



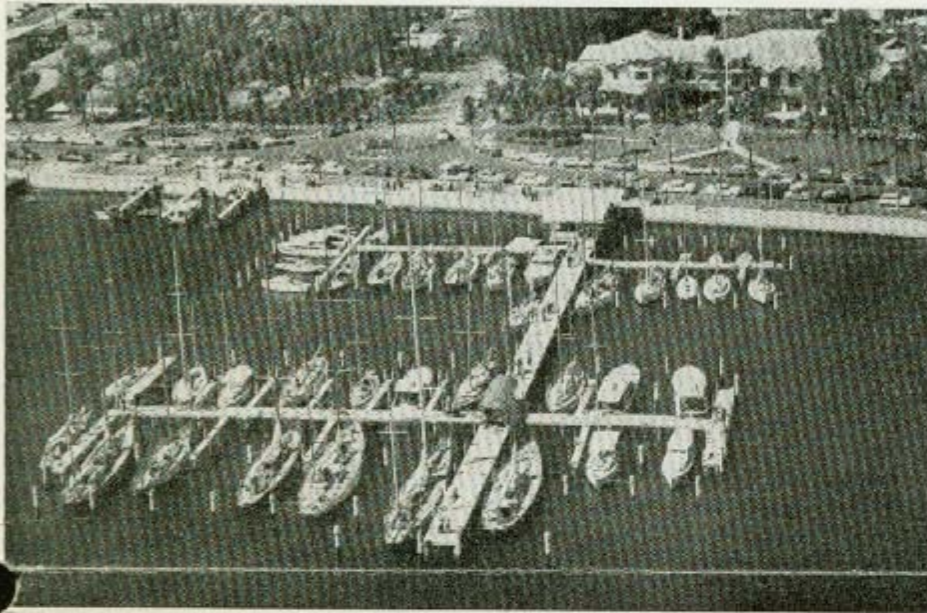
# the BAGPIPE

OFFICIAL ORGAN OF THE THISTLE CLASS

Vol. IX, No. 1

P. O. Box 1521, Annapolis, Md.

Dec. - Jan., 1960



SUNNY ST. PETERSBURG, Fla. (above) is again site for the Thistle Mid-Winters to be held Jan. 26-29. View shows city's Central Yacht basin and the St. Petersburg Y. C. (upper right). This is one of TCA's biggest regattas.

## CLASS VERDICT ON FIBERGLASS BOAT EXPECTED

The TCA Governing Board is expected to vote a clear-cut yes or no on approving a sanctioned Fiberglass Thistle at the Mid-Winter meeting in St. Petersburg, Fla. The vote will culminate several years of soul-searching by TCA, one of the strictest one-design classes active today.

The way for this vote, which is expected to approve Fiberglass Thistles for manufacture, was finally opened at the 1959 Annual meeting in St. Petersburg. At that time, the class approved Fiberglass as a construction material and ordered TCA officers to proceed with developing a specific boat for approval or rejection.

Late last Fall, the TCA Development Committee met in Cincinnati to "jell" Thistle construction into votable shape. The meeting was attended by George Devlin from Detroit, Dave Minton from Columbus, Doug Westin from New York and

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## MID-WINTERS SET FOR JANUARY 26-29

Schedule for the Thistle Winter Nationals to be held at St. Petersburg January 26-29 was included in a mailing put out by Bill Mangold in mid-month.

The "Mid-Winters" are TCA sanctioned, and there is no entry fee. Sponsoring St. Petersburg Y. C. is including a cocktail party, presentation banquet and dance on its calendar.

Registration will take place at the yacht club January 26 from 9 a.m. to 9 p.m. with a tune-up race the same day. The actual regatta will consist of five races sailed between January 27 and 29.

Interested persons may contact Bill Mangold, c/o St. Petersburg Y. C., St. Petersburg, Fla. Racing results will appear in the next issue of BAGPIPE.

## SCHOCK ALUMINUM MAST DENIED CLASS SANCTION

The Schock-manufactured aluminum Thistle mast, only commercially developed spar of its type to date, was refused legal sanction by TCA Measurer George Devlin in late December after more than two months of discussion.

TCA defeated a proposal to sanction aluminum spars for class use during the annual meeting last summer. A second vote did, however, approve the conditional use of aluminum spars until the 1960 Nationals, providing the spars were of the same section, weight and rigging as the standard wood spars.

In October, the W. D. Schock Co. of California submitted to Class Measurer Devlin a drawing of the section of an extruded aluminum mast which they proposed to market providing it received favorable ruling.

On October 29, Devlin ruled that the section of the spar did not conform with the outside contour of the present wooden Thistle mast, and was therefore not permissible. The Schock mast was oval in shape 2-5/8" across by 3-3/4" long with a circumference of 10-3/8".

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## HOOT, ANGUS

### DUES ARE DUE NOW!

Make Checks Payable To TCA

Send your \$6.00 to

Pollye Norton

TCA Secretary-Treasurer

2025 Peachtree Rd. N. E.

Apartment No. 1439

Atlanta 5, Georgia

Cash Penalty For

Payment After March 31

**THE BAGPIPE**

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San Lorenzo, California**VAUGHN KELLY TOP  
MAN FOR FLEET 82**

The year 1959 saw a very active sailing and racing season for Thistle Fleet No. 82 of Goguac Yacht club at Battle Creek, Mich. Racing began May 10, and concluded Oct. 25, with two races each week end. Interspersed with the regular week end racing were four regattas.

The Goguac Invitational regatta, which is an annual affair including Thistles (second year) Comets, and Rhodes Bantams, saw fifteen of the Douglass & McLeod boats on the starting line. Winds were medium to good.

At the conclusion of the five race series, Herb Mainwaring of Detroit, and Jack La-Follette, and Wilfred DeWitt, of Indianapolis, were in a three way tie for first place. Vaughn Kelly of Battle Creek, in Vim II, No. 1174, was fourth. Thistlers in Michigan, Indiana, and Ohio may be hearing more of Kelly, as this was only his second season.

Numerically, Fleet No. 82 has added a new member in Robert Couch of Battle

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**FOR BAGPIPE, PLAN WELL AHEAD**

Several days before Christmas, BAGPIPE was deluged with pictures, stories and even one poem concerning the holiday season. Unfortunately, the Christmas issue had long been printed and mailed out to Thistle owners, and none of the material could be used.

From The Measurer:

**STUBNER QUERIES  
CB SLOT LENGTH**

"Is there a published list of measurer's decisions?"

With that question directed to TCA Measurer George Devlin in a letter dated Dec. 23, Walt Stubner (1124) of Glastonbury popped a number of interesting queries that may have occurred to other new Thistle owners. Quotes and the complete list of puzzlers and replies follow below.

"In my first full season of sailing my Thistle, I have noticed quite a variation in the details of many . . . Thistles. . . in order to aid me in preparing for the coming season, I would like to know the class rules and/or measurer's decisions on the following questions.

- 1.) Is there a published list of measurer's decisions?
  - A.) There is no list at this time, although, when I get a breather from fiberglass hull and aluminum spar problems, I am going to make one up and have it published.
- 2.) Is there a published list of tolerances?
  - A.) In the February 1958 issue of BAGPIPE.
- 3.) May the gunwales be covered with foam rubber where the crew and skipper usually sit?
  - A.) I can't see how this could be done without increasing the freeboard slightly and, hence, adding a margin to that "PNR".
- 4.) May the centerboard slot be shortened by filling in until the board just fits in, or is there a minimum length on the slot?
  - A.) There is no minimum length for the centerboard slot. However . . . someone might object that filling-in deviated materially from the official plans.
- 5.) Is the rubber seal on the c. b. slot required, or may an alternate means of sealing be employed?

(Continued on P. 6)

Repeated instances of this kind point up the need for fleet and district officers as well regatta publicity chairmen to plan BAGPIPE stories far in advance.

BAGPIPE now anticipates eight to nine issues during the coming year, each edition appearing about six weeks after its predecessor. This means that if regatta publicity writers or fleet correspondents miss one issue, they must wait six weeks for the next to appear.

A "missed" issue means stale news or no news later on.

For the convenience of those handling publicity for BAGPIPE, the following list of probable closing dates is published.

\* \* \*

**WHERE TIME GOES**

BAGPIPE is written by Thistle correspondents all over the U.S. and its possessions (all comers welcome!), edited in Annapolis, Md., and mailed from Atlanta, Ga. For that reason, closing deadlines must be set well before the intended date of issue.

A typical BAGPIPE schedule: seven days for editing . . . five to seven days for setting and correcting type . . . one day for paste-up . . . three to five days for printing, drying, folding, shipping to Atlanta . . . two to three days mailing time . . . one or two days in transit to the reader. The total is about three weeks' time or more, including weekends, holidays and crises.

\* \* \*

After the closing date for each issue, stories received will be put over to the next issue.

Close Feb. 15	For Mar. 1 issue
Close Mar. 28	For Apr. 15 issue
Close May 16	For June 1 issue
Close June 27	For July 15 issue
Close Aug. 15	For Sept. 1 issue
Close Sept. 27	For Oct. 15 issue
Close Nov. 9	For Dec. 1 issue

When you see a "tight squeeze" on deadlines vs. news approaching, write BAGPIPE and let the editor know. It will sometimes be possible to reserve space for important stories that "must" be late.

**REGATTA SCHEDULE**

Apr. 30—May 1, 1960 "Season's Opener"  
ADMIRAL FARRAGUT CHAMPION  
SHIPS at Concord Y. C., Ft. Loudon  
Lake, Knoxville, Tenn. (Hal Frincke  
No. 164)

May 7—8, 1960 "Cotton Carnival Regatta"  
at Delta S. C., McKeller Lake,  
Memphis, Tenn. (Fleet No. 72)



Fleet No. 67 Captain Charlie Althaus (l) brings meeting to order . . . later Measurer Pete Petersen (center) tries to get sail out to legal limits . . . finally Charlie English, Wandolek (that order, r) leaves when Budweiser runs out.

In order to qualify the fleet for last season's activities (and incidentally to find out why several members were doing so well), Fleet 67 held a required sail measuring meeting during May of 1959. After a few attempts to secure proper floor space, it was decided to hold

it by torchlight on a member's lawn. This proved to be immensely successful with several cases of beer down the hatch and an efficient measuring crew. Much to everyone's surprise, only one jib was illegal (too small), one main too full, and one spinnaker too large.

At least all sailors found where they stood and now will have to search for other excuses why No. 1074 beats them every weekend. Fleet 67 heartily recommends this approach to sail measuring for any other interested fleet.

## POSEY, WESTIN, BORDES FINISH '59 AS WINNERS

The Long Island Sound District Races of the season just past were held at Milford, Connecticut, with 44 boats participating and Fleet 32 as host. Two races were

### FREEMAN REPEATS TWIN KILL AGAINST DRAGONS

For the second straight year, Ithaca Yacht club's Norm Freeman (936) outsailed the Fleet 54 locals from Red Dragon Canoe club, as well as some talented visitors, to sweep both events of the Delaware river twin-bill for Thistles — Red Dragon's Heather Bowl regatta, and the Thistle portion of the Governor's Cup regatta at Riverton Y.C.

Having now won nine of the last eleven races in these series, Norm would appear to have succeeded Raritan's Al Williams (631) as Honorable Chief Slayer of Dragons (Red) in Their Lair.

The Dragons' Heather Bowl tourney got underway on Saturday morning in a moderate westerly air, with eight visitors among the sixteen entries. At the Club buoy on the second upwind leg, Buck Krusen (751) and Art Were (930) continued up the Jersey side, while Freeman, Williams, and Fleet 81's Larry Owen (1110) sought better air on the northern shore.

The trip across the tide proved disastrous to the visitors, and the two Dragon

held on Saturday and one on Sunday, with a dinner and dance Saturday night at the Club.

Saturday started out with variable light winds for the first race that picked up in the afternoon. On Sunday morning it was raining hard and a good stiff breeze was blowing; the crews gathered with some apprehension, but 34 boats went out.

Before the race ended, the rain stopped, the sea abated, and the breeze held. It was good thistle weather and typical of a week-end at Milford on Long Island Sound. All of the races were Gold Cup courses, except Sunday's race which was modified slightly to provide a course closer in shore.

The first race was won by Doug Westin, the defending champion, and he was one-third the way to two years in a row. This was shortlived with such competition as Dennis Posey and Pete Bordes, fresh from Larchmont with new sails, close on his heels. Close in contention for the home club was Walt Stubner.

The second race was off at 1:50 P.M. with Pete Bordes coming in first and Dennis Posey holding on to his second place. Jim Robinson came up from the middle to take third place and to be joined by his Fleet-mate, Bill Romano, in fourth.

With berthing of fleet for the night, Pete Bordes held a slim 1/4 point lead on Dennis Posey. Doug Westin was then in third,

Skipper/Boat	1	2	3	F
1 Posey/705	2	2	1	130 1/4
2 Westin/777	1	7	4	123 1/4
3 Bordes/603	3	1	8	123 1/4
4 Murriner/1162	6	5	6	118
5 Hall/616	8	8	2	117
6 Stubner/1124	4	10	5	116
7 Markellunas/1234	9	12	7	107
8 Romano/116	14	4	12	105
9 Robinson/695	17	3	13	102
10 Dobson/216	16	11	9	99
11 Meyer/1243	10	13	17	95
12 Bates/586	15	15	10	95
13 Maust/524	13	16	11	95
14 Egan/27	24	6	14	91
15 Sturges/801	20	9	18	88
16 Liggett/823	11	14	22	88
17 Bauermann/630	5	dsq	3	82
18 Hendric/617	12	21	20	82
19 Spitz, A./792	26	19	15	75
20 Grinstein/1123	25	18	21	71
21 V. Denburg/579	22	27	16	70
22 Reardon/1229	21	22	25	67
23 Shaw/362	18	26	26	65
24 Leinoff/483	19	20	33	
25 DuBois/1293	7	25	dns	58
26 Patjens/357	dnf	17	19	54
27 Kronburg/1200	30	24	30	51
28 Darling/1079	31	29	24	51
29 Weiss/434	33	23	31	48
30 Gillies/547	23	30	34	48
31 Fligg/998	32	37	23	43
32 Frankfort/1117	35	32	28	40
33 Smit/199	38	36	27	34
34 Hoffman/504	27	34	dns	29
35 Larabee/829	29	33	dns	28
36 Cottle/266	37	28	dns	25
37 Spitz, L./1118	dsq	38	29	23
38 Gaito/1169	36	dnf	32	22
39 Johnston/375	34	35	dns	21
40 Wright/952	39	31	dns	20
41 Podbielski/871	28	dns	dns	17
42 Pettit/581	dns	dns	dns	0
43 Zusi/920	dns	dns	dns	0

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# FLUKES HAUNT GOVERNORS CUP

In the season past, some thirteen Thistles assembled for the New Jersey Governor's Cup regatta at Riverton Y. C. As well as defending themselves against Norm Freeman, at least 12 of the group were defending the Governor's Cup itself,

## MAUST AGAIN TOP SKIPPER WITH 49

Seventeen year old Hank Maust, of Bellport, won the championship of the Great South Bay Thistle fleet for the second consecutive year by getting three straight firsts in the Bellport Yacht club Labor Day series. Runner-up was King Van Denburg, ending a sensational first year with the class. Third place went to Jim Egan who sails No. 27, a thirteen-year old Thistle still in good condition.

The Season series was composed this year of the two races in the Babylon Yacht Club 4th of July regatta and the three at Bellport. The weather was moderate at Babylon and on the light side at Bellport.

Each race of the Labor Day series was marred by someone's misfortune. In the first race, a Thistle locked masts with a Star in a port-starboard situation, resulting in the utter destruction of the Star's mast and some scratched varnish on the Thistle.

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## 1st SEASON SUCCESSFUL

The Michiana District's newest fleet, No. 87 at Bloomington, Indiana, wound up its first season with the 1st Annual Dinner of the organization.

Ted Deppe (112) was elected Fleet Captain, taking over for Bud Spencer (555) who guided the fleet through 1959. Ron Rostorfer (970) was re-elected Fleet Secretary. Jan and Bill McLean (853) round out the charter members, but there is growing interest in sailing in Bloomington, and the fleet has good possibilities for expansion.

Fleet No. 87 had a fine first season. Twelve races were held by the Bloomington Y. C., in the Spring and Fall, with Rostorfer emerging as Fleet Champ and Spencer as Runner-up.

For the coming year, the fleet will try to have many more races at home and a better representation at regattas. The BYC is in line to get new property, and we would like to have a Thistle regatta of our own if things were to work out well.

which is overall trophy awarded to the class with the highest percentage of finishers in the series.

Starting at the leeward end of the line in drifting conditions, Art Were worked up the shore in private air, rounded the windward mark first and had a seemingly insurmountable lead in the first race. An unbelievable combination of spotty puffs not only wiped away Were's command, however, but allowed Freeman, Ed Walsh, Sally Krusen and Paul Schmitt to slip by and finish ahead in that order.

Longest sufferer of the day was Jack Sayre who, mindful of his obligation to fellow Thistles under terms of the President's cup, stuck it out for five hours in order to record a finish.

With Saturday's second race called off and Sunday's weather worse still, the committee finally started a single short race Sunday afternoon. After a half hour of agonizing starts, fifty-odd boats of all classes were a jumbled armada.

When a good southerly struck the pack, everybody started to move at once — not only overlapped, but interlocked! (What rule governs, Mr. Bavier, when your boom is fouled inside a Comet's backstay, your spinnaker is lying against the permanent of a Lightning ahead and the Star leading the pack runs aground?)

Freeman, Walsh and Were broke from the gruesome tangle and finished in that order with Sally Krusen fourth. (The Governor's Cup went to the Stars when Jerry Milgram's 1261 unshipped a tiller and tangled with a mark for DSQ.)

### SUMMARY

Skipper/Boat	1	2	F
1 Freeman/936	1	1	26½
2 Walsh/818	2	2	24
3 Krusen/751	3	4	21
4 Were/930	5	3	20
5 Harris/432	6	5	17
6 Parker/671	8	6	14
6 Schmitt/402	4	10	14
8 Pasternak/808	7	9	12
9 Kira/766	10	7	11
10 Whittum/819	12	8	8
11 Morris/146	11	12	5
11 Milgram/1261	9	DSQ	5
13 Sayre/1086	13	11	4

## S.O.S. FROM NORFOLK, VA.

Birmingham, Ala., Thistler Gus Kiligas moved into the Central Atlantic district Norfolk, Va., area recently, expecting to find good racing.

Finding no Thistle Fleet, he wants to hear from anyone interested in the project. Mail to him at 259 East 41st St., Norfolk 4, Va. as soon as possible.

## Freeman Repeats (cont'd)

boats had a commanding lead at the weather mark. Krusen's "Snappy Dragon" managed to hold off Art's "Dragon Song" with Williams, Freeman, and Ed Walsh (818) crossing 3rd, 4th, and 5th, respectively.

That afternoon, in a freshening sou'westerly, Freeman had "Cheno" really moving on the spinnaker legs under his bright red Roller, and finished first, followed by Williams and Walsh, while Krusen fought off Bob Duff (495) to finish fourth and thereby wind up the day tied with Freeman in point score.

The deciding race Sunday morning started in a puffy sou'westerly and proved a tough scrap. At the leeward mark Duff, Freeman, Krusen, and Owen were bunched when Owen grounded with a resounding thump.

Larry the Viking rigged his paddle as a steering oar with such consummate skill that he actually managed to recapture two boats that had passed him in the turmoil! As the leaders battled it out in a short-tack duel up the Jersey shore, in the increasingly flukey air, Freeman and Krusen managed to slip through Duff.

Just short of the windward mark, Freeman ran into a light spot and Krusen closed within several lengths. This proved to be the closest the Dragon attack came to recapturing the Bowl. Freeman craftily worked offshore, caught the first puff of the new northwesterly, shot around the mark, and was away flying for the grand final. Duff, Williams, and Walsh followed in that order.

Skipper/Boat	1	2	3	F
1 Freeman/936	4	1	1	45½
2 Williams/631	3	2	4	42
3 Krusen/751	1	4	5	41¼
4 Walsh/818	5	3	2	40
5 Were/930	2	6	3	37
6 Voight/606	7	8	7	29
7 Duff/495	DSQ	5	2	27
8 Owen/1110	6	7	DNF	21
9 Agan/396	9	9	8	21
10 Kira/766	10	10	10	21
11 Whittum/819	11	11	10	20
12 Sayre/1086	8	DNF	9	18
13 V. Archer/517	12	12	DSQ	10
14 Morris/146	14	DSQ	15	9
15 Roberts/808	13	13	DNF	8
16 Bergey/253	DNF	DNF	DNS	0

## ANY RED FACES, ANGUS?

America's newest state, Hawaii, contributed the first fully reported, fully dues-paid Thistle Fleet for 1960, according to TCA Secretary-Treasurer Pollye Norton.

"Congratulations to Fleet 76," she wrote. "There should be some red faces Stateside (sic) that the fleet the greatest distance away was the first to comply with this annual requirement."

Paul Joy is 1960 Fleet Captain. A special election to replace resigned 1960 Fleet Secretary Rothermel is to be held.

# AREA-EDITED PUBLICATIONS GAIN IN POPULARITY

## DELTA DISTRICT JOINS NEWPORT AS PUBLISHER

The Delta District, TCA, brought out the initial issue of its own district-wide publication THISTLEDOWN this January, thereby joining ranks with Newport Harbor Fleet 68, which has been producing its own THISTLEGRAM for some time now.

Both publications are mimeographed on legal-size sheets, California's issues running around four pages with DeLa's paper opening publication with two. Contents are equivalent to BAGPIPE with very heavy local interest, of course, and classified ad sections as needed.

Though the Central Atlantic district has not yet formalized its own publication, the area's forceful "come-back" from near oblivion in 1958 was largely aided by monthly mailings of complete minutes of all meetings, and the final result was not unlike THISTLEDOWN or THISTLEGRAM. CA is considering a formal publication for later.

Other districts wishing to study THISTLEDOWN or THISTLEGRAM for ideas in putting out their own pages, may ask for copies from Mrs. Eugene George, Jr., 2410 Enfield Rd., Austin, Tex. ('DOWN) and John Daniell, 12021 SW Arroyo Dr., Santa Ana, Cal. ('GRAM).

Such local publications supplement and augment BAGPIPE rather than replace it. Produced more quickly and inexpensively and distributed over a smaller area, local papers can give much more intensive coverage to strictly local news, and can include private gossip, jokes and items that would be of little interest to people outside the area.

Regular area publications also tie districts into tighter, more cohesive units, and, incidentally, make good propaganda for getting new Thistlers into the ranks. The cost is quite modest, and can often be cut to nothing if Thistlers involved have access to their own mimeo or ditto equipment.

Sample items from the latest THISTLEDOWN include: dates and schedule for the Houston Y.C. (Texas) Mid-Winter Regatta which will include Thistles . . . news of Austinites Tom Leach, Jim Cornette, Dale Walston and Blackstock, all of whom are fitting out for the coming season . . . an encouraging flash from San Angelo that Eugene English is finishing his Thistle kit and planning to join Bruce Fisher, Hunter Strain, Jr., and Bill Montgomery at Concho Y.C. . . . communique on Thistle pressure being put on the Waco

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FOR THE FIRST time in almost a decade a Thistle won the Governor's Cup at Kentucky Lake State Park. Skipper Bob Kaiser (center) in "Thistle Bait" No. 1149, assisted by his wife Libby and Bud Norman admire the trophy.

## KAISER TAKES KENTUCKY GOVERNORS CUP

Bob Kaiser, a newcomer to the ranks won 1st place at Kentucky Lake and walked away with not only the Thistle trophy, but on an adjusted time basis, beat all of the 67 entrants competing for the Governor's Cup. This Cup was originated by Alben W. Barkley, former governor of Kentucky. Competition for this trophy is keen and all Thistlers salute Bob Kaiser for bringing credit to the Thistle Class Association.

### Summary

Skipper/Boat	1	2	3
1 Kaiser/1149	2	1	1
2 Larsen/1248	1	5	2
3 Proctor/1222	5	3	3
4 Schroeder/390	7	2	8
5 Martin/886	3	7	10
6 Hester	9	10	5
7 Ccle	10	6	9
8 Passano	4	DNS	4
9 Stoddard	13	4	13
10 Duckworth	6	9	17
11 Larimer	12	8	19
12 Walton	11	DNS	7
13 Hufford	19	16	6
14 Steffens	8	19	12
15 Bell	15	11	16
16 Fisher	14	12	18
17 Kessinger	18	13	15
18 MacDougal	20	15	11
19 Rostofer	16	DNS	14
20 Buist	17	14	DNS
21 Todd	21	19	DNS

## WEIL TAKES FLEET 34 CHAMPIONSHIP FOR 1959

For his final duty as Fleet 34 Official Scorer for 1959, Ben Weil (490) handed over to new 1960 Fleet Captain Ben Weil (490) results of the fleet championship competition for the season just past. The Winner: Ben Weil (490).

Lest it sound that this triple feat was a put-up job, it should be noted that Weil had to skipper 490 home ahead of eight fleet competitors in better than 30 races spread over a long six month season.

Chuck Wiley finished second in the fleet honors with Mendal Johnson third. These were followed (in order) by: John Burggraf (now District Secretary), Bruce Rice, Nat Sexton, Harold Barr and Bob Klepper.

After being inactive for over three years, Fleet 34 was revived this year after being moved from Baltimore to Annapolis, Md. The fleet was heart and start of a Chesapeake "come-back" staged by the class in 1959.

## POSEY (Cont'd)

with Phil Marriner, Walt Stubner, Ned Hall, Bill Romano, Jim Robinson, Bruno Markeliunas, and Jack Meyer following in that order.

Sunday morning it looked as though the weather was starting to alter the course of events with a heavy rain and the wind out of the east. An easterly wind causes Long Island Sound to build up, and 3 - 4 foot rollers replaced the previous day's chop.

Pete Bordes got a poor start, as did some of the other leaders of the day before. The finish saw Dennis Posey in first, Ned Hall in second, Tom Bauermann in third, Doug Westin in fourth, Walt Stubner in fifth, Phil Marriner in sixth, Bruno Markeliunas in seventh, Pete Bordes in eighth.

## FLEET 84 GROWS IN L. A., LONG BEACH

Using the Alamitos Bay Thistle Fleet 84 charter as a nucleus, Los Angeles area Thistling has been expanded to include all of the Los Angeles and Long Beach Harbors. The Los Angeles Thistler no longer need travel the 30 miles to Newport Harbor. With the new, expanded fleet, it is hoped that rivalry will increase between these two areas.

Since organization in September, Fleet 84 has grown to 11 active racers. At present, members belong to Alamitos Bay, Cabrillo Beach, and Los Angeles Yacht Clubs. Members live in Long Beach, San

### MEASURER (Cont'd)

- A.) I don't want to make a ruling on this until I know what you have in mind.
- 6.) If a Westin-type roller reefing winch is installed on mast, may the old winch be employed for a boom vang?
- A.) Yes.
- 7.) Are permanent wedges on c. b. permissible (to alter angle of attack of board)? (I feel such devices should be illegal.)
- A.) No device may be attached to either the centerboard or . . . trunk which would have the effect of cocking the board.
- 8.) Is a bow seat required?
- A.) The bow seat as shown in the plans is not required. However, a seat or floor grating is required.
- 9.) May holes be drilled in the seat supports to allow storage of gear such as paddles and poles?
- A.) I see no objection . . . However, if this were extended to the point of . . . making a major alteration in weight distribution, it could be ruled out.
- 10.) If most other wood Thistles are as heavy as my boat (350 lb. bare), I would suggest that the minimum hull weight on the glass boat be higher than the 300 lb. mentioned.
- A.) There are some (though not many) standard Thistles which come very close to the minimum weight and, consequently, it would not seem fair to place a weight penalty on the fiberglass Thistle. Among top skippers there is a wide variation in the weight of their boats without any apparent advantage on a day-in-day-out basis.
- "Let me take this opportunity to congratulate and thank you for your efforts in keeping the Thistle class in strict compliance with the one design principle."
- "Thanks, and Happy Thistling to you, Mr. Stubner."

Pedro, Whittier, Altadena, Burbank, Downey, and Redondo Beach, just to mention a few.

This is a big, fast-growing area; it is hoped to have a fast-growing Thistle Fleet. If any cold-snowbound easterners would care to join, welcome!

Racing during the first three months was necessarily limited, but there are some results to report.

#### Cabrillo Beach Y. C. Fall Series

- |                      |      |
|----------------------|------|
| 1. Lynn Babcock/595  | CBYC |
| 2. Robert Chubb/1075 | ABYC |
| 3. Art Glasier/471   | ABYC |

#### Alamitos Bay Y. C. "Turkey Day"

- |                     |           |
|---------------------|-----------|
| 1. John Cazier/269  | Balboa YC |
| 2. Art Glasier/471  | ABYC      |
| 3. A. Littlejohn/73 | CBYC      |

#### Cabrillo Beach Y. C. Thanksgiving Day

- |                     |      |
|---------------------|------|
| 1. Art Glasier/471  | ABYC |
| 2. A. Littlejohn/73 | CBYC |
| 3. Lynn Babcock/595 | CBYC |

### DELTA (Cont'd)

Sailing club to adopt the class . . . and the story of a Thistle cruise from Port Isabel to Corpus Christi by Charles Neill and Elworth Lowrey.

Newport, Cal., news bits include: Fleet championship results (Buddy Ebsen swept honors in No. 1010 Rebel Yell) . . . local report by delegates to the St. Pete Nationals . . . a plug to plant a National Championship regatta on the West Coast . . . reminder that local dues (\$11) are due . . . and an anecdote about the dock lounge who looked over a Thistle and remarked, "Say, it's just like a big fibre-board Lido 14, isn't it?"

### VAUGHN (Cont'd)

Creek with boat No. 1190. The group now has seven boats and hopes for ten by next spring.

The All-Season first place trophy was won by Vaughn Kelly in No. 1174, with second place going to Dr. Don Pearson in No. 1066. It was interesting to note that a Thistle won the All-Season handicap award.

Thistling in Michigan should be most interesting during 1960 with the possibility of the Nationals being held at Detroit.

Fleet No. 82 officers are: Fleet Captain Earl Brutsche, 39 Massachusetts Ave., Battle Creek, Michigan, and Fleet Secretary Dr. D. J. Pearson, 255 North Ave., Battle Creek, Michigan.

### SCHOCK (Cont'd)

By comparison, the present wooden spar is 2-3/8" across by 3-5/8" long with a circumference of 9-1/2" (all measurements taken to the nearest eighth — not Official).

Schock protested that measurements were beside the point, and that TCA had voted at its annual meeting to, in effect, give the Schock mast a try-out as such.

Devlin checked and found that the motion had, indeed, been made with the intention of giving the Schock mast conditional approval until the 1960 Nationals. Devlin wondered, however, how many of the people voting on the motion had understood it in that manner.

Devlin said, "Personally I would like to see an aluminum spar tested out in actual use, and I don't feel the slight difference in section as used in the Schock mast would be significant from a sailing standpoint.

"On the other hand . . . I am not sure whether those who voted in favor of this conditional acceptance realize that they were voting for an aluminum mast having basically a rounded off rectangular section rather than one of pear shape comparable to our wooden mast."

These matters stood until December, the intervening time being consumed by checking back and forth with members who had been present at the annual meeting.

In mid-December, Doug Westin, now Commodore but past-president and Chair, man of the Annual meeting, ruled that the vote at St. Pete had approved an aluminum spar having the same section as that of the wooden mast. On Dec. 30, Devlin applied the ruling to Ned Jacoby, owner of Fiberglass thistle No. 1273, and denied him use of his aluminum Schrock mast.

At the moment, there is no commercially marketed spar of aluminum available to Thistle owners for sanctioned use.

### Art Were Asks Opinions

The redoubtable Art Were (930) writes Bagpipe this issue that he has noticed a variance in the height of spinnaker pole fittings above the mast step.

"A random check of some 14 boats at this year's Nationals showed heights ranging from 28 1/2" to 44 3/4" with an average of 36", he says. "Two of the boats carried a second fitting (18 3/8" and 23") for use in light air sailing.

"Comments from the experts are invited," he concludes.

Bagpipe opens its columns to kite sailors with ideas. Any takers?



**TAKE ME TO YOUR LEADER.** No, the above shot wasn't taken at the landing of a refugee ship on U.S. shores, or at the South Pole. For those unfamiliar with the landmarks, it's San Francisco at 2:00 a.m. a la Althaus.

## SAILING UP SEAL SLOUGH IS A STICKY OPERATION IN SAN FRANCISCO BAY MUD

by Gil Smith

For those who are strictly sunny day sailors, just consider California! Out here, things can be easy, but occasionally Californians try to test themselves a little to see if they still have some pioneering spirit. In that spirit, Fleet Captain Charlie Althaus, plus visiting guest, decided on a South Bay cruise from Palo Alto. This happened to be on a Wednesday afternoon in August.

There were no other boats in sight but with a sunny day, what could go wrong?

Well, Althaus had heard of a slough full of seals and went out to find them. After leaving the Bay, he sailed peacefully down several main sloughs and then, lo, there were the seals — down wind, down

a small slough. It was just too inviting with guests and all, so down he went.

He found seals, mud, outgoing tide, and darkness all at the same time, however. If you haven't tried to push a Thistle through the mud to catch an inch or so of water, you just haven't lived. California mud is bottomless.

At any rate, the captain pushed, hauled, and generally muddled around for some time before finally wading ashore. When his wife realized that the cruise should have ended before 10 P.M., she rallied a willing cruiser and some fellow Thistlers.

Charlie Althaus and crew were found on the slough's edge at 2 A.M. optimistically camping under the mainsail with a bonfire in front of them.

## MAUST (Cont'd)

Skipper/Boat	SUMMARY					F
	1	2	3	4	5	
1 Maust/524	2	8	1	1	1	13
2 Van Denburg/579	5	5	2	3	2	17
3 J. Egan/27	4	3	3	5	4	19
4 Westin/777	1	1	DNF	2	3	21
5 Spitz/792	3	2	4	7	6	22
6 Hilgendorff/1029	7	10	5	4	5	31
7 Hendric/617	8	4	6	8	DNF	40
8 Horrocks/248	9	6	8	10	9	42
9 Quinby/1137	6	7	9	12	DNF	48
10 Mengel/265	10	14	10	9	11	54
11 Reardon/1229	11	11	12	DNF	7	55
12 Cleaves/902	13	12	11	11	10	57
13 Shaw/362	12	9	7*	6*	8*	63
14 Drossos/364	14	13	DNS	DNS	DNS	69

\*Chartered for last 3 races. Points based on 3 DNFs.

## CLASS VERDICT (Cont'd)

Ray McCleod from Cleveland.

President Harrell was host. All attending made the trip at personal expense.

In a long session extending into the early hours of the morning, the Committee went over Thistle item by item to compile a single list of all units making up the boat. Required and optional items were completely covered along with permissible building materials and methods.

Much of this has been covered by TCA Measurer Devlin, but the Cincinnati meeting brought it together for the first time.

With the Official Thistle then well in hand, the committee went over proposed plans for a Fiberglass Thistle. Such Fiberglass plans, when finally approved, will be in the form of additional sheets to be added to, and read together with Official Plans for the wooden Thistle.

Final compilation of Official Thistle particulars together with Official Fiberglass Thistle plans is now about complete, and should be in the hands of members of the Governing Board by Mid-Winters. It will then be only a matter of Board action for TCA to welcome a Fiberglass boat to official ranks. (See this issue BAGPIPE for related story on aluminum masts.)

"The main problem confronting the Committee," President Ev Harrell wrote, "was, and is insuring that a Thistle of moulded Fiberglass hull construction conforms exactly in hull lines, weight, weight displacement or location, and performance to the present wooden ones."

The vote on Fiberglass will probably be followed by TCA approval of appropriate builders for the boat.

Several experimental Fiberglass Thistles are now sailing and have already completed a season's racing. The general opinion on these boats has been that they are not noticeably different from existing wooden boats.

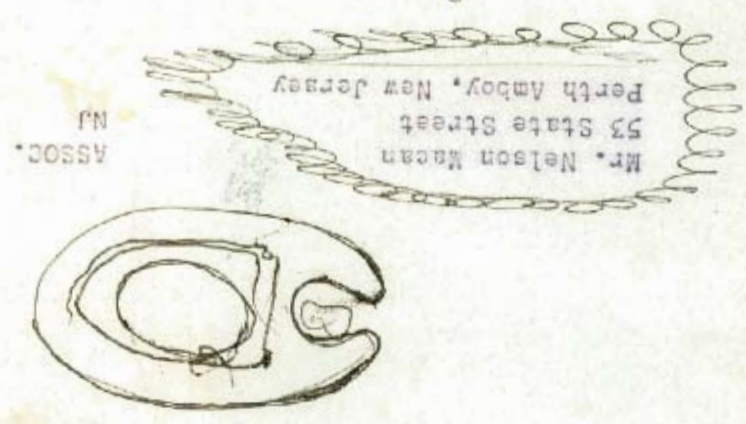
## FLEET 55 REACTIVATED

Fleet 55 of Chula Vista, Cal., defunct for some time, is scheduled to be reactivated this Spring according to Tom Walker of that city.

Walker recently wrote TCA President Evans Harrell enclosing measurement certificates for three boats and asking how the Fleet charter might be re-instated. Harrell outlined the steps and added congratulations.

A story on the "come back" of still another supposedly dead fleet is planned for an early issue of BAGPIPE.

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### CLASSIFIED SECTION

**WANTED,** Thistle mast and boom with or without rigging, in any condition. Contact: Joseph L. Conboy, 208 Harvard St., Norfolk, Virginia.

**DINNA SPEND** your money, Angus, without first ye pay your national TCA dues! Make your check payable to Thistle Class Association and send to local fleet or to: Miss Pollye Norton, TCA Secretary-Treasurer, 2025 Peachtree Rd., N.E., Apt. 1439, Atlanta 5, Georgia.

**FOR SALE,** Thistle No. 294, varnished interior, mast and boom, excellent condition. New suit of Boston sails with zipper, plus good set of hard weather sails, spinnaker, boat cover, Tee Nee trailer and outboard bracket attached. Price \$1,300. Joseph Kiehalo, Jr., 194 Buckland Ave., Rochester 19, New York.

**SAILS FOR SALE,** Ulmer main and jib, used moderately 4 years, good condition. Re-cut 1959 and used with fair success past summer. Will accept reasonable offer and sell subject to buyer's approval. John C. Stoddard No. 948, R. F. D. No. 1, Monticello, Ill.

**SAVE YOUR** good sails! Buy my Boston Thistle main and jib for \$40. Ernest M. Bucher No. 922, 108 Fairview Rd., Chagrin Falls, Ohio.

**FOR SALE,** excellent cotton Ratsy main and jib, used one season, money back if not satisfied, \$50. John Wannenmacher, No. 25, 1616 Cordova Ave., Lakewood 7, Ohio.

**FOR SALE:** Thistle No. 566. 3 suits sails, cotton, orlon and brand new Hard dacrons and spinnaker, cover, good hardware. Asking \$1,300. H. C. Towle, 500 Laramie Trail, Cincinnati 15, Ohio. PO. 1-5216.

**"REACHEROO"** Moves your jib sheets outside the shrouds for most efficient reaching, moves inside the shroud for windward work. All in a split second! Many top skippers are using it. \$16.00 prepaid. Wheat Cleveland, Box 181, Fairhope, Ala. (tf)

**THISTLE FOR SALE,** No. 711 "Roll 'Em". Top racing condition. Boston main with zipper swab reef. Ulmer light weather and Boston heavy weather jib. All dacron. Spotless set Sinnhofer cottons. Hard spherical spinnaker, also Boston for light weather. Rugged, high speed trailer, all for \$1,400. John C. Slocum, 77 Highland Ave., Northport, L. I., N. Y.

**FOR SALE,** Thistle No. 991. Better than new. Morgan orlon main, dacron jib. Boston black and white spinnaker. Mariner company fittings, Pimm sheets. Professional mirror finish, not a scratch. Tee Nee trailer, newly painted. Value over \$2,100, offered for \$1,498. James Addison, 28002 White Rd., Perrysburg, Ohio. TR 4-6412.

**FOR SALE,** three year old suit mitre out Boston dacrons, main and jib. Asking \$75. Sail is No. 785, "Sea Hawk", Niagara Frontier district. Mr. Jean Jerge, 3670 Stoney Pt. Rd., Grand Island, N. Y.

**WANTED:** suit of dacron racing sails for Thistle. Must be from reputable sailmaker in first class condition, full cut and medium draft. Eugene E. English, 1410 Shafter St., San Angelo, Texas.

**FOR SALE,** flat cut dacrons, Ulmer main and Boston jib. Used 2 seasons, excellent condition \$120. Will throw in flat Boston cottons. Elmer Richards, 345 E. 81 st., Apt. 4A, New York 21. TE 8-1471.

**FOR SALE,** surplus sails, Boston Orlon mitre cut main with zipper along foot and Boston dacron jib used one season. These sails won numerous races including 1957 Michiana District championship. Price \$125. Ratsy Orlon main and jib good condition \$75. Douglas Wake, 1406 Woodshoro Dr., Royal Oak, Mich.

**FOR SALE,** Hard mainsail, 5 oz. dacron, med. draft, Mylar window. New August 1959. Used for 12 races only. Photo on page 8 of Sept. BAGPIPE (won N. J. Districts) \$150. A. J. Williams, 1134 Madison Ave., Rahway, N.J.

**FOR SALE,** surplus suits of sails from well-known Thistle No. 243. 1 suit Boston main and jib, orlon, medium cut, fleet champ 2 years and Larchmont race week, good shape \$75. 1 suit Southern Wind Bags, full cut, like brand new, 4.5 oz. orlon, used 3 months, unmarked, \$75. 1 suit Ratsy imported Egyptian 4.5 oz. custom sewn main and special Valentine jib. Medium cut, used once at Mid-winters, placed high, like new, \$65. First come, first served. Henry J. (Jack) Meyer, 25 Audubon Dr., Ossining, N. Y. WI 1-3022 (2c)