

THE

BAGPIPE



OFFICIAL ORGAN-THISTLE CLASS

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**Midwinter Championship Dates Set
Feb. 5 to 8, St. Petersburg, Florida**

THE BAGPIPE

Official Organ of the Thistle Class.

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Mid-Winters

The annual mid-winter championship is scheduled for February 6, 7, & 8, at wonderful St. Petersburg, Florida. There will be warm-up races on February 5. The general chairman is Bill Hough (1289), race chairman is Tom Downs and Flo Sherman (1252) is in charge of entertainment. A flyer with full information will be sent to each Thistle driver in the near future.

Our cover photograph, sent to us by Ray Feibusch, shows Nitroglycerin at Port St. Lucie Country Club. Ray can be reached at Box 895, Fort Pierce, Florida, where he is enjoying sunshine, warm weather and no snow and would welcome visiting Thistle owners.

Do You Really Want To Win?

By GEORGE B. MOFFAT, JR.

This article is reprinted with permission from October YACHTING. George Moffat, by the way, is an ex-Thistle driver, having owned No. 425.

Often in class racing, the leaders finish before the bulk of the fleet has even reached the three-quarter point. Should we lay such a spread to superior helmsmanship, boat speed or tactics? I don't think so. Not that these things don't help. They do, but the real secret, to my mind lies in energy, competitiveness and concentration. The leader drives his boat to the utmost all the time, never sparing either her or himself in his effort to win.

Races like the Mallory series for the North American championship give some idea of this kind of drive. Boats, even when new and in perfect condition, as were the inland lakes scows used in last year's series, suffer many minor breakdowns although the same types have been sailed season after season with little trouble by those who race at a lesser tempo. Many experts feel that the average boat just won't hold together under the kind of driving characteristic of a really top skipper.

Relatively few ordinary sailors seem to understand the kind of concentration used by the experts. Sailing alongside someone like Arthur Knapp for a few minutes, you are likely to start thinking very well of yourself. After all, here you are up with one of the very best. Then, just at that moment, he will pull away, not having taken any time out for self-congratulation. Most of the middle of the fleet crowd can do surprisingly well when alongside some hot shot. Do they still try as hard when by themselves? Anyone can concentrate some of the time; the leaders are those who keep right on giving 100 per cent after hours of being wet, cold and tired.

Any race can be divided into two stages; what went on before race day and the actual race itself. Let's take a look, then, at how some of the world's best racing skippers handle these two stages.

One thing that you notice immediately when talking to sailors like Bill Cox, Arthur Knapp or Stewart Morris of England, three of the best I have ever sailed against, is that their minds never get very far from boats and racing. Not only on race day but all the time, winter and summer, the endless almost unnoticed observations that we all make—weather, cloud formations, flow of water around a boat, dust patterns around a rivet on an airliner's wing—get filed away to be brought into play months later in a tight race. Such men seem to have an encyclopedic knowledge of local conditions the world over. I remember sitting for a couple of hours one evening in Olympic skipper Stewart Morris' flat in London while he described the very complex tide and wind conditions of Itchenor so well that I was able to win three out of four races there the next weekend without ever having seen the place, by using this knowledge.

Inventiveness and a willingness to listen to new approaches usually mark the experts. I don't know how many times I have sat up half the night with

Bill Cox, for example, discussing hundreds of possible and impossible gadgets and ideas. One evening we spent several hours racing water droplets down various types of surface to see which seemed to have the least resistance. Out of thousands of such discussions with hundreds of people has come the kind of knowledge that enabled Bill to build up a fine record in the International Class, to sail a Lightning to the class championship two years in a row, and to see the possibilities of an untried catamaran and develop the famous Tiger Cat.

A part of this inventiveness is the ability always to see the part in terms of the whole. Many lesser sailors clutter up their boats with this gadget and that, never stopping to think of the total effect. The endless discussion of sailing—the why as well as the what—gives to top skippers a remarkable ability to evaluate, to decide what will contribute and what will detract. We see the result in the surprising simplicity of most of the best boats. Few of the middle-of-the-fleeters notice, however, the constant change of minor items, always one at a time, always with time given for careful appraisal of the result.

Winners think boats, talk boats, dream boats 12 months a year. They have solved many of the problems that come up during a race while sitting around the fire on a winter's evening. Who should be surprised that on the water they should be so far ahead of

(Continued on page 6)

Measurer's Memo

by Dave Minton



Weights at the 1961 Nationals

All competing boats were again weighed at the 1961 National Championships at Racine. The scale used was the same as that used at the 1961 Nationals, except that it was subsequently calibrated. The calibration curve indicated that the dial reading was 7 pounds low for the lightest boat weighed and 11 pounds low for the heaviest.

The all-up weights taken included the following: hull, flotation tanks, lockers (if any), centerboard, rudder, tiller, mast, boom, main sheet, attached hardware.

Not included were: spinnaker pole, paddle, life preservers, anchor and line, sails, similar removable gear.

The corrected weights of the competing boats were as follows:

No.	Lbs.	No.	Lbs.	No.	Lbs.
10	528	761	518	1149	535
28	562	777	507	1197	530
21	548	801	551	1210	555
108	509	818	491	1222	502
113	509	821	536	1249	514
114	512	876	545	1250	517
165	530	897	518	1252	532
207	536	901	538	1260	540
338	518	905	532	1268	556
355	540	924	530	1325	523
447	551	929	514	1339	513
510	527	949	530	1367F	551
573	530	969	518	1401	518
608	551	1015(?)	1407(32)	551
632	549	1067	528	1417F	542
655	518	1089	532	1441F	532
710	540	1111	538	1484(160)	549
724	514	1124	498	1515F	563
758	551				

The boats sailed by charters are shown in parenthesis, and the weights shown are those of the boats sailed, not the sail numbers of the charters. For some reason or another the boat skippered by Sean Althaus, No. 1015, escaped the weighing procedure. No. 801 did not sail.

The lightest boat, owned by the 1961 National Champion Ed Walsh, weighed 491 pounds, while the heaviest boat, No. 1575, a Fiberglass boat owned by Dave Ortman, weighed 563 pounds. Again my boat No. 28 was the second heaviest, weighing in at 562 pounds. It is interesting to note that the spread in weights between the lightest and heaviest boats in the 1961 Nationals was 72 pounds, while in the 1960 Nationals the spread was 78 pounds. This

is remarkably small. The average corrected weights of the boats competing in the 1961 Nationals was 531 pounds, while the average uncorrected weight of those in the 1960 Nationals was 516 pounds. Only two boats weighed less than the 500 minimum all-up weight adopted at the 1961 Annual Meeting in Racine, No. 818 owned by Ed Walsh at 491 pounds and No. 1124 owned by A. W. Stubner at 498 pounds. This clearly indicates that the newly-adopted minimum all-up weight is realistic and will not work a hardship on the Class as a whole.

To repeat the exercise I went through in my memo published in the May 1961 issue of the "Bagpipe," the accompanying graph shows the relationship between points earned and weights

of boats. The points indicated by X are for those contestants who had one or more DNF, DSQ, or DNS.

Again the scatter shown is such that no particular trend of advantage for the lighter boats is evident. Although the 1961 National Champion sailed the lightest boat, he was closely followed by several excellent skippers in heavier boats and there was considerable question as to the final outcome when the last race started. The following tabulation gives the average weights of boats in each of the 10 places of finish:

1st 10	535 lbs.
2nd 10 (9)	527
3rd 10	532
4th 10	534
5th 10	526
Last 4	536
Entire fleet	531

The average weight of the first 20 boats (19 weighed) is the same as the average weight of the entire

(Continued on page 5)

Couch Picks Up Diamond Jubilee

Bob Couch (1190) of Goguaac Yacht Club, Battle Creek, Mich., won the Light Air Diamond Jubilee Thistle Regatta, held September 9-10 at Diamond Lake, Cassopolis, Mich. Second place went to Ted Himsworth (758) of Leatherlips, Columbus, O., and third place was won by Tom Adams (1364) of Goguaac Yacht Club.

DIAMOND JUBILEE

Boat No.	Name	Races			Finish
		1	2	3	
1190	B. Couch	2	3	5	1
758	T. Himsworth	6	1	4	2
1364	T. Adams	1	2	8	3
1066	J. Pearson	5	4	3	4
1248	B. Larsen	3	6	7	5
1089	J. LaFollette	7	7	2	6
1285	D. Otter	9	8	1	7
1286	J. Makielski	8	15	6	8
442	F. Comlossy	10	9	12	9
670	P. Borough	4	13	15	10
1397	G. Timmons	DNF	11	9	11
699	B. Siekman	DNF	10	10	11
1454	B. Borough	11	18	14	13
1320	R. Hulce	DSQ	5	DNF	14
1206	J. Wilson	12	20	17	14
166	E. Brutsche	DNF	12	16	16
677	C. Kahn	DNF	16	13	17
1510	M. McCracken				
		DNF	19	11	18
646	R. Dodge	DNF	14	DSQ	19
933	B. DeWitt	DSQ	17	DSQ	20
657	L. Borough	DNF	DNF	DNF	21



Booz Photo

Milgram Takes Thistle Fall Series

The second annual organized Fall Series for skippers in the Middle Atlantic and New England States was held on five consecutive weekends from September 9 through October 8. The Series commenced at Huntington, Long Island and was followed by four three-race series at Sayville, Long Island; Milford, Connecticut; Perth Amboy, New Jersey; and Winthrop, Massachusetts. Prizes were awarded for individual weekend winners by the sponsoring clubs and in addition the most consistent performer in any four of the five events was awarded the Westin Perpetual Trophy, emblematic of the Fall Series Championship.

All the regattas were well attended with an average of approximately 30 boats participating in the events. The greatest response of 40 skippers was obtained by the Huntington series. Weather during the five weekends was variable, ranging from 25 mile per hour planing breezes to kedging drifters.

Seven skippers competed during four of the five weekends and their performance relative to each other were tabulated to determine the Series champion. Participants included: the District champions from the New Jersey, Long Island and New England Districts, the current National champion and other consistently competitive skippers.

Jerry Milgram of Boston, Massachusetts emerged the winner, largely because of his outstanding performances in the two windiest of the weekends during which he won five of six races. Last year's champion, Peter Bordes of Milford, Connecticut, was second and Elmer Richards of Lake Hopatcong, New Jersey, third. Details of the finishes of all the qualifiers are attached.

Interest in this Series is increasing and the participants agree that the competitive level of the Series is second only to the National Championships in terms of skippers striving for the Fall trophy. This Series will be continued next fall and two other clubs are asking that they possibly be included in the circuit. Therefore, it appears that further expansion of the Series will be brought about.

ADJUSTED RACE FINISHES

Boat	Name	Points	Place
1361	Milgram	32.8	1
603	Bordes	43.8	2
724	Richards	49	3
818	Walsh	52.2	4
1124	Stubner	56	5
801	Posey	58	6
426	Vandergaag	70.2	7

Successful First Season

Fleet No. 98 of the Corinthian Y.C. of Cape May, N.J., had a successful first season. A total of 21 races were sailed. Three of the races were held as an invitational regatta on the weekend of August 5-6. Eight Thistles participated in the regatta, with 4 other classes, totaling 110 boats.

The Thistle Class in Cape May now has 4 active boats. There is all expectation that the fleet will enlarge by the 1962 season. The U. S. Coast Guard Receiving Center has become very active in the racing program. The skippers and crews on the Coast Guard Thistle have become capable contenders in the races. Don Droper, recreational officer, along with Jim Mullen and John Griskin, captured some of the silver.

The end of the season standing was as follows:

Corinthian Series—1st, Jack Sayre, No. 1086, SALTLY; 2nd Harry Moore, No. 660, SEA SHELL; 3rd, U. S. Coast Guard, No. 396, LADY LOU V; 4th, Ben Koons, No. 279, BONNIE DOOGLE.

Commodores Regatta—1st, Jack Sayre, No. 1086, SALTLY; 2nd, U. S. Coast Guard, No. 396, LADY LOU V; 3rd, Harry Moore, No. 660, SEA SHELL; 4th, Ben Koons, No. 279, BONNIE DOOGLE.

Invitational Regatta—1st, Art Were, No. 930, DRAGON SONG; 2nd, Ed Walsh, No. 818, DAN-E-BOY; 3rd, Van Archer, No. 517, SKIMMER.

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MEASURER — cont'd

fleet. Even less advantage, if any at all, for the lighter boats can be gleaned from these data than was indicated by the results of the 1960 Nationals. Again, if a mathematician in the Association can make something else from these data than I have, I'd like to hear from him.

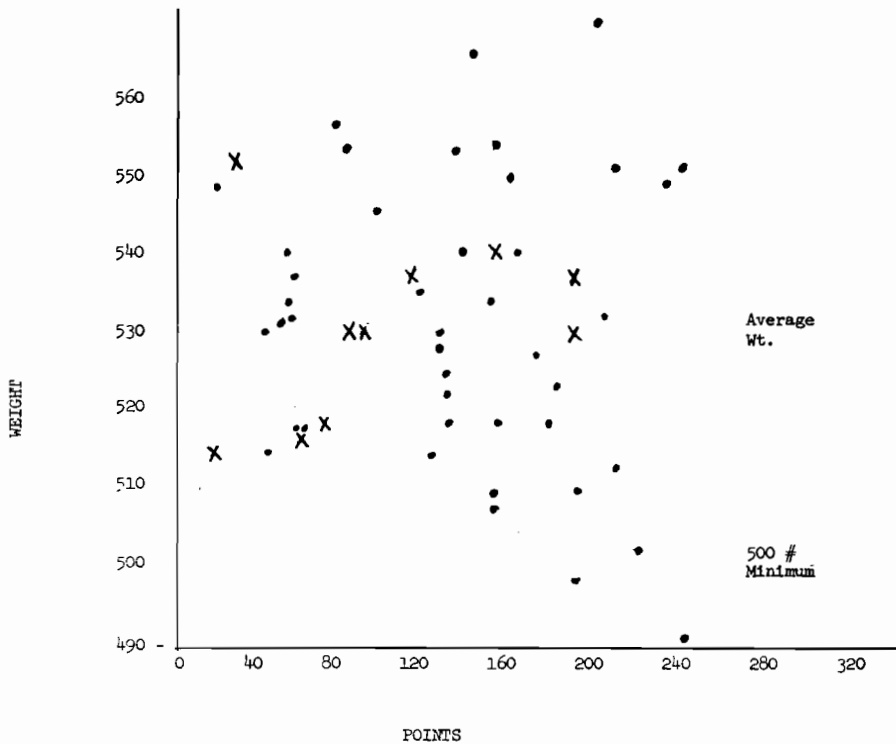
As to the effect of planing wind, the 5th race was the only one in which planing was possible to any appreciable extent. The average weight of the first 10 boats in that race was 532 pounds as compared with 531 pounds average weight for the entire fleet!

In spite of the lack of indication that light boats have an advantage over heavy boats, I am firmly convinced that the newly adopted all-up minimum weight of 500 pounds will do much to preserve our one-design status and will be a factor in preventing craftsmanship from dividing the Thistle Class into two or more classes as has happened in other national classes.

Ted Himsworth (No. 758), who took

charge of the weighing of most of the boats while I was occupied with measuring sails, told me that many of the skippers were concerned with the fact that the indicator on the dial spring did not return to zero when unloaded. When the scale was calibrated, it found that it had 44 pounds of lost motion in the gear train at 600 pounds and could only be accurate when corrected by applying a calibration factor so long as the weight was applied slowly and without jiggling the boat being weighed. We can't be sure that this may not have happened during the weighing in both the 1960 and 1961 Nationals. Therefore, it would behoove all skippers whose boats weighed in close to the all-up minimum weight to reweigh their boats before the next National Championships.

Not to look a gift horse in the mouth since George Devlin generously donated the scale to the Association, I am taking steps to secure a scale that is accurate and foolproof in the range of 450 to 600 pounds. Do we have some scale distributors in the Association?



MacGregor Goes

Doug MacGregor (1436) of the Cottage Park Y.C. in Winthrop, Mass., won the September 23-24 Thistle regatta at Milford, Conn. with 109¼ points. Walt Stubner (1124) of the host Milford Y.C. was second with 101 points. Ed Walsh (818) of the Red Dragon Canoe Club in Philadelphia, Pa. was third with 97¼ points.

The first race was sailed in southwest winds with Ed Walsh coming in first on the twice-around triangle course. The second race was sailed in diminishing southwest winds. MacGregor coasted through the leaders for the number one spot. The last race went to Bill Bruch.

Boat No.	Name	Races			Finish
		1	2	3	
1436 (f)					
	D. MacGregor	4	1	3	1
1124	W. Stubner	3	7	6	2
818	E. Walsh	1	4	15	3
1438 (f)					
	T. Coleman	5	10	8	4
1109	E. Fracker	10	9	5	5
801	D. Posey	8	15	2	6
1361	G. Milgram	9	6	12	7
603	P. Bordes	6	18	4	8
771	W. Bruch	11	17	1	9
631	A. Williams	7	5	17	10
582	M. Darling	12	2	20	11
426	J. Vandergaag	13	3	25	12
586	L. Bates	14	13	16	13
1080	J. Foster	15	11	19	14
357	W. Patjens	2 DNF		7	15
655	T. Fontelieu	23	12	14	16
295 R. Brainerd-					
	L. Riley	DNF	8	10	17
695	K. Ireland	16 DNF		9	18
724	E. Richards	DNF	14	13	19
1079	W. Darling	30	16	24	20
562	P. Milnes	17 DNF		21	21
547	R. Pursell	28	19	32	22
519	R. Houghton	31 DNF		11	23
1067	J. Torreson	26 DNF		18	24
1223	W. Bell	24 DNF		22	25
434	H. Weiss	19 DNF		28	26
1358	M. Coneys	18 DNF		31	27
1054	P. Flood	25 DNF		26	28
979	R. Small	22 DNF		30	29
1110	L. Owen	27 DNF		27	30
1117	M. Frankfurt	21 DNF		33	31
486	I. Greenberg	20 DNF		35	32
360	J. Grant	29 DNF		29	33
1439 (f)					
	G. Vineyard	DNF	DNF	23	34
266	H. Cottle	32 DNF		34	35
393	B. Cramblet	33 DNF		36	36
952	S. Wright	34 DNF		37	37
1113 J. Westmoreland					
		35 DNF	DNS		38

**FLEET REPORTS ARE DUE
DEADLINE—JAN. 31, 1962**

WANT TO WIN? — cont'd

those who think of sailing only during the race?

On race day itself frame of mind is probably the most important factor. I like to have everything ready a couple of hours ahead of time so that there will be no last minute rush, so that I can concentrate on the various aspects of the problem—the weather, competition, course, etc.—until all other thoughts and feelings are shut out. Long ago, as a pole vaulter in college, I found I could go a foot higher in competition than in practice as a result of such stored nervous energy. My own test is lunch. If I can eat lunch before an important race, I'm not keyed up enough to do really well. A big late breakfast keeps starvation from setting in.

Top skippers avoid rush on race day. Even in Frostbiting, people like Arthur Knapp and Glit Shields are always among the first down to the dinghies, checking them over, rubbing down the bottom to get rid of a week's dust, but perhaps more than anything, getting the feel of the day. Unlike those who dash down to their boats at the last minute, the consistent winners know that everything will work, that all the equipment will be in the right place. (Have you ever seen the look on a crew's face when, with the spinnaker already flogging around above him, he first realizes that the pole is still in the car?)

Unless it's blowing hard enough to cause damage, most good sailors like to get under way early, sail around, locate marks, note the degree and frequency of wind shifts and perhaps try different sails. Once, crewing for Gardner Cox in a borrowed Lightning, we tried out three different suits of sails on the way to the starting line before finding the right combination.

During this pre-race sailing around, most good skippers talk things over with the crew discussing problems and choices and making sure that each knows who will do what. Not only does the discussion usually help the skipper to understand the race more clearly, but it also makes the crew feel more a part of the whole, helps to get him keyed up, too. A crew must feel a sense of responsibility for how the boat does, must feel a part of her success, if he is to be expected to really give all he has. This technique and/or psychology works very well even on quite inexperienced crew members. A man who feels that not much is expected of him

seldom gives very much.

Everybody knows the importance of good starts. Why do so few get them? And why are the few so often the same few? Here, perhaps more than any place else on the course, determination wins. Starts are no place for the timid, the indecisive, or the chap who can't quite remember all the rules. The expert has a plan and he carries it out with courage and resolution. Watch a Knapp or Jack Sutphen in one of the difficult Frostbite starts. With a couple of minutes to go he has the general area he wants to start in picked out. At one minute he begins to slide into position, often looking for some tail-ender to start beside. At 30 seconds he edges up on the boat to windward, widening the space below. At seven or eight seconds the helm is hard up, he gathers speed in a quick swoop into the hole to leeward, jams the tiller down, bounces hard on the rail to pry the boat out to weather and is away with clear air. Many of the other boats know the technique, but they also know its risks and are content to trail along behind.

Once away from the start, the expert gives thought as to how best to sail the windward leg. If the race is a long one, it may not pay to hike out to your shoelaces. Those pictures of crew completely out of the boat, flat over the water, are all very dramatic, but such tactics don't necessarily win races. Sustained effort wins. Very, very few people can endure maximum physical effort for over one minute. After that they collapse. The best hike out as far as they can without becoming exhausted before the end of the leg. They keep in mind that complete exhaustion dulls the mind and narrows the vision, neither of which aids sailing much. Past masters of small boat racing like Stewart Morris often seem to be taking life very easy even in a blow. What wins for them is sustained, even effort. In England's rugged 17-mile Prince of Wales Cup in 1960, sailed in International 14s, in the open sea, the prize-winning skippers in a 60-boat fleet were all over 30. The young crews gave too much in the early rounds and had dropped far back by the finish. Pacing counts.

One of the easiest ways to tell the leaders from the also-rans upwind is by watching the angle of heel. Experts like Glen Foster and George O'Day keep a boat incredibly steady even under very tricky conditions. This steadiness, which appears

so deceptively easy, comes only from a constant, subtle shifting of weight, easing, trimming, feathering, bearing off; all done in such small amounts as to be invisible to the observer, but requiring constant and unwavering attention. All this care and effort must be combined with a constant evaluation of the tactical situation, probable wind shifts, moves of the opposition and the 101 other things that fill the skipper's mind. No wonder there isn't much chance for those who don't concentrate.

Only a few years ago most of us naively thought the race pretty well won or lost when we reached the windward mark. It took masters like Mallory Cup winners Bud Melges and George O'Day to show us otherwise. In the Mallorys which they won, neither of these two had very remarkable positions at the windward marks—they were often below the first three. How did they win? Simple. Their spinnakers went up a little quicker and stayed up a little longer, they milked each wave for its last ounce of shove, each gust or lull called for a change of course, in short they did all the things we have all known about for years. The difference? Drive. Most of us who have done well downwind have learned that it takes far more energy to reach or run well than to beat. Many experts look forward to the beat as a time to unwind a little and get their breath.

Of course the winners are very happy that most people do relax a bit downwind. They even encourage it. Racing in the Swallows, Stewart Morris used to take out a sandwich as soon as he got off the wind. Observing the great Morris taking life easy, his chief competitor also took out a spot of lunch only to find himself rapidly passed. He wouldn't have been so surprised if he had known that the same sandwich with one bite out of it stayed in the locker of Stewart's Swallow all summer, a trap for the unwary.

In the post mortems of any race you can usually hear someone complaining of being nipped right at the finish line or of an overlap squeezed at the very last moment. A surprising number of sailors start relaxing well before the finish or give up trying for that crucial overlap well before the mark. The experts know that you haven't won until you get the gun and avoid mentally polishing the silverware until they actually have it. In series racing, too, they don't get careless because of an early lead. Even the best foul out, fall

(Continued on page 8)

Carpenter Captures Hawaiian Invitational

Thirteen skippers representing the Champion skippers of the seven small boat fleets in Hawaii met in a two-day meet on Kaneohe Bay for the Small Boat Championship. All the thistles of Fleet 76 were used. Scotty Finkboner, two years running National El Toro Champion, was among the entrants. Charley Dole, who just returned from sailing in the World Champion Star races at San Diego, was the defending Champ. The Lightning, Mid Pacific, 210, 110 and Thistle fleets were also represented.

Tom Carpenter, Thistle high point scorer up to this race, and Glenn D. Clark represented the Thistle Fleet. Over the past two years the Thistle Fleet representative took a resounding beating in this series. Carpenter left no doubt that he is one of the best small boat skippers in the islands as he took two different boats to first place in the first two races and then copped a fifth with a boat that no one else had gotten above tenth place. Clark won the last race in a boat in which no one else had been able to finish above 8th. So, retaliation was complete and final. Neither Carpenter nor Clark sailed their own boats at any time in the series.

The boat numbers are in parenthesis behind the final position. Note where some of the boats ended up . . . makes interesting comparisons. The wind conditions were the same through the three races, and the course was the same, also.

Close finishes were the order of the day. Winning margin in the first, second and third races were 30 seconds, 19 seconds, and 52 seconds. In the first race 21 seconds separated 5th and 11th places. Winds northeasterly . . . 6 to 14 knots . . . very shifty.

Name	Fleet	1	2	3	Points
Tom Carpenter	T	1 (834)	1 (1421)	5 (1100)	35
Bobby Edmunson	L	4 (1101)	6 (838)	3 (1407)	29
Scotty Finkboner	EL TORO	6 (836)	3 (1103)	4 (1309)	29
Harry Uhler	S	3 (1103)	4 (1309)	6 (837)	29
Bayard Dillingham	210	9 (1310)	5 (834)	2 (1421)	26
Charley Dole	S	2 (1407)	7 (836)	9 (1103)	24
George Soper	MP	11 (838)	2 (1407)	7 (836)	22
Glenn D. Clark	T	10 (1100)	12 (835)	1 (1420)	19
Tom Mountain	MP	7 (1421)	10 (1100)	11 (835)	14
Al Hyde	L	5 (1309)	9 (837)	13 (1310)	14
Lou Foster	210	8 (1420)	11 (1101)	12 (838)	11
Les Vasconcellos	110	13 (835)	8 (1420)	10 (1101)	11
Alan Phillips	110	12 (837)	13 (1310)	8 (834)	9

Windy Race at Guntersville

Twenty-two thistles were on hand for Lake Guntersville Yacht Club's third annual Fall Regatta, October 14 and 15.

A cold front which passed early Saturday brought winds of up to 35 MPH, thus spoiling Guntersville's record of no winds for regattas. When the scheduled one o'clock start was postponed to see if the wind would settle, John Martin (976) headed out to prove that conditions were just right and promptly broke a mast.

The two o'clock start brought out only thirteen brave (or foolhardy) skippers. Martin, with a borrowed mast, held a big lead for three legs, but went over on the last beat to windward. W. L. Tumlin (598) was first to

finish, followed by Vernon Pickering (597) sailing with only two in the boat and sail area reduced to only a reefed main.

Sunday morning two races were sailed in light shifting breezes. Pickering won both races to nose out Tumlin for top honors by 1½ points.

Scoreboard follows:

LAKE GUNTERSVILLE YACHT CLUB					
Boat No.	Name	1	Races 2	3	Fin-ish
597	Pickering	2	1	1	1
598	Tumlin	1	2	2	2
1291	Reichle	3	4	9	3
587	Hartley	8	5	5	4
1519	Mead	DNS	3	3	5
876	Martin	DNF	7	4	6
1572	Fairclough	DNS	6	7	7
1328	Churchill	6	8	14	8
1292	Alexander	7	16	6	9

MacGregor Tops Winthrop Regatta

Twenty-two thistle skippers converged on Winthrop, Mass., for the closing Fall Series Regatta hosted by Cottage Park Yacht Club, October 7-8.

The first two races saw Gordon Vineyard (1439) and Doug MacGregor (1436) in CABBAGE PATCH II pick up the marbles.

On Sunday, air having dropped, a course was set toward the mouth of the harbor in an ebbing current causing several thistles to drift out to sea and the eventual calling of the race. Final standings wound up with Doug MacGregor the winner, Gordon Vineyard second and Elmer Richards, third.

Boat No.	Name	1	Races 2	Fin-ish
1436	MacGregor	5	1	1
1439	Vineyard	1	7	2
724	Richards	2	6	3
1080	Foster	8	2	4
1438	Coleman	3	10	5
655	Fontelieu	11	5	6
603	Bordes	12	4	7
801	Posey	14	3	8
795	Alexander	9	8	9
1124	Stubner	4	14	10
894	Guertin	7	12	11
1361	Milgram	10	11	12
276	Younie	13	9	13
431	Moore	6	17	14
274	Lawton	16	13	15
815	Roach	17	16	16
360	Grant	19	15	17
979	Small	18	18	18
326	Pyne	15	22 DNF	19
1534	Weld	20	19	20
412	Kelliher	21	22 DNF	21
1447	Bryant	DNF	23 DNF	22

**NEXT BAGPIPE
DEADLINE
JAN. 20, 1962**

1140	Stevens	4	14	12	10
508	Turner	DNS	9	10	11
590	Bishop	5	13	16	12
983	Hager	10	10	15	13
1259	Kittle	DNS	15	11	14
995	Aycock	9	11	21	15
773	Reque	DNS	19	8	16
416	King	DNF	17	13	17
736	Brown	DNS	12	19	18
998	Fisher	11 DNF	18	19	19
1143	Selikoff	DNS	18	20	20
883	Cole	DNS DNF	17	21	21
1330	Bailey	DNS DNF DNS	22	22	22

Atlantic Coast Championships

During the first two and one-half hours of the Atlantic Coast Championships held at Raritan Yacht Club on August 12-13, forty-six Thistles "ghosted" along, competing in drifting matches in which the anchor played a prominent part as a hedge against the tide. Ligett in boat No. 823 somehow managed to secure a substantial lead around the windward mark of the gold cup course. As the majority of boats were approaching, rounding or leaving the second mark on a spinnaker leg, a front or squall line came through. The liveliest action of the day resulted with some spirited planing which enabled the first boat, No. 201, Lifschitz from Long Island Sound to finish within the three hour time limit. He was followed by Ligett and Bob Duff, No. 495, Raritan Y. C. in that order.

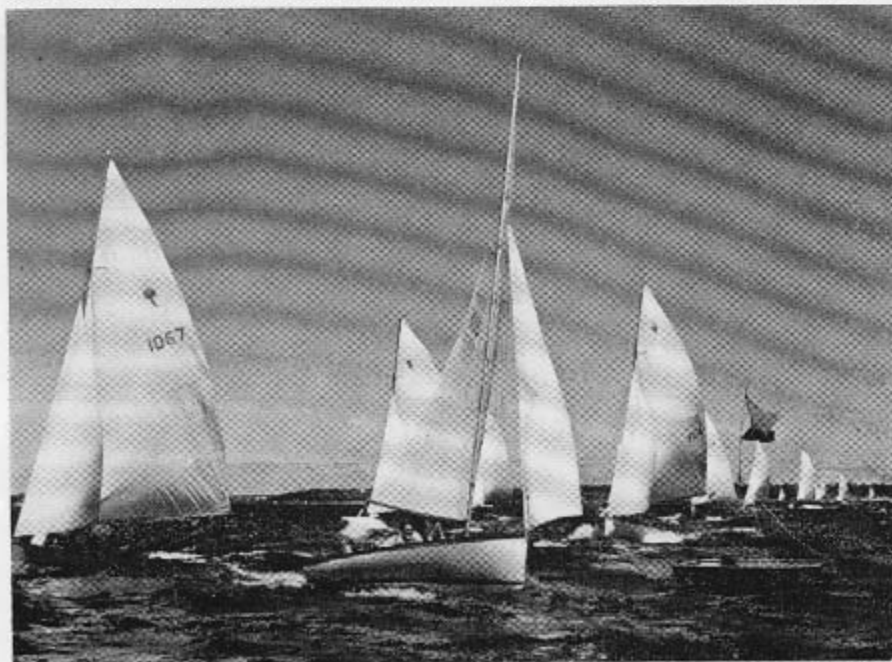
Saturday's second race was wisely called due to lateness and lightness of hour and air respectively.

Sunday's weather was a welcome change from its predecessor, offering the best sailing conditions of the season for this area; a bright, cool and clear northwesterly with gusts to 25 m.p.h.

The first race saw six DNF's in a "wild and wooly" race that was finished in less than an hour by Ed Fracker, No. 1109 from Richmond Co. Y.C., Staten Island in number one position. He was followed by Pete Bordes, No. 603, Milford, Conn. and Shaw, No. 1425 from Conn. also in second and third place. The remainder of the fleet finished in short order and after what seemed an extremely brief interlude spent taking a few deep breaths, the third and final race of the series was begun. By this time the list of original contestants had been reduced by fifteen. Another fast (less than an hour) race ensued. Pete Bordes captured first place this time. His overall standing was hopelessly handicapped by the fact that he had disqualified himself in the

first race by an over anxiety to round a mark, with the usual results. Dennis Posey, No. 801 (an ex-ACC champ) of Milford, Conn. was the No. 2 boat, followed by Fricker, No. 1137 from L. I. Sound.

The perpetual and permanent trophies for first place were awarded to Ed Fracker with 119½ pts. Elmer Richards of Lake Hopatcong, N. J. with 118 pts. finished second. Dennis Posey, a two out of three winner, took No. 3 place over the defending champion, Al Williams of the host club, who also registered 111 pts. and took fourth place. Clubmate Bob Duff finished fifth with 110 pts. The previously mentioned first place winners also received daily first awards to round out the list of recipients of the shining hardware.



Booz Photo

Jibing around the second mark in a brisk breeze are Fontelieu No. 655 from Conn. and John Toreson No. 1067, Richmond, Co. Y.C., Staten Island with Elmer Richards No. 724 entering the crucial area.

ATLANTIC COAST CHAMPIONSHIP

Boat No.	Name	Races			Finish
		1	2	3	
1109	Fracker	12	1	9	1
724	Richards	10	7	6	2
801	Posey	5	23	2	3
631	A. Williams	11	5	14	4
495	Duff	3	18	10	5
655	Fontelieu	7	21	4	6
1067	Toreson	24	4	8	7
586	Bates	21	15	7	8
27	Egan	25	8	12	9
1137	Fricker	32	10	3	10
1124	Stubner	15	12	19	11
1260	Wiley	20	16	11	12
1425	Shaw	23	3	21	13
603	Bordes	DNF	2	1	14
201	Lifschitz	1	28	22	15
1234	Marklenius	22	31	5	16
818	Walsh	27	20	13	17
1438	Coleman	39	6	16	18
930	Were	36	13	15	19
1499	T. Williams	6	39	20	20
823	Ligett	2	17	DNF	21
1110	Owen	9	11	DNF	22
771	Bruch	13	9	DNS	23
1184	Katterman	31	22	18	24
813	Cram	19	29	28	25
562	Milnes	14	DNF	17	26
504	Walters	8	24	DNF	27
1121	Spitz	28	32	26	28
434	Weiss	17	26	DNF	29
357	Pattens	42	25	24	30
1431	Carven	30	14	DNF	31
1123	Greenstein	29	34	29	32
639	Kirch	26	37	30	33
1117	Frankfort	37	35	23	34
1054	Flood	43	27	25	35
265	Myngel	33	36	27	36
243	Lipscomb	4	DNF	DNF	37
651	Gossard	34	19	DNF	38
1370	Reilly	16	DNF	DNF	39
295	Reilly	18	DNF	DNF	40
605	Linke	DSQ	40	31	41
766	Kira	35	38	DNF	42
1417	Weil	40	33	DNF	43
486	Greenberg	DNF	30	DNF	44
1004	O'Connel	38	DNF	DNF	45
426	Gaug	41	DNF	DNF	46

WANT TO WIN? — cont'd

into holes, take the wrong tack, or suffer from one of the many ills that racing's heir to.

If you are in the middle of the fleet and don't like it there, take a look at the amount of energy you put into your racing. Do you really work all the time, not just when alongside a rival? Do you keep in mind all the factors of weather, trim, weight, and adjustment which could give you another second a mile? Do you finish a race with too much energy, emotional and physical, still in you and not used up? The winners don't.



Clean Sweep for Kaiser

The Commodore Decatur Yacht Club's Sixth Invitational Regatta started off with somewhat less than a bang as 20 Thistles waited almost in vain for wind. Light air finally prevailed, and a one lap race was completed with Bob Kaiser (1149) easing off with first place while Bill Walton (447) was second and Jack LaFollette (1089) third.

By early afternoon a moderate, though shifty (and when isn't it in Decatur), breeze provided good racing conditions; and again Kaiser ran off with first place honors after being led by Commodore Gene Kessinger (54) over the majority of the course. A broken jib shackle put Gene out of the running during the final lap. Second was Jack LaFollette followed closely by Bill Walton.

Good air remained for the third race Sunday morning and one of those picturesque, though nerve racking, luffing matches tied up four spinnaker flying Thistles with a resulting exchange of soft words such as "Don't worry about it, I can get it repaired," "Please move over so I may proceed," and "I will appreciate your allowing me room at the mark." A few chips of paint, wood, and skin hit the drink before the mess was untangled, and one top contender, Bill Walton, was spanked and sent home without his trophy for so enthusiastically participating in the melee.

As has been his custom this year, Bob Kaiser again showed everyone his transom making it one, one and one. Ed Schroeder (390) was second and Jim Phelps (355) third.

Commodore Decatur Yacht Club is home base for Fleet 66, an enthusiastic bunch of 14 Thistles who manage to get into the hair of other sailors at numerous annual regattas.

Boat No. Name	Races			Finish
	1	2	3	
1149 B. Kaiser	1	1	1	1
1089 J. LaFollette	3	2	8	2
1481 R. Brett	4	11	4	3
884 B. Short	6	7	7	4

390 E. Schroeder	7	12	2	5
355 J. Phelps	14	4	3	5
54 G. Kessinger	18	5	5	7
447 B. Walton	2	3	DSQ	8
948 J. Stoddard	10	8	12	9
1248 B. Larsen	8	13	10	10
947 C. Condit	15	6	13	11
1249 D. Harmer	13	16	6	12
926 E. Hufford	12	10	14	13
848 A. Neureuther	9	15	15	14
1141 G. Dickison	5	DNF	11	14
1263 T. Cofer	19	9	18	16
1473 B. Palm	20	17	9	16
776 J. Mitchell	16	14	17	18
441 D. Heinkel	17	18	16	19
1148 L. Shoop	11	19	DNS	20

Report on Carla

For the following report on Carla, BAGPIPE is indebted to THISTLE-DOWN which is indebted to Cecil and Betty Brooks, who sent a thick packet of HOUSTON CHRONICLE clippings.

"Seabrook Sailing Club took a ferocious beating from Carla as did all of the surrounding waterfront. Members who removed their boats to safe cover, later returned to find the concrete block clubhouse gone except for

the floor slab and scattered piles of concrete block—twisted bits of chain link fence remained to mark the children's playground BUT THE ESSENTIALS REMAIN!—the water, portions of the dock, and the hoist which Ron Geer and Cecil Brooks built! There is even a picnic table. The second hoist is gone. Gone, too, is the neighboring covey of summer cottages which spelled convenience, hospitality, and pleasant leisure for Seabrook sailors, among them, Thistlers Jim Shenk, George and Betty Broyles. Looking south toward the mouth of Clear Creek, one sees only electric poles and remnants of trees which once lined the Toodville Road . . . Ray Anker's and Ed Kennedy's habitat, the rambling "Starboard Tack" Apartments on its network of pilings, did not survive.

Walton Wins Naptown Races

Winds were very agreeable for our annual Thistle Regatta. First place was a contest between Bill Walton (447) and Howard Boston (111).

In the first race Saturday, Walton outmaneuvered Boston to slip across the finish line first. In the second race, Walton's first place was never seriously challenged. The third race, Boston vaulted up from a bad start with good beating and excellent spinnaker work to take first place.

De Witt (933), B. Bauer (528) and W. Bauer (592) also were sailing good races, along with Kaiser (1149) and LaFollette (1089), who ran into legal trouble.

ANNUAL NAPHTOWN RACES September 23-24, 1961

Boat No. Name	Races			Finish
	1	2	3	
447 Walton	1	1	3	1
111 Boston	2	2	1	2
933 DeWitt	3	3	8	3
528 B. Bauer	11	4	2	4
592 W. Bauer	5	9	4	5
100 Robbie	10	7	9	6
929 Crist	7	16	5	7
1049 Bookwalter	8	11	13	8
1285 Otter	12	10	11	9
1112 Steindorff	14	13	6	10
1090 King	18	18	12	11
949 Harrell	21	12	15	12
1149 Kaiser	DSQ	5	7	13
1397 Timmons	17	21	16	14
126 Wetsel	9	22	24	15
1372 Peake	DSQ	8	10	16
885 Thornberry	30	14	17	17

(Continued on page 12)

California Report

This article by Charlie Althaus was listed from BAYPIPE of fleet 67, Northern California.

For several days I've been trying to think of a way to describe the feeling of the Nationals, but it isn't easy. There are two facts distinctly separate, and yet connected, the racing and the camaraderie.

Arch Cassingham told me recently that he had always felt the people in Thistles were the finest there were, and now after being away from Thistles and in other sailing activities, felt even more strongly that way.

Meeting the skippers and their crews was like meeting for the first time a lot of Kerans, Allens, and Smiths. There were no small people there, and I'm not talking of physique when Petersen would be just about as tall as Ray McCleod and Skip Boston together.

You feel from the moment you arrive that you're glad you own a Thistle, and after looking over a few boats, make up your mind to take yours down to the bare wood this winter, and really dress it up.

There were so many well kept Thistles that it would have been difficult to select one as a best maintained boat, but perhaps it suffices to say that

Hendrickson's Black Jac, No. 21, and George Devlin's, (next TCA president) were without exception the most beautiful boats I've seen anywhere. Black Jac, by the way is 16 years old.

The organization for the regatta was simply terrific. Catered meals were excellent, hoist and beach crews were on the ball, and the Race Committee knew its business. It had to, with 54 boats and some 200 people to take care of for a full week.

The awards were most interesting to a newcomer like myself, and something to think about for our District and Regional Championships. Each of the first five places was given, in addition to beautiful silver trophies, a large rectangular flag which would look beautiful on your wall at home.

Smaller colored pennants and silver cups are also given for 1st, 2nd and 3rd spots in each of the five races.

Another innovation, and an excellent idea, is a huge bowl given for the best combined score in the last 3 Nationals.

Now for the racing. Family crews were common. In fact, Ed Walsh, who weighs about 175, took the National Championship with a crew consisting of his wife (about 130 lbs.) and son (about 110 lbs.).

And, if you think that our PCC was tough with 38 entries, try 54, when all 54 have had to place pretty well beforehand in order to be eligible.

These men know how to sail and racing in a fleet of this size is entirely different from anything smaller.

If you don't get a good start, you're dead. As Ted Himsforth said, "it is possible to work up from the tail to the middle of the fleet, but practically impossible to move up at all from the middle to the fore of the fleet."

There were surprisingly few protests — not because they were waived, but because skippers were too wise to take a chance of losing 54 boats in order to pick up just one or two.

Winds were light to 15 knots. There were no drifters. With the exception of two races, we sailed in a slop (not chop) that was hard to contend with.

You'll read the detailed results in the Bag Pipe. Suffice it to say that everyone (especially the wives) was pulling for the Californians or the Hawaiians to win. Glenn Clark, the Hawaiian champ was unable to get going at all in the airs and seas that were entirely different from Kaneohe Bay.

Frank Alcorn, George Devlin, Doug

Westin, Ed Harrell, Pete Bordes, Dave Minton, Honey Abramson — all wonderful people, doing a fine job of keeping us the most active racing one design class in existence today, with boat No. 1555 the latest to be commissioned.

Hawaiian Invitational

Hawaiian Invitational Regatta will be sailed the third week in October. This will be the week after Aloha Week festivities. The Waikiki Yacht Club will host the events. The Thistle, Lightnings, and MP, and 110 will be sailing on one of the finest small boat courses in the world at Kaneohe Yacht Club. Winds generally averaging 12 to 18 knots, with warm water, and very little wave action have seen times of one hour posted on a six mile triangular course sailed by the Thistles. Dock facilities are adequate, two hoists are available at the Kaneohe Yacht Club, with fully paved boat area.

Kaneohe Yacht Club is 30 minutes from Waikiki, 12 mile drive. Charters will be available. It is not believed that favorable freight rates will be granted for boats coming to this event. However, one might be able to sell his Thistle here in the Island if he brought it with that idea.

A full schedule of events will be set up for this week. A good time will be had by all, and some of the best Thistling in the world . . . believe me.



Ed. Fracker, Atlantic Coast Champ, sharing the "fruits of victory" with Janice Macan, one of his crew, and Joan Worely, crew on Boat No. 1499, from the Perpetual Trophy, donated by Larchmont Y.C. in 1957.

Story page 8

Boating by Don Dillman

Reprinted from Pittsburgh Press, Sept. 3, 1961

Sailboating is the rebuttal to anyone who figures boating a sissy sport.

Hands skinned from lines and sails whipping in the wind, legs and thighs bruised and scraped from bouncing around the deck keeping the windjammer upright in a lashing sea, sailboaters rank among the sturdiest of athletes.

Although the sport tests the stamina of the most robust boatman, it also offers leisurely pastime for families. On calm days, nothing is as gentle as a graceful sloop gliding through the water carrying a family toward a distant picnic ground.

One reason for the upsurge in sailboating recently is the windjammers' disdain for the big motors which so arouse the wrath of fishermen. Anglers and sailboaters are finding mutual benefit on lakes with limited or no horsepower.

John Proctor of Monroeville is an example of a sailboater who combines the he-man pleasure of sailboat racing with leisurely family cruising.

A Jones and Laughlin steel salesman, Proctor was born in a family of sailing enthusiasts at Columbus, O., and started sailing at the age of 10.

He continued to sail at Ohio State where the sailing team was somewhat of an oddity there in that it was unsubsidized and far from the national powerhouse category of other Buckeye sports.

"We didn't rank with the Ivy schools or Navy in sailing but we did earn enough funds on various projects to buy six sailboats and finally won the Midwest championship," said John.

Joining Jones and Laughlin here, Proctor met Pat who is now his first mate at home and afloat although she had never boated before meeting John.

The Proctors built a thistle in their garage, and took it to Pymatuning where they sail every week end with the Pymatuning Yacht Club, an all-sailing group.

John qualified for the national championships last year and finished 44th. He returned to the nationals this year at Racine, Wis., and, with a crew of two Warren, O., brothers—Jay and Chris Dornin—finished fourth—quite an accomplishment for someone from this section of the country.

Although most of the crews in the nationals are made up of veteran sailors the family sport aspect of sailboat-

ing received its greatest boost when the winner turned out to be Ed Walsh of Camden, N. J., who had for his crew his wife and 13-year-old son.

A three-man crew is standard for the 17-foot thistle but two can handle it or as many as eight can be seated comfortably for a cruise.

Several other district boaters are members of the Pymatuning club such as Harry White of Bridgeville who won the Great Lakes thistle championship last year.

The Proctors, John, Pat and their three children, aged 3-6, like most of the other members of the club, go to Pymatuning on Friday nights and return Sunday nights on summer week ends after two healthy days of camping and sailing. The children go with the parents on pleasure cruises.

"We certainly recommend it for children," said John, "but don't take our word for it. Ask another member of our club. You may have heard of him—Dr. Spock."

Atlantic Coast Championship Agreement

In accordance with the instructions of the Governing Board of the Thistle Class Association, the undersigned District Representatives have reached the following agreement for selection of location of future locations for the Atlantic Coast Championships.

1. The Atlantic Coast Championships will be held each year on sailing waters within one of the following Districts of the Thistle Class Association: Central Atlantic District, New Jersey District, Long Island District, New England District. The event shall be open to all members of the Thistle Class Association who are owners of registered Thistles.

2. The Atlantic Coast Championships shall be rotated among the above Districts in the following sequence commencing in 1962: 1962—Long Island District, New England District, Central Atlantic District, New Jersey District. The purpose of the rotation is to stimulate participation of and among all members of these Districts.

3. In the event that a District is unable to hold the event during the year scheduled, the following District in the rotation shall hold the event. There shall be no transfer or switching of rotation dates among Districts.

4. Each District shall determine the method of selection of sailing waters in its District.

5. The Club awarded the Atlantic

Coast Championships by the host District shall submit a formal request for sanction of the event to the Governing Board of the Thistle Class Association during its annual winter meeting.

6. The host District shall select the date for the event with the intent of causing the least conflict with established schedules. If at all possible, it shall be held during a weekend of the first two weeks of August or the last two weeks of July. In any case it shall be prior to the National Championships.

7. The District Secretaries may take whatever steps they deem necessary to limit the number of competing boats within a reasonable number, without violating any of the above.

Signed by: Ben Weil, Central Atlantic District; Elmer Richards, New Jersey District; Irving Liggett, Long Island District; and Ed Pyne, New England District.

Sailing In Hawaii

Close series finishes end the 1961 Sailing season for Thistle fleet No. 76. G. Clark, 1407 cleaned up the Waikiki Invitational series with four first place and second. Tom Carpenter finished second in the series, marred by heavy, light and very variable winds off Waikiki.

The Kerr Trophy series in Kaneohe resulted in a tie between Jack Wyatt, 1421 and Tom Carpenter, 837 with the winner being Wyatt. Paul Joy, 1103 and Richard MacFarlane, 1309 brought up the next two places in the series.

The Honolulu Gas Co. trophy also resulted in a tie at the end of the three race series with the nod going to G. Clark, 1407 over Jack Wyatt, 1421. Tom Carpenter, Paul Joy, and Dick MacFarlane rounded out the top five in the series.

The annual High Point Trophy for the Thistle Fleet was a close fight this year. Tom Carpenter proved his consistency by winning it for the fifth time in a row . . . but not by as much margin as in the past. Taking the best two-thirds of all three and five race series, Carpenter was two points ahead of Jack Wyatt and 16 points ahead of G. Clark and 27 points ahead of Paul Joy. Last year Carpenter had a margin of 25 points over the second place boat. With the return of Bruce Walker, Wes Thomas, Harris Turner, and the new skippers, who are sneaking into third and second place on occasion, 1962 should really be a fine year for Thistling in Hawaii.

NAPTOWN — cont'd

1056 Kohn	24	17	21	18
760 Titus	16	27	20	19
851 Hogan	22	15	26	20
997 Freevol	6	24	DSQ	21
1232 Wilson	13	19	DSQ	22
1248 Larsen	15	23	DSQ	23
881 Quigley	20	20	DSQ	24
860 Redding	26	28	28	25
853 McLean	19	32	31	26
880 Wright	29	34	19	27
1320 Hulee	27	21	25	28
1377 Lasky	DNF	25	18	29
1371 Hill	28	29	29	30
108 LaFollette	4	DSQ	DSQ	31
877 Rountree	23	DNF	23	32
822 Anderson	DSQ	6	DSQ	33
89 Howington	DSQ	26	22	34
844 Holman	31	30	30	35
56 Atkinson	25	33	33	36
1325 Cox	DNF	DSQ	14	37
1398 Deppe	33	35	32	38
1510 McCracken	DNF	36	27	39
1435 Tramontini	32	DSQ	34	40
1363 Vonnegut	34	DSQ	DNS	41

Classified

Rates \$1.00 for 4 lines and 30 cents a line thereafter.

SALE: Thistle #1338, varnished inside, light blue topsides, boston dacrons, hiking straps, cover, trailer, always dry sailed, used one season, like new. \$1700. R. Spohr, 742 W. Saddle River Rd., Ho-ho-kus, New Jersey.

THISTLE DESIGN hand blocked in color on natural linen: Place Mats—4 for \$5. Cocktail Napkins—4 for \$1.50. White cotton apron with Thistle design on pocket—\$3.50. Marjorie M. Smith, Box 393, Sayville, New York.

THISTLE #1219. Dacrons, spinnaker, cover, trailer & all accessories. Sacrifice at \$1375. Dr. Jacoby, Miamisburg, Ohio.

NEW and used Thistles in Gulf Coast area. Wheat Cleveland, 302 Nichols St., P.O. Box 181, Fairhope, Ala., WA 8-8118.

OHIO THISTLERS

Thistle insurance—new low rates for Ohio Skippers. All-risk, unlimited trailering, including racing.

Jack Wanenmacher, Thistle #25
9212 Miles Avenue, Cleveland 5, Ohio
BRoadway 1-2234

WOODEN MAST, rigged slot, needs repair. Bargain at \$75.00 for do-it-yourself skipper. H. Hoffman, 251 Highfield Lane, Nutley 10, N. J.

FOR SALE: Thistle #636. Excellent condition. Always kept on floating dock, Dacron sails, extra spar. Trailer if desired. D. S. Morgan, 3341 Grimsby Place, Toledo 6, O., JE 6-7148.

THISTLE #573. TeeNee Tilt bed trailer. Good racing record. Rigged as raced in 1961. \$1,375. George Hills, P. O. Box 599, Cincinnati 1, Ohio.

SALE: Boston cottons. Extremely full and in excellent condition. Main and jib. \$40. "Roller Wyder" spinnaker, new 1956, red, white and green, good condition. \$40. William W. Bell, 242 Dalmeny Road, Briarcliff Manor, N.Y.

SALE: Trailer suitable for Penguin, Snipe, Frostbite or other small boat. \$65. Thistle spinnaker. \$50. H. Weiss, 77 W. 94 St., New York City, UN 6-3943.

SALE: Thistle #166. Boston dacrons, Murphy Nye orlons, spinnaker, cover, varnished inside, white topsides, copper bottom, good condition, ready to sail. \$900. Earl J. Brutsche, Jr., 31 Orchard Place, Battle Creek, Mich.

FIBER GLASS Thistle in 1500's light blue Boston sails, Gator Trailer vinyl cover. The works. Excellent buy. Another Thistle in 500's with trailer needs lots of work. \$875. Ask about our other listings. Sailboat Sales, Inc., 7353 Montgomery Rd., Cincinnati 36, O. TW 1-8444.

FOR SALE, Thistle #48. Excellent condition, 2 sets dacrons, 1 nylon spinnaker, good trailer, \$1,295. Ned B. Shapker, 11900 Magdalena Ave., Los Altos, Calif.

FOR SALE: 4-year-old suit of Ulmers—re-cut and stitched. Window installed '61—\$50. Heavy Weather. Jean Jerge, 2670 Stony Point, Grand Island, N.Y.

THISTLE #1301, Schock fibreglas, light blue. Sailed one season. Hard dacrons, 12" panels, vinyl cover, new Hillside trailer. \$1,750. M. E. Herrold, 400 Roseland, E., Springfield, Ohio. FA 4-6006.

FOR SALE: Thistle #197. Sinnhaffer dacron sails, nylon spinnaker, Westin winch, cover, trailer. Rigged for racing. \$1,050. Dick Knowland, 490 Arbor Lane, Pittsburgh 36, Pa., OL 3-3707.

FAST Thistle #632 for sale, complete with near new dacron sails, cover, trailer and rigged for racing. \$1,500. Contact Bruce Goldsmith, 1562 Willow Rd., Northfield, Illinois. HI 6-7156.

GRAN HOOL #1260: Refinished inside and out Aug. 1961. Two 196 suits Dacron Ulmers. Two spinnakers, Ulmer. Trailing and overall covers, Vang & Centerboard drums, Bello Outhaul plus all deluxe fittings. Excellent record. Ready to race in any competition. \$1,980. Chas. R. Wiley, 48 City Island Ave., N.Y. 64, N.Y.

FOR SALE: #430, Hard Dac's '59, Trailer spinnaker, Westin winch, cover, 2 sets cottons. \$1,000. H. Vickrey, 787 Center Dr., Baldwin, N.Y., IV 1-3106.

**THISTLE CLASS ASSOCIATION
226 EAST 17TH AVENUE
COLUMBUS, OHIO**

POSTMASTER—IF ADDRESSEE HAS MOVED, NOTIFY SENDER ON FORM 3547. POSTAGE GUARANTEED.

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U. S. POSTAGE
PAID
COLUMBUS, OHIO
PERMIT NO. 533

Noel E. Cram
14 Deborah Way
Fanwood, New Jersey

813
NJ 60

