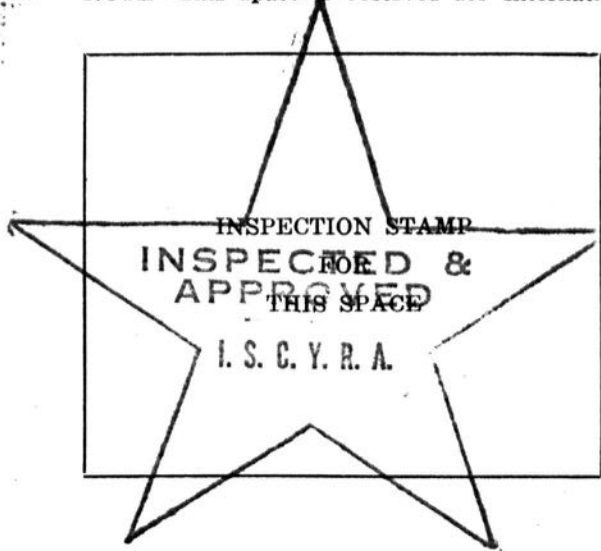
—CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—

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 R. L. Sievert
Chairman International Measurement Committee.

Date May 22, 1952

STATIONS	1	2	3	4	5	6	7	8	9	10
HEIGHTS										
CONTOUR	19 1/8	14 5/8	10	6 3/8	3 3/8	2 3/8	4 1/8	7 3/8	11 3/8	15 3/8
CHINE			12 1/8			8 7/8		11 3/8		17 1/8
SIDE *			20 3/8			21		16 3/8		10 1/8

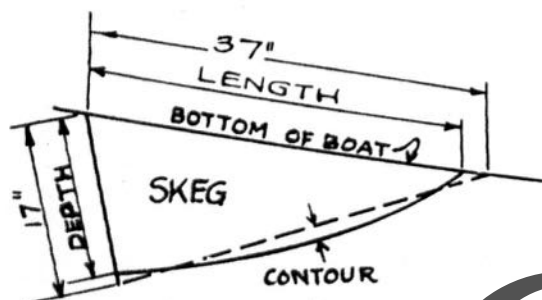
* MEASURED ALONG SURFACE OF PLANKING

STATIONS	3	6	8	STERN
HALF BREADTHS				
DECK	24 1/8	34 3/8	31 5/16	19 1/8
CHINE	16	27 1/8	24 1/16	16

RUDDER
WIDTH 18 3/8
DEPTH 31 3/8 TO ϕ OF POST

SKEG
DEPTH 16 4/8
CONTOUR 1
LENGTH ALONG CURVE 34 2/8

IS CONSTRUCTION AS PER
RULES & PLAN? yes



I.S.C.



Y.R.A.

YACHT NO. 2735

L.O.A. 22' 8"

MAST FROM B 31' 8 3/4"

BOOM LENGTH 14' 7"

JIB STAY FR. B 22' 4"

DIMENSION "A" 7' 8 1/2" (hole 3 1/4 x 3 1/4)

"B" 3' 10"

"C" 51 5/8"

"E" 7' 2"

"G" 4' 1 1/2"

"K" 30 9/16"

"M" 15/16"

"N" 8 5/16"

"O" 11"

"P" 12"

"R" 6' 8 1/2" after end rounded

"S" 1 1/2"

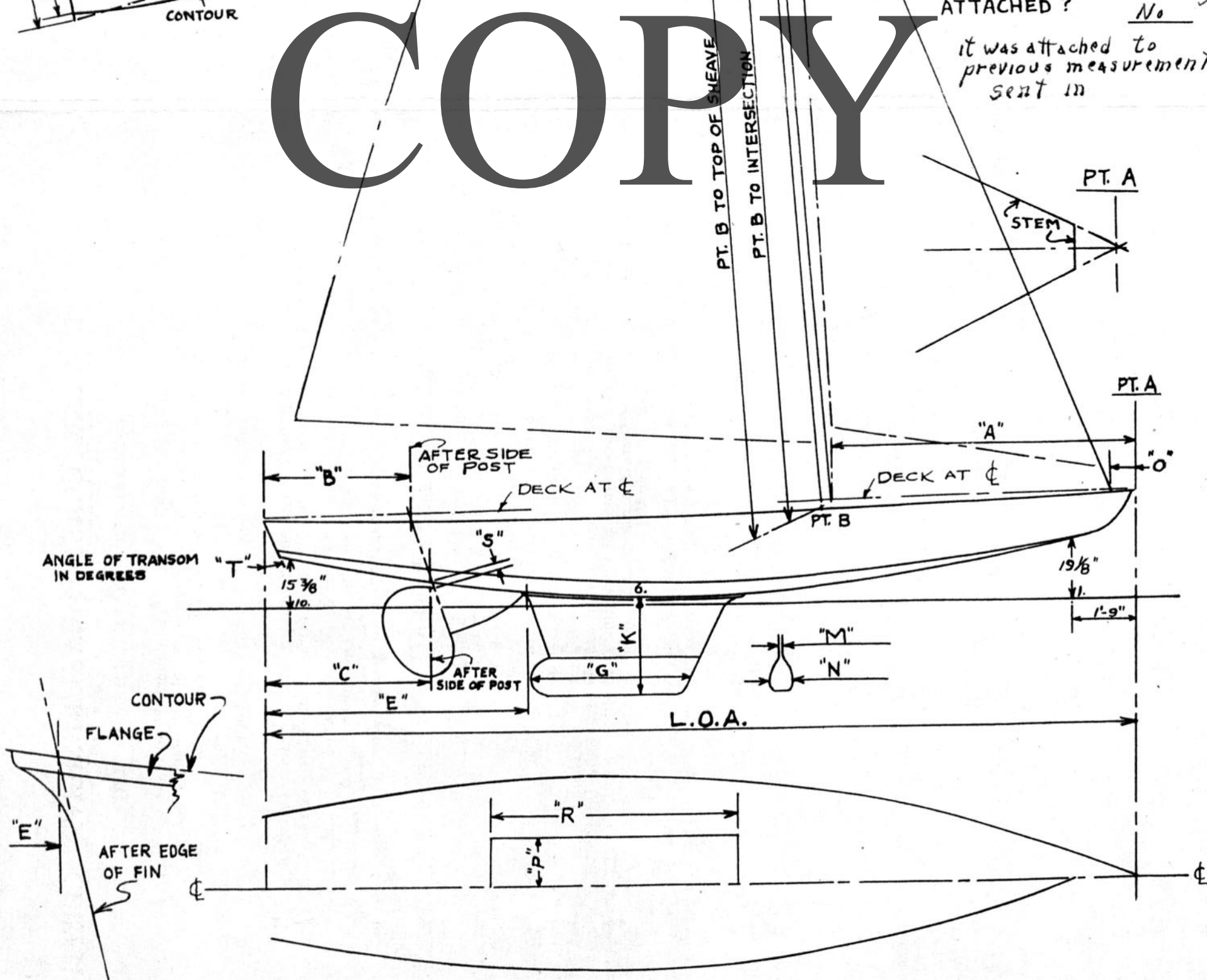
"T" 19"

KEEL WEIGHT

IS KEEL WEIGHT CERT.

ATTACHED? No

it was attached to
previous measurement
sent in



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? 2735
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name "WHODAT" 4. Year built 1948
5. By whom built? Kenneth Wright
6. Owner's Name Edward Meglic
7. Address 16003 Grovewood Ave.; Cleveland 10, Ohio
8. Fleet Cleveland Harbor 9. Remarks Owner advised me that boat failed to measure in on previous measurement

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 27th day of April, 1952, 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 April 30, 1952 Signed Chester B. Smith
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 CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

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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.

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.

2735

Stations	1.	2	3.	4.	5.	6.	7.	8.	9.	10.
Heights.										
Contour	19 $\frac{1}{8}$	14 $\frac{1}{16}$	9 $\frac{5}{8}$	5 $\frac{7}{8}$	3 $\frac{1}{2}$	2 $\frac{7}{8}$	4 $\frac{1}{8}$	7 $\frac{1}{4}$	11 $\frac{3}{16}$	15 $\frac{3}{8}$
Chine			12			16 $\frac{5}{16}$		4 $\frac{1}{16}$		1 $\frac{7}{8}$
Side			2 $\frac{5}{16}$			20 $\frac{7}{8}$		17		

$2 \frac{3}{16}$ " $11 \frac{5}{8}$ " $11 \frac{5}{16}$ "

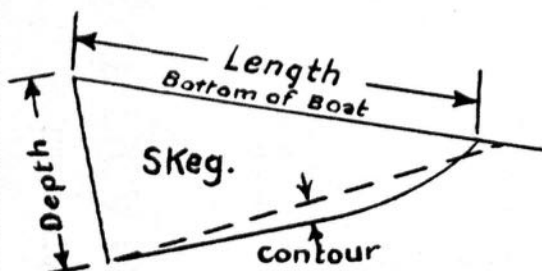
Stations	3.	6.	8	Stern
Half Breadths				
Deck	2 $\frac{3}{16}$	2 $\frac{10}{16}$	2 $\frac{7}{8}$	1 $\frac{7}{8}$
Chine	1 $\frac{3}{16}$	2 $\frac{1}{3}$	2 $\frac{5}{16}$	1 $\frac{1}{4}$

$2 \frac{5}{16}$ "

Rudder.
Width $1' 6"$
Depth $2' 7 \frac{1}{2}"$

Skeg
Length $2' 10 \frac{1}{2}"$
Depth $1' 4 \frac{5}{8}"$
Contour $1' 8"$ *1/8 excess*

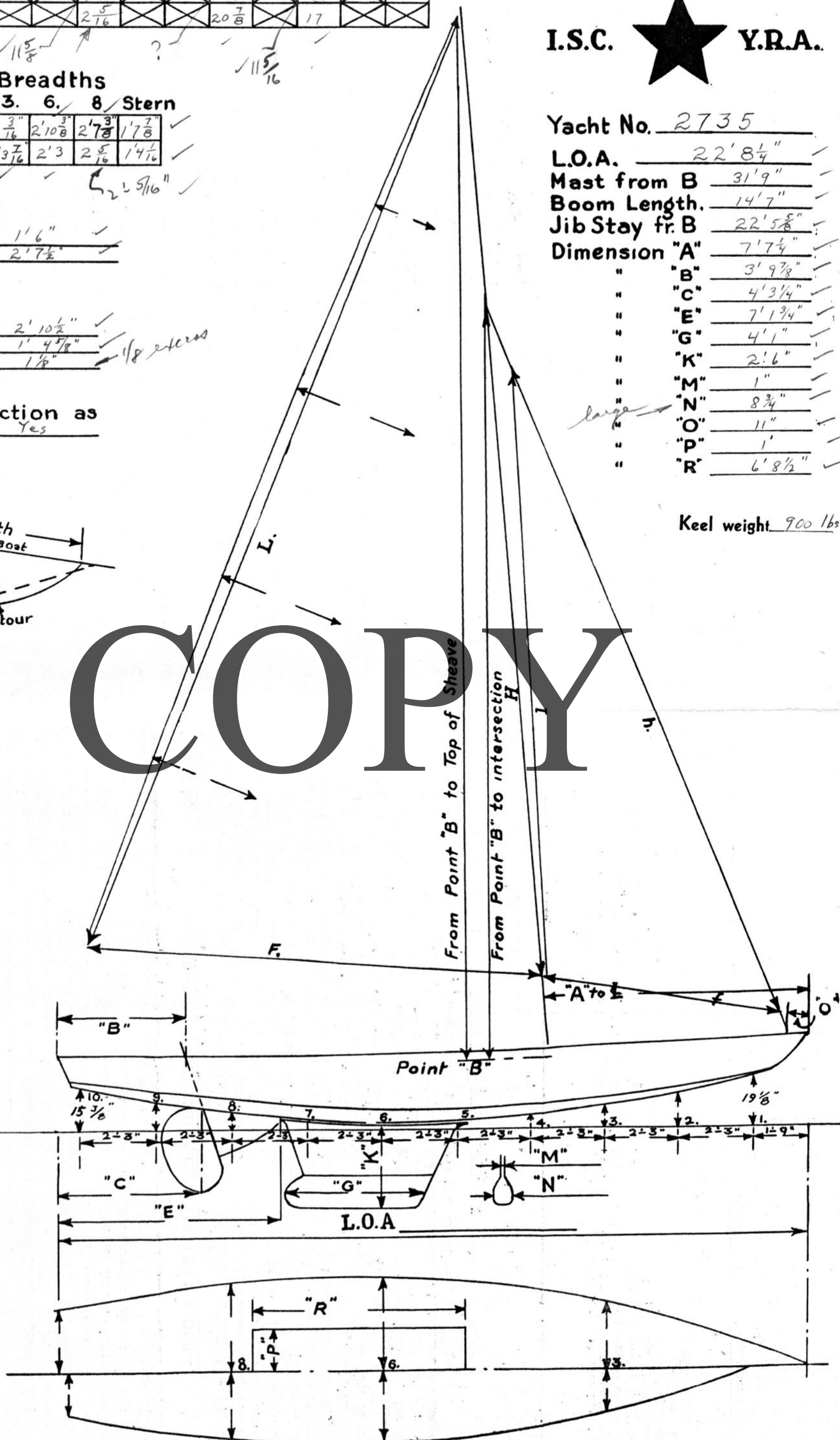
Is construction as
per Rules? Yes



I.S.C. ★ Y.R.A.

Yacht No. 2735
L.O.A. 22' 8 $\frac{1}{4}$ "
Mast from B 31' 9"
Boom Length 14' 7"
Jib Stay fr. B 22' 5 $\frac{5}{8}$ "
Dimension "A" 7' 7 $\frac{1}{4}$ "
"B" 3' 9 $\frac{7}{8}$ "
"C" 4' 3 $\frac{1}{4}$ "
"E" 7' 1 $\frac{3}{4}$ "
"G" 4' 1"
"K" 2' 6"
"M" 1"
"N" 8 $\frac{3}{4}$ "
"O" 11"
"P" 1'
"R" 6' 8 $\frac{1}{2}$ "

Keel weight 900 lbs



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? 2735
2. Was this number cut or burned into keelson as required above? Yes
3. Yacht's name "WHODAT" 4. Year built? 1949
5. By whom built? Kenneth Wright (owner)
6. Owner's name? Edward Meglic
7. Address 1003 East 64th St. Cleveland 3, Ohio
8. Fleet Cleveland Harbor 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 9th day of April 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 April 12, 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.

1003 E. 64. St.
Cleveland 3 Ohio

Mr. W. Whitney Stueck
Ivoryton Conn.

Dear Sir:

I had my star boat 2735
measured by Atti Whaters in April.
He said that he sent in the
measurements that same month,
but I haven't received my certificate
as yet. I have a chance to race
in the Great Lakes or Worlds Cham-
pionship. The fleet has to send in
the entries on the 1st. Would you
please check on this for me?

Sincerely Yours

Edward J. Meglic

EDWARD MEGLIC
1003 E. 64 ST.
CLEVELAND 3, OHIO

Mr. Ahti O. Wahter

-3-

August 4, 1950

Frankly, I believe the boat is probably within the limits, but that we have to get the details of your first measurement straightened out.

There is nothing serious in your work which cannot be smoothed out with a little more experience.

Wishing you all success with your measuring work,

Sincerely,

HENRY M. DEVEREUX
Chairman

International Measurement Committee

P. S. For your final report, please complete the one I started for you, or else prepare a new one in proper order.

H. M. D.

Cleveland, Ohio
May 8, 1950

W. Whitney Stinch

Longton, Conn.

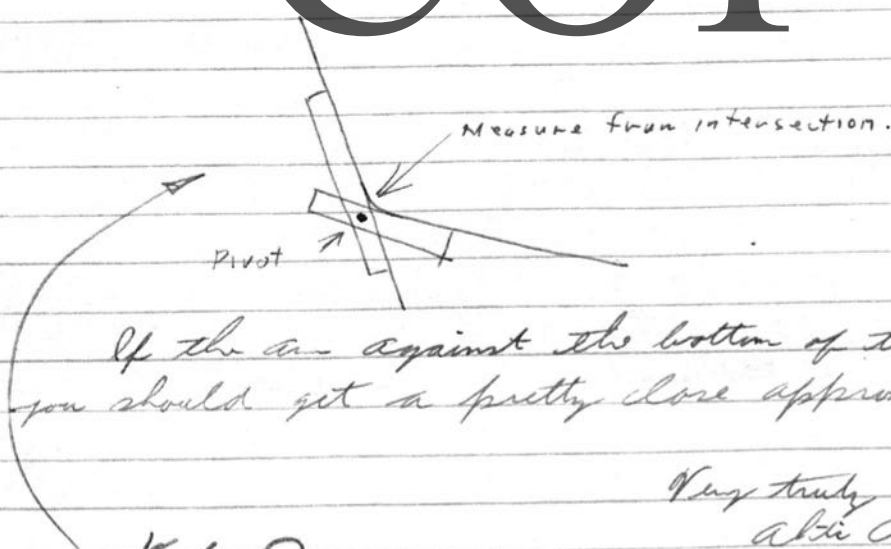
Dear Sir,

I'm sure you are wondering about the difference in the date of measurement and the day you receive these forms, I have been procrastinating. I hope it will not prove inconvenient to Mr. Meghie, who is very anxious to get his certificate.

This is the first boat I have had the privilege to measure, so I am rather anxious myself to see the outcome. If there are any hints you might have other than those you sent me with my instructions, which will make it easier, I would appreciate them.

I expect to measure a new boat in the near future. We are waiting until the spars are complete.

How's this for determining the actual chine when measuring side heights and half-breadth?



If the arc against the bottom of the boat is not too long, you should get a pretty close approximation.

Very truly yours
Alvin O. Waite

OK
JWD

Correct chine method for datum plane

Address 17454 Woodford Ave.
Lakewood
Ohio.

August 4, 1950

(d) The reported side height at Station No. 3 is $2 \frac{5}{16}$ ". This is not consistent with anything which I can pick up from the plans. The side height is measured along the slant of the topsides. See sketch.

The following are my comments on your measuring methods, and their application elsewhere on the boats.

(a) Your sketch of the moveable angle, somewhat like a boat builder's bevel square, is very fine indeed. It should give you an accurate intersection. The arm for topsides should be from 9" to 12"; and the bottom arm should be about 4".

(b) This same square can well be applied at the intersection of the deck and topsides, provided there is no sheer moulding. Frequently the intersection is rounded, and the true dimension hard to get.

(c) Bear in mind that chine heights, chine half-breadths, side heights and side half-breadths are all taken to the intersections, neglecting rounded corners.

(d) The radius at the intersection of deck and topsides should not exceed $1 \frac{1}{2}$ ".

THE FOLLOWING ARE THE ITEMS ON THE BOAT WHICH ARE NOT WITHIN THE ALLOWED LIMITS, AND WHICH MUST BE SATISFACTORILY CLARIFIED BEFORE THE BOAT CAN BE APPROVED.

(a) Chine heights at Stations No. 3, 8, and 10. If the figures which I have inserted on the certificate are correct, these measurements are within the allowed limits.

(b) Chine height at Station No. 6, measured above the baseline, must be:

Minimum	$6 \frac{1}{2}$ "
Maximum	$8 \frac{1}{2}$ "

(c) Contour at skeg is reported as $1 \frac{1}{8}$ ". This must not exceed 1". This item is very easily corrected.

(d) If the figures which I have inserted for deck half-breadth at Station No. 3 and for chine half-breadth at Station No. 8, are correct, these measurements are within the allowed limits.

(e) The Keel Dimension "N" is too large. This should not exceed $8 \frac{1}{4}$ ", but a slight excess is permitted if the rest of the keel looks fairly normal. This matter should be verified.

Cross File: Measurers
 Star No. 2735

88 City Island Ave.
City Island
New York, 64, N.Y.
August 4, 1950

Mr. Ahti O. Wahter
17454 Woodford Ave.
Lakewood
Ohio

Dear Mr. Wahter;

This letter is long overdue. Serious family illness has retarded me in all my activities, especially the Star Class work. I must apologize.

Your measurements of Star No. 2735 show that several things have to be explained about the measuring methods and reporting the results.

I am enclosing your original copy of the report, with one which I have made out in a more correct procedure. I have also prepared the enclosed sketch, to show the measuring of contour height, chine height, and side height.

The following are my comments on your report:

(a) Chine heights at Stations No. 3, 8 and 10 are apparently reported as measured above the contour. The chine height is measured above the base line. I have therefore added your contour heights to your chine heights, and inserted the results.

(b) Your reported chine height at Station No. 6 does not seem to be consistent at all. You will note I have inserted a question mark at this place.

For a boat with the particular flatness of contour of this one, the chine height above the baseline must be:

Minimum	6 1/2"
Maximum	8 1/2"

(c) You will note I have altered your half-breadths at Stations No. 3 and 8. I believe you intended them to be what I have inserted. These half-breadths are all to be measured from the centerline. The best way to do this is to measure from side to side, and then divide the result by two (2).

88 City Island Ave.
City Island
New York, 64, N. Y.
August 4, 1950

Star No. 2735

Mr. Edward Meglic
1003 East 64th St.
Cleveland, 3
Ohio

Dear Mr. Meglic;

This letter is long overdue. Serious family illness has retarded me in all of my activities, and I must apologize.

Your Star No. 2735 is - let us say - temporarily not approved. There are a few technical details which I have to straighten out with the measurer. The matters in question are the following:

- (a) Side height at Station No. 3
- (b) Chine height at Station No. 6
- (c) Contour at skeg (not serious)
- (d) Dimension "N" of keel (not serious)

When these items are clarified, the boat will be approved if the re-measurements fall within the limits. Personally I suspect the boat is actually within the limits, but these details have to be handled now.

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

Copy to Mr. Ahti O. Wahter

OHIO PUMP SERVICE COMPANY



7904 LORAIN AVENUE
CLEVELAND 2, OHIO
PHONE ATLANTIC 1751

November 30, 1951

Mr. Maxwell Small
Otis Lane
Bellport, N. Y.

Dear Mr. Small,

Mr. Edward Meglic of the Cleveland harbor fleet has asked me to drop you a line with regards to his measurement certificate. It seems his boat, the Whodat, No. 2735, was measured quite some time ago and, as yet, he has not received the certificate.

Thank you for your attention in this matter.

Yours very truly,

R. I. MILLER
Asst. Secy. 4th Dist.
I.S.C.Y.R.A.

RIM/tm



CENTRAL OFFICE
51 EAST 42nd. ST.
NEW YORK 17 N. Y.
U. S. A.

International Star Class Yacht Racing Association

88 City Island Ave.
City Island
New York, 64, N. Y.
August 4, 1950

Star No. 2735

Mr. Edward Meglic
1003 East 64th St.
Cleveland, 3
Ohio

Dear Mr. Meglic;

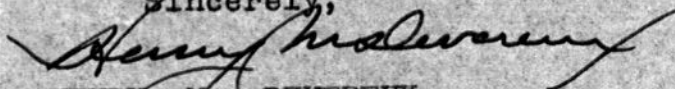
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When these items are clarified, the boat will be approved if the re-measurements fall within the limits. Personally I suspect the boat is actually within the limits, but these details have to be handled now.

Sincerely,



HENRY M. DEVEREUX
Chairman

International Measurement Committee

Copy to Mr. Ahti O. Wahter - measurer



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.

2450 Lane
Burlington, N.Y.
12/17/51

Dear Mr. Miller,

I'm sorry to your letter of 11/30 concerning
Star # 2735. This Star was issued 4/12/50.
By 8/9/50 Mr. Duvarens, then Chief of our com-
mittee informed me by letter and the measure,
the committee then Star did not receive
me. I could find no reply ever received
from either owner or committee.

Under no circumstances can this certificate
be granted without a valid receipt. Specifically,
the certificate on Star # 2735. Since brought to
be all wrong, side track # 3 wrong, half-
built. # 1 Deck and 8 class wrong.
When a corrected certificate is received,
for which the best way be found to be OK,
but from Walter's figures it is certainly a
strange one.

cc. Walter
Megie

Best
Mr. Mr. J. J. J.
Ch. Int. Yacht Com.

DISTRICT SECRETARIES

1st—ARTHUR M. DEACON
160 Maple Ave.
Mamaroneck, N. Y.
(Atlantic Coast of North America,
North of Manasquan Inlet, N. J.)

2nd—D. J. DUNIGAN, JR.
Tower Building
Washington 5, D. C.
(Atlantic Coast of America,
South of Manasquan Inlet, N. J.,
except Florida)

3rd—ELIZABETH M. ROBIN
1661 Octavia St.
New Orleans, La.
(Coast of the Gulf of Mexico,
North America, Central America,
Cuba, West Indies and Florida)

4th—DONALD J. BERGMAN
556 Earlston Rd.
Kenilworth, Ill.
(Great Lakes and inland waters,
West of Buffalo)

5th—FRANK WOSSER
P. O. Box 65
Belvedere, Calif.
(Pacific Coast of North America,
from Mexico to Oregon)

6th—SID MILLER
3328 West 1st Ave.
Vancouver, B. C.
Canada
(Gulf of Georgia and Pacific
Coast of North America, North
of Oregon)

7th—ROBERTO BUENO
294 R. Santa Clara
Rio de Janeiro, Brazil
(South America Atlantic Coast)

8th—H. W. B. WHITE
Hawaiian Trust Co.
Honolulu, T. H.
(Islands of Hawaii)

9th—JEAN PEYTEL
66 Rue de Lisbonne
Paris VIII, France
(France, Belgium, Holland)

10th—C. T. A. BEEVOR
3 South Quay
Great Yarmouth, Norfolk
England
(British Isles and Scandinavian
Countries, including Finland)

11th—B. HARVEY
Flat 6 "Avignon"
Selwyn Ave.
Elwood S. 3, Victoria, Australia
(Australasian Islands and the
Far East)

COMMODORE GEORGE W. ELDER
(For Other Honorary Officers, see "Log".)

IMPORTANT

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

★ CENTRAL OFFICE ★

INTERNATIONAL STAR CLASS Y. R. A.

51 East 42nd Street
New York 17, N. Y., U. S. A.
Cable—ISCYRA New York
Telephone Murray Hill 2-3243

CORRESPONDING SECRETARY

(Reports, Numbers, Number Tax, Forms, Dues,
Plans & Specifications—\$15.00 per set;
Sail Plan—\$3.00)

EDITH U. GLASS
(Central Office)

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Charters, and Sanctioning Events
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INTERNATIONAL TREASURER

WILLIAM SEAMAN SR.
(Central Office)

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(Inland Lakes of the
Northeastern States
and Eastern Canada)

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Lorantfy Zsuzsanna-ut 1
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Roumania, Hungary, Yugoslavia,
Czechoslovakia and Germany

14th—BEPPE CROCE
Via Assarotti 5
Genoa, Italy
(Italy and Greece)

15th—DUARTE BELLO
Casal Branco
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Estoril, Portugal
(Water Spain and Portugal)

16th—SERGE H. N. TAY
93 Ave. Moinier
Casablanca, Morocco
(North Africa)

17th—H. GWALTER
Rapperswil, Switzerland
(Switzerland and Austria)

DEPARTMENT OFFICIALS

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

Editor of "Starlights" and "Log"—
Mailing Dept.—
C. STANLEY OGILVY
(Central Office)

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

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

Insurance Officer—Standard Star Policy
D. M. WALKER
111 Westminster St.
Providence, R. I.

Motion Pictures—
WM. P. FARLEY, Jr.
268 Kimbark Road
Rochester 10, N. Y.

Publicity Committee—
A. F. WAKEFIELD
Vermilion, Ohio

FOR FLEET OFFICIALS CONSULT LOG

I. S. C.



Y. R. A.

CENTRAL OFFICE
51 EAST 42ND, ST.
NEW YORK 17, N. Y.
U. S. A.

2735

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

12/8/51

Dear Edith:

Thanks for the try with Meggie
on #2735, but please don't try it
again. I have been in a debate
with this guy for some time. His boat
was flooded down 2 yrs ago but he
hasn't done anything about it. He
is now trying politics. I have heard
from H. H., the fleet secretary, Meggie,
the measurer and now you. Don't
get yourself in the middle or put
me in the middle as others have. Refer
them all to me.

Best

max

December 3, 1951

Mr. Edward Meglic
1003 East 64th St.
Cleveland, Ohio

Dear Mr. Meglic :

We have your note about your Measurement Certificate for #2735. According to our records, the boat was never granted a Certificate and presumably was never measured at all. When you bought the boat from Kenneth Wright who was the owner-builder, you should have received the Certificate, duly signed and transferred to your name, from him. Now, if you want a Certificate, the only thing you can do is to have the boat measured yourself. Contact one of your local Measurers (list in LOG) about this.

Sincerely yours,

Corresponding Secretary

OHIO PUMP SERVICE COMPANY



7904 LORAIN AVENUE
CLEVELAND 2, OHIO
PHONE ATLANTIC 1751

December 20, 1951

Mr. Maxwell Small
Chairman, Int'l Measurement Com.
#7 Otis Avenue
Bellport, New York

Dear Mr. Small,

I have talked with Mr. Meglic and Mr. Wahter with regard to the measuring certificate for Star #2735.

It seems there has been quite a bit of confusion between the two parties, and I am in hopes they are going to straighten it out between themselves. It appeared that Mr. Meglic was not aware of the fact that his boat did not pass the measurements as forwarded to you by Mr. Wahter. I am going to let the matter drop at this point and, as I believe Mr. Wahter will again measure the boat, you should hear directly from him.

Thank you very much for your cooperation in this matter.

Very truly yours,

R. I. Miller

RIM/tm

TELEPHONES WHITEHALL 3-6182 TO 6196

May

Will you please check your files and see what this is all about. I don't know anything about it except what I said. Please answer for me.

Thanks

Edith

COPY

10	20	30	40	50	60	70	80	90	
STATE OF MICHIGAN DEPARTMENT OF STATE MOTOR VEHICLE DIVISION OFFICIAL WEIGHT SLIP DETROIT , Michigan. March 4, 1948 J. L. Wright (Owner of Vehicle) Star Boat (Make of Vehicle) Keel (Type of Body) (Motor Number) Weight shown on margin certified by B. V. White (Weigh Master) JOHN KRAFT COAL CO. (Owner of Scales) 4749 DELERUE AVE. (Location of Scales) PLAZA 6632 3, 1948 MICH (Make of Scales) JUN 18/47 (Date Scales Were Last Tested) NOTE: Weight card must be presented with commercial car and trailer license application. Star # 2735 J. W. Alger Secretary of State. MV-9-7-47-200M									10000
									20000
									19000
									18000
									17000
									16000
									15000
									14000
									13000
									12000
									11000
100	200	300	400	500	600	700	800	900	

Please check
on my certificate
I have been wait-
ing 3 yrs. for it.

Ed. Meglin

2735

COPY

16003 Groveswood Ave
Cleveland 10 Ohio
Dec. 6 1951

Dear Miss Glass

Please find enclosed a letter from Mr. Devereux. Mr. Devereux was measurer at the the time Mr. Ahti O Waktus sent my star boat measurements to him for a certificate. I called Ahti several times and he assured me that he discussed with Mr. Devereux the points in question and everything was all right. Mr. Devereux had all the necessary forms and the keel weight certificate that Mr. Wright gave me when I bought the boat. It was stamped at 900 lbs. This is important because it would involve an

lot of work to take it off
and re-weigh it. I could have
take the measurements taken
agin which I would probably
have to do. I will be anxiously
waiting your answer. I have
missed two World Championships
because of this delay.

Sincerely
Edward J. Meglic

COPY