



the

the THISTLE

OFFICIAL ORGAN OF THE THISTLE CLASS

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September 1958

LaGARDE WINS ATLANTIC COASTS



L to R Steve Martin, Howe LaGarde Jr., Howe LaGarde Sr.

by Ron Small

M. I. T. ace Dennis Posey, fresh from his triumph over Jack Meyer at Larchmont Race Week, trailed his red-hulled "Menace" to Quincy, Mass., in an attempt to make it three straight in the Atlantic Coast Championships sponsored by the Squantum Yacht Club on Aug. 2 and 3. The string was broken, however, by Trinity College senior and sailing instructor at the Annapolis Y.C., Howe LaGarde, Jr., who nearly made it a clean sweep in taking the title.

This was a 3-race series, with the first one scheduled for Saturday morning as 35 Thistles from 8 states, including entries from as far west as Buffalo, hit the starting line in light,

vague airs. With the start of the afternoon race coming up, the morning race was called off, and the fleet started again in the afternoon on a special Quincy Bay Race Week schedule, after the 210's. The breeze was slightly better for this one, but still very tricky as the fleet was sent out on a 9-mile triangular course, starting with a reach. Two boats actually planed at one point on this leg whilst others struggled for air. LaGarde in "Cutty" and Squantum's Dick Gallagher in "Scotch Mist" battled it out in this one, with the latter having the edge on local tidal knowledge. The Oxford skipper kept a sharp eye on the local boat as they rounded the leeward mark and prepared for the long beat up the bay to the finish, but as

he lamented later, his strategy of following Gallagher backfired when he passed him! Gallagher took this one, with LaGarde second, followed by the Red Dragons' Ed Walsh, Art Were, weatherman Don Kent, and Posey.

On Sunday there was more air for the make-up race, and the capable committee sent the fleet off in the morning on a special modified Gold Cup course, 7 miles long. On the beat, LaGarde was off and winging, and led the fleet to the weather mark with Posey in hot pursuit. The Thistles planed on the second, reaching leg, and set kites on the third leg as the wind softened a bit. "Cutty" held the lead all the way on the beat back to the weather mark, then set her chute for the run to the finish, an easy winner, with Posey second, local skipper Bob Blaisdell third, and Bob Gallagher fourth. Brother Dick dropped all the way to 12th in this one, leaving the point score with LaGarde on top of Posey by 5 1/4 points.

The wind freshened for the third race, sailed in the afternoon, the course being a repetition of that of the first race, with plenty of planing thrown in. Here local fleet 22 skipper Jack Westerbeke got his "Jacsubil" flying to lead to the first mark, and again at the leeward mark, but on the long hard buck to the finish both LaGarde and Walsh got through him to finish in that order.

Thus the historic Gould Challenge Trophy moves on down to the Tred Avon Yacht Club at Oxford, Md., LaGarde, with his Dad, Howe Sr., and Annapolis' Steve Martin crewing most ably, sailed a superb series against a hot group of skippers, and won most convincingly. The weather was fine throughout the weekend, the races were run exceptionally well, and the festivities ashore and afloat reflected

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THE BAGPIPE

Official Organ of the Thistle Class

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mistaking it for a lifting bridle pin. He also found that this will de-windshield any car unfortunate enough to be parked within a 25' radius. This momentous discovery was made at Toledo recently.

One of the co-owners of #1090 (Howdy King) asked us what a "covered snipe" was. This had us quite confused until we re-read Art Were's article on the handicapping system used in England. In the list of handicaps was,

Snipe (tent.) 106

We were saddened to learn of the death of Steve Lang, one of Florida's staunchest Thistler's and District Secretary.

Scuttlebut has it that TCA's Georgia Peach of a Secretary-Treasurer is about to take the plunge into the sea of matrimony.

In the midst of what the long-faced ones call a recession, more Thistles are being produced than ever before. Douglass and McLeod were working on several in the 1190's a few weeks ago and we expect to report in the next issue that Thistle #1200 has been sold.

Al Rush (#278), one of the Niagara Frontier hot skippers, copped the Great Lakes Championships at Cleveland in a three race series sailed all in one day, due to the high winds on Saturday.

Howard Boston (#111) won the Michigan Districts sailing Manawaca for only the second time this year!

FLASH!

Johnny Jennings wins
Nationals

Howard Mead second

Dennis Posey third

Complete story and pictures
next month

FOR SALE: Thistle #762. Full equipment, cover, trailer. Good spinnaker, new jib, and priced so that you can buy a new mainsail for spring racing. \$1150.00 W. Boothroyd, 945 Old Huntington Pike, Huntington Valley, Pa.

For All Authors

This is being written on August 7th. With any degree of luck you will be reading this around the middle of September. I mention this just to illustrate the time involved in getting together an issue of The BAGPIPE, sending the copy to the printer, proof reading paste-ups, printing and mailing. By the time you read this, you will have acquired new TCA officers—and a new BAGPIPE Editor.

Some Fleets, even a District or so, have not had coverage in the past few months commensurate with the activities we all know are taking place. This is not because of a heavy use of the "rejection slip" (The BAGPIPE doesn't know what this is) or the "blue pencil." Rather it is because of a lack of articles from the local Fleets themselves. Believe it or not, about 97% of all material submitted to the BAGPIPE these past few months has been printed—and the other 3% wasn't used only because it was too far out of date!

If each Fleet and District secretary would see to it that the day after a regatta a complete write-up (together with pictures, if possible) was sent to the BAGPIPE, top notch coverage would be given to all TCA activities. Add to this one or two letters a year, in addition to the annual Fleet report, covering other activities, plans and items of humor and general interest, and this Editor's job of bringing YOU TCA news would be like falling off a log.

Our sincere thanks go to those who have generously contributed material this past year, making it possible for us to give you, to date, more BAGPIPE pages than any previous year—and an issue to go yet.

**Taming The Thistle**

by Ralph Heinzerling,
formerly #151, Blue Chip

So many Thistlers have written to me inquiring about the heavy center-board I used while cruising, that I think a description of it will be of interest to the class. I bought my board from Mr. Mackey at Nantucket, Thistle #25 or #26. He had a mould

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Across the Editor's Desk

We learned at Sandusky that just the Wednesday before the club house at LEATHERLIPS, Y.C., had been destroyed by fire after being struck by lightning. A recent addition containing enlarged showers and locker rooms was saved; but the new kitchen, furnished by the women of the club, together with numerous trophies, pictures of past Commodores, etc. was lost.

The "Reefing Winch Story," Chapter 3. It now seems that the idea for the reefing winch, first described by us as being a "Minton" winch, which first was built by Bill Nexsen, was thought of by Jim Holewinski. We hope that credit has now been given to all contenders for the idea. Oh yes, if you want to buy one of the renamed "Hol-Nex-Ton" reefing winches contact Doug Westin with \$12.50.

Fred (Winnie-the-Pooh) Comlossy found that the fastest way to get one's mast down is to pull one shroud pin

Freeman Sweeps Delaware Series

by Buck Krusen

The week of June 21-29 was an exasperating one for the Fleet 54 River Rats; from Monday thru Thursday our beloved sou'westerly whistled up the Delaware and we weren't there; on each weekend we were, but—you guessed it—the wind wasn't! To cap this indignity, an outlander, Norm Freeman, of Ithaca Y.C., showed us locals only the transom of his #936 in five out of six races, thereby copping all of the silverware (six trophies) and all but a smidgin of the glory in two consecutive Delaware River regattas—Red Dragon Canoe Club's Third Annual Heather Bowl, and the Ninth Annual N. J. Governor's Cup Regatta sponsored by the Riverton Y.C. Freeman, an ex-Comet veteran relatively new to the Thistle ranks, with his father as crew, put on a dazzling performance indeed, as he kept his "SNOOPY" out in front almost from the start of every race.

The first (of the three) Heather Bowl races featured a dying omnidirectional air that seemed to turn every leg into a reach. Freeman, Al Williams, and Charlie Voigt managed to sneak across the finish line before the breeze pooped out entirely, leaving the rest of the boats to battle the foul tide. A killick kasting & kedging contest ensued; Ed Walsh's son Mickey developed a fine bolo style for heaving the old Danforth a country mile, so #818 finished fourth, with the rest of the mob straggling in with each transitory puff.

The race Saturday afternoon was submerged under a small monsoon.

Summary: Third Annual Heather Bowl Regatta

Boat	Skipper
936	Norm Freeman
818	Ed Walsh
631	Al Williams
603	Pete Bordes
495	Bob Duff
936	Art Were
606	Chas. Voigt
751	Buck Krusen
671	Dick Parker
432	Sam Harris
261	Jerry Milgram

and no one regretted its being called after about twenty minutes, since only three boats had managed to make it across the starting line in the flat calm and foul tide. Accordingly, two races were sailed Sunday, in a perky but puffy northwesterly air that furnished a couple of fast reaching starts, but unfortunately no real windward legs. Freeman and Walsh were first and second, respectively, in both races, while the next three slots were hotly contested among, Williams, Duff, and Pete Bordes

And so the Heather Bowl was lugged away from its home premises for the third straight year (Al Williams having won it in '56 and '57). Fleet 54 feels a kindred spirit with the British in their dogged determination to win back "the Old Mug"; we hope it won't take us a hundred years

See Governors Cup on page 4 for the Sequel to this.

LaGarde Wins

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the hard work which Dick Gallagher and his Boston Harbor Thistle Fleet clubmates put into making this event op-notch all the way.

Final point standings:

- 1) Howe Lagarde, Jr., Oxford, Md., CUTTY #236 107½
- 2) Dennis Posey, White Plains, N.Y., MENACE #705 98
- 3) Ed Walsh, Red Dragons Canoe Club, N.J. DAN-E-BOY #818 97
- 4) Jack Meyer, Nyack, N.Y., KELPIE #243 88
- 5) Dick Gallagher, Quincy Mass., SCOTCH MIST #275 84¼
- 6) George Young, N. Weymouth, Mass. GALLIVANT #795 82

Club	1st Race	2nd	3rd	Points	Pos.
Ithaca	1	1	1	33¼	1
Red Dragon	4	2	2	28	2
Raritan	2	4	3	27	3
Larchmont	6	5	4	21	4
Raritan	7	3	5	21	5
Red Dragon	5	7	7	17	6
Red Dragon	3	DSQ	6	15	7
Red Dragon	8	6	10	12	8
Red Dragon	9	9	8	10	9
Red Dragon	10	8	9	9	10
Red Dragon	DSQ	DNF	11	1	11

Gimmicks & Gadgets

continued from page 2

shaped for a little less than twice the amount of lead, had the lead cast and annodized (hardened) and fitted it in the conventional manner with brass sheets to 7 ply marine plywood with rivets. The over-all shape was identical to the regular board, but it weighed 140 pounds. Performance wise, it was terrific. There was very little loss of speed, and a great gain in stability. I could walk around the gunwale with just a light heel. Cruising with my wife, our total weight (live) was 250 pounds. Not enough to hold the Thistle, even loaded with outboard and cruising gear. The centerboard made cruising a lot more comfortable. It could be raised with the drum with very little extra effort. I consider it a very worthwhile adjunct to cruising or sailing single-handed. If you install one, you should increase your bouyancy, reserve especially if you go offshore.

Another interesting thing I developed for my boat was a small set of sails. When it's blowing between 25 and 30 you are glad to have a small set. Almost everyone has an old set of cottons that have been made useless for racing by the advent of synthetics. I took mine and cut them down. I carefully cut the boltrope from the foot of the sail, around the tack and up the luff a few feet. Then I laid the sail flat on the floor. There is a slight convex curve to the unroped foot. Immediately above the lower batten I pencilled another slight curve, parallel to and duplicating the old foot. Then I took scissors in hand, was brave, and cut along the line. If you plan to do this, take the upper part of the sail to a sailmaker and have him sew on the old bolt rope. This is difficult to do yourself because the sail has to be gathered as

Results on page 7

Governor's Cup Regatta

The weekend after the Heather Bowl the same group went to River-ton Y. C. for the Governor's Cup Regatta.

In the first race the ten Thistles, ghosting off after the Stars, stayed pretty well bunched until rounding the upriver mark, when the tide demanded choosing either shore for the leg downriver. Freeman and Were worked the Jersey shore for all it was worth, and, in a nip-and-tuck battle themselves worked out a commanding lead over their pursuit. It was Freeman, Were, Walsh, and Bordes at the finish. That afternoon the breeze picked up considerably; the Thistles were right up in the Stars' rumble seat by the end of the first lap, and it seemed as though there was always at least one Star around to bother your wind or maneuvering. The Duff boat came to life in the breeze, and after leading most of the way, was nipped at the finish by—who else?—Norm Freeman!

The final race on Sunday morning was exasperating stop-and-go affair in a puffy northwesterly that made the whole race a gigantic game of leapfrog, with fanny-dunking wind shifts, near planing spurts, and super flat spots making hash of everyone's tactics. Repeatedly on the leg inshore along the Pennsylvania shore, the tail-enders would pick up a puff over the stern and come roaring up on the boats ahead, only to be stopped cold by a sudden shift that sent spinnakers aback and skippers cussing. The big question was how far downriver to go inshore out of the tide before heading off for the mark; Ed Walsh figured it just right and led the way home. Freeman rounded second, but ran into a private flat spot and sat flapping forlornly while Williams, Bordes, and Krusen-sneaked-past. Norm finished fifth, the only time out of the money in six races.

For the second time in three years, the Thistles won the Governors' Cup, the overall regatta trophy awarded to the class that has the largest percentage of finishers. Both the Thistles and Penguins had perfect records, without a single DNF, protest, or disqualification; the Thistles copped the cup, however, on the basis of their greater number of boats participating.

How Do You Rate?

From Pollye Norton comes a statistical summary of how Thistledom stands, registered and dues paying. It would be impossible in a class this big to have 100% and we know some of the Secretaries have done their darndest to make the percentages as high as they are. However without trying to detract from patting them on the back it looks as if in some instances there is room for improvement. The figure we find the hardest to believe are those 134 skippers who are interested enough to pay dues and yet haven't taken that one more easy step of registering their boat. Can it be that they don't realize a Thistle just isn't a Thistle without that one piece of paper certifying it measures in? Let's hope it is just because some people don't realize that under the new by-laws a boat must be re-measured and registered every time it changes hands. We can understand how

someone might not wish to race his boat, but we can't understand how someone would want to tie that much money up in a Thistle without being sure he actually has one. If there are two or more of these orphans in one Fleet a good time can be had by getting up a measurement party some evening. Two men can measure a Thistle in about twenty minutes with a scale, 50 foot tapeline and a folding rule. The cost is only \$5.00 and it only has to be done once in all the time you own it. As for those poor souls in the neither registered and dues paid column, I guess they just don't know what they're missing. In any event I'm sure that Pollye would be delighted to be bombarded with requests for measurement certificates (you have to use the new form) and there is lots of room on the membership roster for more dues payers too!

Districts	No. of boats	No. pd. only	No. Reg. only	Not pd. or reg.	Reg. & Nat'l paid	Nat'l Quota	Percentage reg. & pd.
California	102	23	17	12	50	13	49%
Central Atlantic	59	3	31	10	15	4	25%
Delta	35	8	6	2	19	5	54%
Florida	27	4	3	2	18	5	67%
Lake Erie	226	28	29	22	147	37	65%
Lake Michigan	55	5	10	10	30	8	55%
Long Is. Sound	175	17	37	27	94	24	54%
Michigan	107	12	13	12	70	18	65%
New England	59	7	12	8	32	8	54%
New Jersey	70	7	10	13	40	10	57%
Niagara Frontier	91	15	10	14	52	13	57%
South Atlantic	63	5	4	7	47	12	75%
Total	1069	134	182	139	614	157	57%

Despite the unusual weather, these two Delaware events provided some close, keen racing among some pretty fine competition—the 3rd, 4th, and 7th place winners at the 1957 Nation-

als. Where does that put Norm Freeman? Well, one thing's certain: he's swept the Delaware clean!

But next year, in our beloved sou'-westerly . . .

Summary: N. J. Governors' Cup Regatta

Boat	Skipper	Club	1st Race	2nd	3rd	Points	Position
938	Norm Freeman	Ithaca	1	1	5	26½	1
818	Ed Walsh	Red Dragon	3	4	1	25¼	2
930	Art Were	Red Dragon	2	3	6	22	3
631	Al Williams	Raritan	6	5	2	20	4
603	Pete Bordes	Larchmont	4	6	3	20	5
751	Buck Krusen	Red Dragon	5	7	4	17	6
495	Bob Duff	Raritan	7	2	8	16	7
606	Chas. Voigt	Red Dragon	8	9	7	9	8
423	Sam Harris	Red Dragon	9	8	9	7	8
261	Jerry Milgram	Red Dragon	10	10	10	3	10

Williams, Jersey Champ

by Joan Duff

'Twas an ill wind that bade no man good (or almost no man) that was blowing for the New Jersey Districts on July 18 and 19 at the Richmond County Yacht Club on Staten Island. Even the intrepid "heavy weather" men left the mooring with a good reef in their mains and heavy weather gear was very much in evidence. Once out in the open bay there wasn't a dull moment. The heavy seas and 38 mile breeze caused the race committee to cancel the race just before the 30 sec. flag went up. All was not over yet however as the 22 boat fleet still had to get back to the club. (No small task in itself). Sam Harris capsized and in the ensuing rescue by a 40' cabin cruiser-spectator boat (the commodore's boat by the way) his Histle rammed the cruiser with its bow plate below the water line. The cruiser was sinking fast but with the aid of another boat and skin divers Fracker and Golden she was able to reach shore first. Fracker, who was also chairman of this regatta, had troubles of his own as he had to dismast in mid-bay due to a fouled main sail. This ended the day's racing (?) and prefaced a highly successful cocktail party, buffet and shipwreck (Hmmm!) dance.

Sunday dawned sunny and (you guessed it) WINDY. By this time the participants were getting accustomed to 30 m.p.h. breezes and headed, un-

daunted (but reefed) for the starting mark. The wind abated somewhat and Williams (Al) unreefed for the start. This procedure was followed by the majority of the fleet during the first legs of the race. The first few laps offered some marvelous opportunities for planing during which your author dropped out of the picture along with the mast of #495 due to a snapped shroud. Al Williams maintained his healthy lead and finished first, Larry Owen was second, Art Were, third; John Torresen, fourth.

Other casualties of this race were a rammed Ed Fracker, a capsized Jerry Milgran, a sea-sick crew aboard Joe Vandergaag's boat. In all there were 16 out of the 22 registered who finished this first race. The long windward-leeward second race was held in moderate, shifty breezes. Al Williams, who is becoming synonymous with first place, again led the diminishing fleet around the course to get the gun. He was followed by John Torresen, Larry Owen and Ralph Germann. The seemingly inevitable casualties for this race were Elmer Richards with a fouled main, Lee Burger with a fouled spinnaker.

The ravenous and sun-baked survivors of this series sailed back to the club for nourishment and their well earned rewards. First place prize went to Al Williams, second to Larry Owen,

Allcorn District Champ

Skip Allcorn put together a 6-1-1 to win the South Atlantic District Championship. Saturday morning's race sailed on storm swept Allatoona was won by Hal Frincke of Knoxville. Allcorn won both the calmer race Saturday afternoon and the one Sunday morning. This we gleaned from two excellent articles from the Atlanta papers. While the entire results were not included we hear that W. L. Tumin had a 4-3-2 for the second place honors. Hal Frincke was third with a 1-9-4 and Wheat Cleveland, who led the standings Saturday night was fourth after a disastrous 12th Sunday to put with his 2-4 of Saturday. W. L. McKelvy took fifth place with a 10-6-5. The only other standing reported was Jack Beachem's who was plagued with bad luck the whole weekend. Jack repeated his submarine tactic, which he seems to have perfected since St. Pete, in the first race, was 17th in the second, and had a little trouble rounding the wrong mark for a DSQ in the third. Tough luck for a real competitor.

third to John Torresen. In fourth place was Art Were and in fifth place tie were Gorden Krusen and Ralph Germann.

Results

1	631	A. Williams
2	1110	L. Owens
3	1067	J. Torresen
4	930	A. Were
5T	751	G. Krusen
5T	574	R. Germann
7	606	C. Voigt
8	818	E. Walsh
9	651	Tom Williams
10	432	S. Harris
11	562	P. Milnes
12	1032	H. Smith
13	724	E. Richards
14	426	J. Vandergaag
15	817	L. Berger
16T	467	R. Hecht
16T	495	B. Duff
18T	261	J. Milgram
18T	976	Ted Williams
20	1109	E. Fracker
21T	1054	P. Flood
21T	462	T. Golden

Race	1	2	pts.
	1	1	44
	2	3	41
	4	2	40
	3	5	38
	7	6	33
	9	4	33
	6	10	30
	8	9	29
	13	7	26
	10	13	23
	12	12	22
	16	11	19
	5	DNS	18
	DNF	8	15
	11	DNF	12
	14	DNF	9
	DNF	14	9
	DNF	15	8
	15	DNF	8
	DNF	DNS	0
	DNS	DNS	0
	DNS	DNS	0

Club
Raritan
Richmond Co.
Richmond Co.
Red Dragon
Red Dragon
Hopatcong
Red Dragon
Red Dragon
Richmond Co.
Red Dragon
Richmond Co.
None
Hopatcong
Hopatcong
Richmond Co.
Hopatcong
Raritan
Red Dragon
None
Richmond Co.
Hopatcong
Richmond Co.

Red Grant Regatta

by Joan Duff

With its customary heavy winds and squall on Saturday and relatively light winds on Sunday, the Red Grant Regatta at Raritan, Y.C. July 12 and 13 was a true test of seamanship. The 21 boat Thistle registration for this regatta was the largest in this nine class fleet.

The skippers and crews were well warmed (and wetted) up by the time the first race got underway due to a 45 minute postponement by the committee. Larry Owen of Richmond Co., Y.C. got the lead early and managed to keep ahead of most of the fleet with the exception of veteran Thistler, Al Williams of the host fleet who was able to pass the flying Larry in the last legs of the race to finish first with Larry a close second. Peter Bordes and Tom Williams finished 3rd and 4th respectively. Sam Harris and Bob Duff capsized during this race helping to make up the record for the day of 25 boats either capsized or dismasted.

After lunch and drying out in mid-bay, the committee hoisted the afternoon course cutting it to one lap due to the winds. Some thrilling planing and extensive spinnaker work provided the excitement in this predominantly reaching course. The Thistles, fortunately, were able to complete their race before the squall hit and provided a dousing finish to the day's racing. Al Williams again led the fleet to get the gun followed by Peter

Marblehead Race Week

Fifteen Thistles made it to famous Marblehead Harbor for Race Week, July 19th to 26th, in a series which was fairly typical in that, over the span of seven days, the weather varied from very light to extremely rugged indeed. The Saturday race, which was the first of the 3-race Eastern Y.C. series, was the rugged one, with the wind piping up to 35 and 40 just before the start. Defending New England District champ Dick Gallagher planed his Thistle all the way to the first mark, looked down, decided she was airborne at that stage and continued on right to the beach, considering discretion to be the better part of valor. Gloucester "Times" Editor Phil Weld, with cartoonist Dick Brooks (creator of the "Jackson Twins" strip) and Mrs. Weld as crew started late, but managed to stay afloat around the course in their

Bordes, Tom Williams and Bob Duff.

Sunday's 12 knot easterly provided a sharp and (welcome) contrast to the previous day. Sam Ross from Larchmont was unbeatable in this light, shifty breeze and never lost his lead. He was followed across the finish line by Bob Duff, Larry Owen and Al Williams.

Trophy takers were: Al Williams, first; Larry Owen, second; Peter Bordes, third.

DOODLEDASSER #382 to win over Greenwich Village's Pete Bordes in MAID OF PLIGH (603).

The Eastern series resumed on Monday, and this time visitor Art Were from Philadelphia came through to ring the bell, followed by Ed Rust of Williamstown, Mass. in TELARA (1128). Bordes was 6th in this race, but on the next day he led Rust over the line to take the Eastern series.

On Wednesday, a single race for the Boston Y.C. trophy saw Rust find the range as he turned the tables on Bordes.

The final 3 races, held by the Corinthian Y.C., were also the races to determine the New England District Champion. Bordes won this one, with Dick Gallagher second, Chuck Perna third, and Wessagusset Y.C.'s ex-Hustler Class champ George Young fourth. In the second race, it was Dick's brother Bob in the lead, followed by Were, Young, Joe Carven and Dick. This left SCOTCH MIST a quarter point up on Young's GALLIVANT going into the final race, and here the younger Gallagher led Young to the finish to take the rubber, with Bob Gallagher third in the race and, for the second straight year, third in the series as well. Pete Bordes won the Marblehead Challenge Trophy for the week's racing. The District subsequently voted Bob Foulkrod of Nashua, N.H. as Secretary for next year.

Stdg.	No.	Name
1	631	A. Williams
2	1110	L. Owen
3	603	P. Bordes
4	651	T. Williams
5	1067	V. Torresa
6	930	A. Were
7	751	G. Krusen
8	818	E. Walsh
9	950	S. Ross
10	495	B. Duff
11	1109	E. Fracker
12	606	C Voigt
13	562	P. Milnes
14	705	D. Posey
15	432	S. Harris
16	462	T. Golden
17	261	J. Milgrim
18	817	L. Burger
19	976	Ted Williams
20	1161	P. Mariner
21	1032	H. Smith

Home Club
Raritan Y.C.
Richmond Co. St. Is
None
Richmond Co. St. Is.
Richmond Co. St. Is.
Red Dragon Y. C.
Red Dragon Y. C.
Red Dragon Y. C.
Larchmont Y. C.
Raritan Y. C.
Richmond Co. St. Is.
Red Dragon Y. C.
Richmond Co. St. Is.
Larchmont Y. C.
Red Dragon Y. C.
Richmond Co. St. Is.
Red Dragon Y. C.
Richmond Co. St. Is.
None
L. I. S.
None

Race	1	2	3	pts.
	1	1	4	57½
	2	10	3	48
	3	2	11	47
	4	3	9	47
	7	5	5	46
	10	6	7	40
	5	7	13	38
	11	8	6	38
	9	17	1	36¼
	DNF	4	2	36
	6	9	12	36
	12	14	10	27
	14	11	14	24
	8	13	DNF	21
	DNF	15	8	19
	16	16	15	16
	17	12	18	16
	15	18	DNF	9
	18	DNF	16	8
	13	DNF	DNS	8
	DNF	DNF	17	4

DeWitt Takes Decatur

by Buckley Crist

Commodore Decatur Yacht Club staged its annual Intercity Regatta July 19-20 for Snipes, Lightenings and Thistles. A fleet of 16 Thistles participated which included five visiting boats from Indianapolis and one from St. Louis.

As entrants registered each was given a convenient and attractive protest flag. The number of protests filed during the course of the regatta was surprisingly low when one considers how happy the skippers appeared to be to receive their flags.

Fluky weather prevailed and after a long period of drifting the first race was cancelled. A re-run of the first race Saturday afternoon again in the lightest of winds, found Bill DeWitt nosing out Eldon Hufford at the finish line. Sunday morning rolled around with a nice sailing breeze for the second and third races. Bill DeWitt became practically incandescent with a win of almost a leg over Buckley Crist, the next boat. The third race wound up with DeWitt well ahead of the fleet again to make it three straight wins while Howard King finished second and Lafollette and Crist fought for third and fourth place.

A fine time was had by all thanks to the excellent hospitality of the host club. During the week end skippers and crews were entertained with a cocktail and a beer party and as a final touch when the trophies were presented, the crews of the winning boats received awards as well as their skippers.

Results:

NO.	NAME	RACE	1	2	3	FINAL
933	Bill DeWitt		1	1	1	1
929	Buckley Crist		3	2	4	2
1089	Jack Lafollette		5	3	3	3
1090	Howard King		4	8	2	4
778	Dale Zimmer		6	7	7	5
926	Eldon Hufford		2	13	8	6
884	Bob Short		8	9	9	7
1149	Bob Kaiser		9	4	13	8
877	Marvin Lasky		13	10	5	9
54	Gene Kessenger		7	DSQ	6	10
447	Bill Walton		15	5	10	11
942	Bill Larsen		10	11	11	12
715	Jim Ulrich		12	12	12	13
848	Andy Neureuther		14	6	DSQ	14
441	Dick Heinkel		11	14	14	15

Gimmicks & Gadgets

continued from page 3

it's sewn, and that's an art. My sailmaker charged \$10.00 for the sewing. He also put a grommet in the clew.

The jib I did myself. I simply measured halfway up the mitre and marked an X. Then I drew a pencil line to the outside edges of the tack and head. Once cut, I simply folded over an inch of the raw leech and foot and hemmed them up on the machine. I took the old clew, cut away all the one ply cloth and stitched the three fingered old clew to the new. The angle has changed, to be sure, but I left it hang a little aft of the new, and swung the two outer fingers out on the new leech and foot. I could tie my jib sheets to the old clew grommets without punching a new hole in the cloth because it was left a little aft of the new corner. The beauty of this sail is that it sheets right

through the regular sheet leads without trouble. It is cut high and you will marvel at the view. What more it will keep the nose of the boat down when it starts to blow and you won't get a weather helm. The small jib and main make things very comfortable when taking the kids out, and if you roller-reef the small main, it can be taken down to handkerchief size. This combination, with the heavy board almost makes a keel boat out of a Thistle. An old set of cottons are at the most worth \$25.00. If you cut them down you can put them to work again. Sailmakers will undoubtedly throw up their hands in horror at what I did with mine, but the sails worked swell.

Incidentally the long narrow strip left over from the foot of the mainsail can be cut across the middle, sewn into a square, and see service as a sun awning. Mine worked well. The remainder of the jib can be made into sail stops. Good cruising.

Great Lakes

Championships

by J. R. Waite

The Great Lakes Championships were held at the Cleveland Yachting Club July 19-20. Saturday's 25 mph breeze puffing up to 35 at times, combined with 8 foot seas made it almost impossible to get out of the river mouth so all three races were held Sunday.

The wind had moderated somewhat but the seas were still heavy and the races were run off in record time without incident except for some severe attacks of seasickness on the part of the inland lake skippers and some weary muscles after the strain of three races in one day. The top ten skippers who thereby are qualified for next year's Championship without regard to their Fleet Quota are as follows:

1. #278	Al Rush
2. #57	Harvey Busch
3. #3	John Lovett
4. #510	Lee Sutton
5. #1166	Bob Julius
6. #225	Charlie Williams
7. #25	John Wanemacher
8. #233	J. Miller-R. Bissell
9. #28	Dave Minton
10. #1177	Ray McLeod

"Regatta Round-Up"

SEPT. 13 & 14—8th Annual Harvest Moon Regatta, Atwood Yacht Club Mrs. Mildred Kinsey, 231 Milton Street, Alliance, Ohio.

SEPTEMBER 27 & 28 — Naptown Races, Geist Reservoir, Indianapolis, Indiana. Jack LaFollette, 404 W. 10th St., Indianapolis, Indiana.

SEPTEMBER 28—Lake Massabesic Invitation Regatta, Lake Massabesic, N.H. Chas Tallman, Box 310, R.R.1, Manchester, N. H.

OCTOBER 4 & 5—Kittery Pt. Invitation Regatta, Kittery Pt., Me. Ron Small, RFD #2, Alfred, Me.

OCTOBER 11 & 12—Savin Hill Invitation Regatta, Savin Hill, Mass. Ted Gullicksen, 189 E. Mt. Vernon St., E. Weymouth, Mass.

OCTOBER 11-12—Ohio Valley Sailing Championships, Louisville Sailing Club, Louisville, Ky.

OCTOBER 11-12 — Buckeye Lake Snowball Regatta. Gib Kugel, 2770 Indianaola Ave., Apt. 7, Columbus 2, Ohio.

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Results

Sandusky Regatta

Sandusky Sailing Club played host to its usual successful regatta July 26-27. The 33 Thistles that participated were the largest of the several classes. Due to the wind direction all three races were sailed in the smaller end of the Bay. Saturday afternoon's race was sailed in a light breeze which died to almost nothing before the last boats finished. At the first mark it had settled down to a three boat duel between Bill Ortman, Jim Holewinski and Dave Minton who eventually finished in that order with Jim Hendricksen, proving a real threat at the end, but finishing fourth. Sunday morning's wind was stronger and no one could catch Blac Jac, though Addison and Seaman were trying hard to. Ortman dropped back to ninth and Minton's fourth put him two points behind Hendricksen in the overall standings. The wind was even stronger for the afternoon race in which Bill Ortman made his second win followed by Hendricksen and George Butts. Overall finish; Hendricksen first, Ortman second, Minton third and Butts fourth.

Place	Number	Name	Race	1	2	3	Pts.
1	21	Hendricksen	4	1	2		95 $\frac{1}{4}$
2	15	Ortman	1	9	1		91 $\frac{1}{2}$
3	28	Minton	3	4	6		89
4	165	Butts	9	5	3		85
5	608	Seaman	5	3	14		80
6	882	Springer	8	10	8		76
7	951	Ranft	16	7	4		75
8	991	Addison	12	2	17		71
9	773	Holewinski	2	11	18		71
10	124	Spangenberg	17	8	11		66
11	174	Kuemmel	22	6	9		65
12	540	DeRue	20	12	7		63
13	126	Gump	10	18	13		61
14	538	Brown	21	15	10		56
15	1013	Rich	7	29	12		54
16	1108	Wilson	6	20	23		53
17	23	Meachem	25	22	5		50
18	1166	Julius	11	21	21		49
19	1002	Huntley	13	16	26		48
20	168	Nelson	19	14	22		47
21	904	Brown	26	17	16		43
22	573	Hills	14	DSQ	15		39
23	949	Harrell	18	28	19		37
24	29	Wild	23	24	24		31
25	609	Conkle	24	13	DNF		31
26	1062	Hays	27	25	20		30
27	854	Frutig	28	19	27		28
28	741	Kirtz	15	DSQ	DSQ		19
29	752	Hohler	30	26	29		17
30	180	Little	29	23	DNF		16
31	1005	Kugel	31	27	28		16
32	862	Hafner	33	31	25		13
33	760	Titus	32	30	30		10