

# BAGPIPE

OFFICIAL ORGAN-THISTLE CLASS

VOL. XIV, No. 3

1035 BEECHVIEW DR., WORTHINGTON, OHIO

MAY, 1961

## Rulings Unconstitutional

Six rulings published in *Bagpipe* (Mar.-Apr. 1961) are unconstitutional, prematurely printed, and are withdrawn. These rulings include:

1. Extra Buoyancy
2. Lower Rudder Fitting on Transom
3. Adjustable Spinnaker Pole Fitting on Mast
4. Over-all Length of Boom
5. Adjustable Clew Out-Haul
6. Tiller Extension.

TCA Constitution requires prior approval of the Governing Board before rulings are published and become effective (Article X, Paragraph 1 (e)), thus protecting you as boat owners from rule changes, gadgeteering, etc.

One ruling in particular raised a real ruckus and that covered the legality of the adjustable clew out-haul. Letters and phone calls poured in from all over the country.

The withdrawing of these six rulings means that the devices or practices covered are **not illegal**.

Our Chief Measurer said that he has no intention of asking for G.B. approval on Ruling #5 and that it may be considered shelved.

## Regatta Schedules and Changes

### LAKE MICHIGAN

June Ivy Club Invitational  
10-11 George R. Dickson  
703 Jefferson Bldg.  
Peoria, Illinois

### MICHIANA

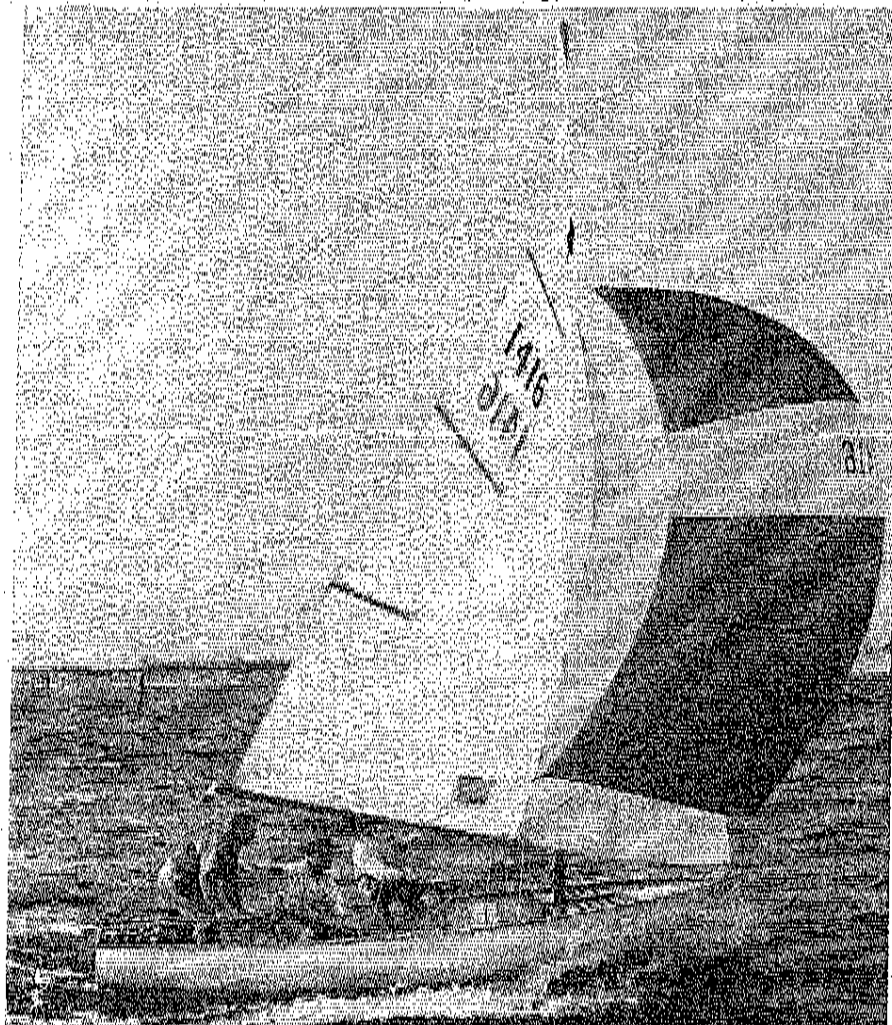
June Goguae Lake Invitational  
Battle Creek, Michigan  
17-18 Dr. D. J. Pearson  
22 Hiawatha Dr.  
Battle Creek, Mich.

### LONG ISLAND SOUND

July Race Week  
Larchmont, N.Y., Y.C.  
16-22 F. L. Bradfute  
Larchmont, Y.C.  
Larchmont, N.Y.

## Gene and Pat Allen Take Balboa Regatta

Gene and Pat Allen (1043) made a hot father-son combination as they won the Easter Regatta held at the Balboa Y.C., Newport Beach, Calif., on April 1-2. Second place was taken by Allen Cottle (734), Fleet 68's 1960 Champion. High-point man for the 1961 fleet championship, Dick Andrews (74) took third.



Wally Geric and crew go all out to keep from burying the bow after a good ride in the Balboa Easter Regatta.  
Neil Beckner Photo Service

## Thistle Betrothal Announced

OLD SMUGGLER, DCCLXXVII, of Sayville, Long Island, has announced the engagement of its crew, Miss Ellen Schmitt, to Mr. Bob Shaw, crew of LORD JEFF, MCDXXV, of Lindenhurst, New York. The nautically prominent Thistles revealed during the Easter holidays that the wedding party will be attired in formal cross cut dacron with matching spinnakers. Plans for the coming marriage do not include a summer wedding. They will be too busy sailing.

## THE BAGPIPE

Official Organ  
of the Thistle Class

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### Rear Commodore

C. W. Cleveland (508)  
Box 93  
Fairhope, Alabama

## Pix Needed

If you have clear glossy pictures of Thistles in action—either 8x10 or 4x5 black and white—they are badly needed to establish a publicity file for the class. Send them to Ted Himsworth, 1035 Beechview Dr., Worthington, Ohio. Send only those that you can spare—they cannot be returned.

## Printed Roster

Fleet Secretaries, as well as individuals, are urged to report any corrections in their listings to the Secretary immediately as the printed roster for this year is being prepared. We'd like to have this roster as accurate as possible.

## President's Note

by Frank Allcorn

The Thistle has again been honored by being selected for the finals for the Sears Cup, awarded by the NAYRU to the winning junior skipper in nationally held competition.

Preceding the late summer finals in St. Petersburg, Fla., will be eliminations within the associations comprising the NAYRU, both on an association and a regional basis. It is my feeling that all of us within the TCA fleets and districts should do whatever we can to help make this competition successful at the local levels.

Allowing and training junior entrants to sail Thistles is perhaps the most important way in which we can help. Because the Class rules do not cover this type of racing situation, local fleets will have to devise ways in which to provide junior sailors with top competition. As a suggestion, our members may wish to go along as part of the crew during the early sessions, later turning the boat over to the juniors or setting up special races for this purpose.

Such participation can lead to fine, young sailors getting to know our Thistle and perhaps coming into the Class once they have had the feel of the tiller and the thrill of racing our thoroughbred Thistle in top competition.

We are proud that our Thistle has again been chosen. In the past Thistles have been used in other eliminations and finals, such as the Mallory and Adams Cup Races. Such opportunity gives the members of the TCA a chance to demonstrate the excellence of our Thistle and to encourage the development of our junior sailors, who comprise our best source of future Thistle owners.

## Are You The One?

A few fleet reports have not yet made an appearance. Unless these are forthcoming soon, charters for fleets involved will be revoked, in accordance with the By-Laws. Three dues-paid, registered boats are required to retain a charter, as well as the submission of the annual fleet report.



## Pacific Coast Championship

West Coast Thistlers are looking forward to the TCA Pacific Coast Championship to be held for the first time this summer.

Huntington Lake, Calif., the site for the new regional, is unusual in that it is more than 7,000 feet up in the Sierras, making it the highest elevation known for such a regatta.

Fresno Y.C. will host the event during the High Sierra Series, July 15 and 16. For those West Coasters who stay home from the Nationals because of the 2,000 mile trip, the regatta will be a feature event for the season.

Races are scheduled for Sat., July 15, 1 p.m.; Sun., July 16, 11 a.m. and 2:30 p.m. Informal tune up races are planned for Thurs. and Fri., July 13 and 14, with early arrivals the rule rather than the exception on the West Coast.

Thistlers find Huntington the ideal family vacation spot. Facilities are available for riding, pack trips, swimming, and fishing. Vacationers camp out or stay at the Lake Shore Resort or China Peak Lodge. Make reservations early, since accommodations fill up fast for this popular regatta week end. Contact

Jack Howard  
5687 E. Park Circle Dr.,  
Fresno, Calif.

## Cotton Carnival Regatta

Opening the big Cotton Carnival in Memphis, May 6-7, will be the annual Cotton Carnival Regatta sponsored by the Delta Sailing Club. The regatta, which is usually part of a water show, expects 60-70 participating boats.

## Admiral Farragut Championships

Ft. Loudoun Lake in Knoxville, Tenn., has been announced as the 1961 site for the Admiral Farragut Championships. Sponsored by Fleet 45, the regatta will be held May 13 and 14.

## DUES

are overdue, so add 50c penalty. And—don't forget—district quotas for the Nationals are based on registered and dues paid boats recorded prior to July 11

## Changes in Yacht Racing Rules

Bruce Drummington (1197)

We have a new set of NAYRU Yacht Racing Rules this year. There are only a few major changes, but there are dozens of changes that will affect actions during racing, and the outcome of protests. The entire set of rules has been reorganized and redrafted, with improvements in clarity and safety. In some places the objective of complete clarity has not been achieved, but these cases are few.

This article will comment on some of the changes but will make no attempt to catalogue them. No article can substitute for thorough study by each skipper. A quick scanning, or reliance on a review article will lead to needless fouls.

### Changes

A number of definitions have been changed, added, or deleted. The words and phrases, "racing," "obstruction," "proper course," "cancellation," "postponement," "abandonment," and others all have new definitions, some of the differences being slight, and some major. But any could affect the outcome of a race. The term "reaching a mark or obstruction" is no longer used, but the situation is dealt with in detail, tending to clarify which yacht is burdened when an overlap is established close to a mark.

The most important change is believed by most to be rule 43, allowing a close hauled yacht that is required by safe pilotage to make a substantial alteration in course to avoid an obstruction, to hail a close hauled yacht on the same tack for room to tack. This privilege is granted even if the hailed yacht could have cleared the obstruction, or if the hailing yacht could have avoided the obstruction by bearing away. If the obstruction is a mark and the hailed yacht can clear the obstruction, then the privilege does not apply. In considering rule 43.3: which limits right to room if the obstruction is a mark, note that not all marks are obstructions. An obstruction is defined as an object large enough in itself to force certain course changes, or an object that can be passed on one side only. A mark too small to be an obstruction when considered apart from its role as a mark, does not become an obstruction merely because it has a required side in the race. Some ambiguity on this point would be removed if the word "safely" were inserted in the definition of obstruction in the phrase "can be (safely) passed on one side only." However, since all of rule 43 is prefaced by the phrase "when safe pilotage requires . . ." there is no ambiguity in the situation at a mark that is not an obstruction by sheer size.

Other outright changes include; permission of a leeward yacht, before

starting but after the starting signal, to slowly assume her proper course even if this means luffing a windward yacht that is mast abeam; permission to use power without disqualification in cases of man overboard or vessel in distress; and requirement of numbers on both sides of the spinnaker. There are others, but this list should convince each skipper that a few evenings with the new rules would be well spent.

### Rephrasing

Of equal interest to the downright changes are the newly phrased rules aimed at clarification without change. While the old rules stated that they were framed to prevent collisions, the new rules state that the luffing rule (38.1) is an exception. However, the luffer is still responsible for and, can be disqualified for, serious damage.

It used to be tacitly assumed that room to round a mark bounding a down-wind-leg included room to jibe. Room to jibe under these circumstances is now explicitly granted, rule 42.1e. Apparently this rule was meant merely to clarify existing rules and practice.

(Continued on page 10)

## Honor Awards

This year's supply of honor awards (chevrons) has been received in preparation for the coming racing season. As in the past, these are a gift of Boston Yacht Sail Company and the TCA is grateful to them for this service they render us annually.

These awards are earned in local fleet competition as well as in district, inter-district, and national championships. They are available through District Secretaries or from the Secretary's Office.

## LOOK AT LOOK

The May 23 issue of LOOK Magazine, on sale May 9, carries a 14 page story on sailboating. A portion of this story deals with the Thistle. Be sure to get your copy.

The Bagpipe



Every sailorette or lady landlubber will find many uses for these original handmade ditty bags.

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## Thistle Flower Buttons Available in Stores

Women in Thistle circles might be interested to know that metal buttons with the thistle flower are available from La Mode Buttons, which are sold in many department stores. The buttons come in 2 sizes, in both silver and gold. Two large ones are priced at 29 cents; four small, 49 cents.

Hal Frincke (164), who brought the buttons to Bagpipe's attention, suggests that these attractive buttons could be used as souvenirs at regattas, or sewn on blazers, vests, and blouses.

If you can't locate the buttons in your town, write to B. B. Blumthall, 372 Broadway, New York, N.Y.

## Jib Luffing

The Feb. issue of BAGPIPE showed two shots of 573 with jib luffing. Add this P.S.—573 was 2nd in that race. So far Lonesome George Hills has received 26 calls about tightening that ditty bag.

## Measurer's Memo

by Dave Minton



### All-Up Weight Limitations Proposed

During 1959 and 1960 Chief Measurer George Devlin held a number of discussions with members of the Class and the Development Committee (now the Measurement Committee) on the desirability of establishing an all-up minimum weight for the Class. At the 1960 Annual Meeting in Detroit, the Measurement Committee was instructed to judge the possibilities of setting a minimum all-up weight of 500 lbs. for Thistles.

There is no question that the variation in weights of boats in other popular classes like the Stars, Comets, and Lightnings has virtually split each of these classes into two or more fleets. Although most classes now have weight limitations, such regulations have evolved over a period of time, and a large variation in weights exists in legal boats. In fact, certain legal light boats in one class and certain legal heavy boats in another class are sought and premium prices are paid, depending on the convictions of the buyers. Some small-boat authorities are convinced that the lighter the boat the better, while others depreciate this on the grounds that in high winds and/or certain conditions of seas a heavy boat will excel.

The Association's consideration and adoption of the fiberglass hull brought to our attention the fact that there were inadequacies in our limitation of hull weights to a minimum of 300 pounds. Questioning a large number of Thistlers revealed that most did not know what their hulls weighed unless their boats had undergone some major renovation such as fiberglassing. However, some did know, even to a fraction of a pound, and had shaved their hull weight as low as possible. Even with this effort, I know of but one hull that weighs as little as 300 pounds. It is almost impossible to monitor this minimum hull weight because at no time is it convenient to weigh a bare hull. Furthermore, there is much more to consider in a racing Thistle over and above the hull weight.

To determine the variation in weights of Thistles equipped for racing and to get some idea as to the complications of the problem of adopting a minimum all-up weight, Chief Measurer George Devlin ordered all boats weighed at the 1960 National Championships at Detroit. The following table gives the weights of the competing boats and the basis upon which the weights were taken. The scale used was not calibrated, but it is believed that the weights are within plus or minus five pounds.

Includes following:  
Hull  
Flotation tanks  
Lockers, if any

Centerboard  
Rudder  
Tiller  
Mast  
Boom  
Main sheet  
Attached hardware  
Not included:  
Spinnaker pole  
Paddle  
Life preservers  
Anchor and line  
Sails

No.	Lbs.	No.	Lbs.	No.	Lbs.
1	532	608	558	1090	530
15	520	608	544	1093	510
21	524	632	510	1096	520
25	510	655	504	1110	500
28	555	705	510	1111	522
57	496	710	502	1124	485
103	528	724	520	1149	530
108	497	761	505	1153	500
111	510	777	498	1166	530
114	506	817	508	1210	530
165	525	818	490	1222	544
191	515	821	521	1228	523
193	524	823	525	1234	505
208	510	883	540	1241	510
236	530	905	490	1252	532
346	512	926	500	1260	520
378	519	937	530	1291	512
426	510	949	512	1307	500
442	550	995	484	1313	544
447	526	1067	510	1341	510
490	520	1083	525	1381	500
573	520	1089	510	1401	480

Number 1153 did not race according to the results, while No. 873, owned by

John Martin, raced but was not weighed. Maybe John Martin chartered No. 1153. The lightest boat, No. 1401 owned by Ray McLeod, was a brand new Thistle with no lockers and minimum hardware. The heaviest boat, No. 603 owned by Pete Bordes, had two large aluminum drums, estimated to weigh approximately 5 lbs. each, to raise and lower the centerboard. It also contained some miscellaneous gear that was not removed. My boat, No. 28, was the second heaviest. It is fiberglassed, has 12 pounds of fittings and slats to hold loose gear under the seats, and the lockers contained several pounds of tools and small gear that were not removed. It is noteworthy that the average weight of these 66 boats is 516 pounds.

To get some idea of the relation of all-up weight of boats to performance, I plotted the weight of each boat against the points earned and place of finish as reported in the September-October 1960 "Bagpipe." The accompanying graph shows this relationship. The points indicated by an X are for those boats which had one or more DNF, DSQ, or DNS's. Had each finished each race, the place of finish for the series would have been quite different, but the over-all relation of weight of boats in the fleet to place of finish would have been much the same.

The scatter shown by this graph is such that no particular trend of advantage is evident. The following tabulation gives the average weights of the boats in each of the 10 places of finish:

1st 10	519 lbs.
2nd 10	513
3rd 10	514
4th 10	517
5th 10	524
6th 10	524
Last 6	505
Entire Fleet	516

The average weight of the first 40 boats was less than the next 20, but the deviation from the average of the fleet is small indeed. The average weight of the last 6 is meaningless because four were DNF's or DSQ's. In general, however, the lighter boats fared better but this is a rather sweeping generality. A mathematician could have a picnic with these data, but I doubt that his conclusions would be a great deal different.

Pete Bordes' No. 603, which was the heaviest boat, fouled out in the 3rd race and still finished 8th in the series! What he has to say about weight of boats is given in another article in

this "Bagpipe."

Although in this series no great advantage is seen for light boats, there is undoubtedly a critical speed of wind and/or condition of sea at which the light boats will get sustained planes while the heavier boats will not. Few, if any, boats in this series did any planing. We have seen other classes split by high-performance, light-weight boats. We have a class which is one of the few where No. 1 can compete with No. 1401 on an even basis. Our class must be kept on a one-design basis so that skippers are competing in racing rather than in trying to shave their boat or building faster ones that will win, not by superior racing skill, but by superior craftsmanship or "secret" knowledge or additional investment. Certainly, we don't want anything to happen that would obsolete any of our competing boats, or to start a craftsmanship or investment race. In my brief term of office as Chief Measurer I have already encountered some Thistlers in this frame of mind and obviously it bothers me.

It is my suggestion that we consider the adoption of a minimum all-up weight of 500 lbs. and a maximum of 550 lbs., to pick up some convenient round numbers. The weight of the heavier boats can be reduced and that of the lighter boats increased without too

much trouble. Light boats competing in the 1960 National Championships were lighter than 500 lbs.

#818	Walsh	10 lbs.
108	Devlin	3
57	Busch	4
1124	Stubner	15
777	Westin	2
905	Frissell	10
995	Ayeock	16
1401	F. McLeod	20

I know all of these skippers as good competitors and my earlier remarks about craftsmanship certainly do not apply to them. I am confident that each, and many others in the class who have light boats, will be glad to beef up the dubbed-off centerboard lead, install a few fittings, replace the lockers, or add some lead weights under the seats where they would be out of the way, all in the interests of perpetuating our enviable one-design status.

The suggested maximum weight of 550 lbs. is more in the interest of reducing the spread of weights since I have no strong convictions as to advantages of heavy boats. To reduce the weight of some heavy boats below this figure might not be practical.

This suggestion that we adopt an all-up minimum of 500 lbs. and a maximum of 550 lbs. in our Official Plans and Bylaws requires a constitutional

amendment. To do this a Fleet, any Fleet, must propose the amendment by a vote of the Fleet, it must be published in the "Bagpipe" a month prior to an Annual Meeting, and passed by a three-fourths majority vote of the Association at the Annual Meeting.

To get action on this at the Annual Meeting in Racine in August, will some Fleet (the more the better) make such a proposal and let me know promptly so that I can present it to the Governing Board prior to publication?

Also, I would like to have comments on this matter from any Thistler as soon as possible. I can't guarantee that I will write each a cheery reply because my mail is already heavy, but I assure you that I will be very interested in what you have to say.

I would also like a proposal from some Fleet to adopt aluminum as material of construction for spars. The aluminum mast, now conditionally approved until the next National Championship in August, was described in the January-February issue of the "Bagpipe." Both of these amendments could be voted upon by the Association at that time.

## Handbooks

The TCA Handbook is available through the Secretary's Office at \$2 a copy. This contains many fine articles on racing rigging, maintenance, finishing, etc. by Thistle authors — supply limited.

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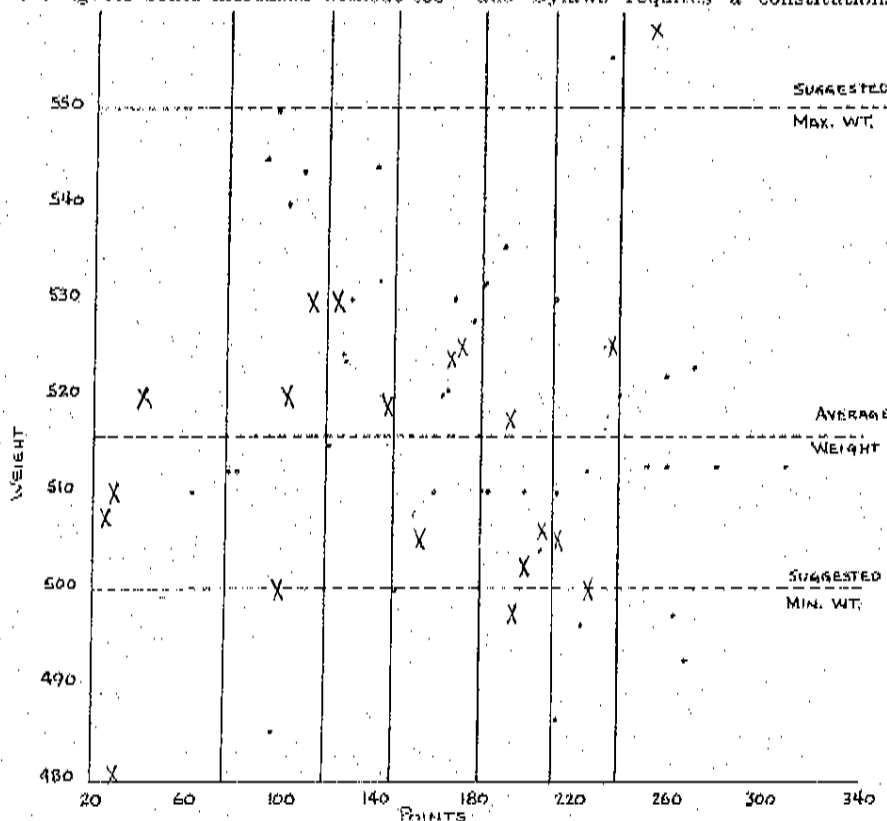
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## Spinnaker Handling Aboard Thistle No. 553

By Dick Shepard

### Definition

We define the spinnaker as a bag of wind which can sometimes make a Thistle go to leeward but often seems to have been designed only to look pretty, scare people, demoralize crews, capsize boats, and break up otherwise happy marriages (ours is a family boat).

### Rigging

We acknowledge this monster's capabilities right from the start, by rigging it at the dock. This enables full attention to be devoted to it, thus lessening its ability to cause embarrassment at a more crucial moment. Examples, rising for the downwind leg of a race sideways, backwards, from behind a shroud, or inside the jib sheets, or even not at all. Our spinnaker is stowed loose under the starboard locker, with both sheets and halliard led clear outboard of all other gear, then down the after face of the locker and attached to the sail. We use Brummel hooks for convenience and fast release if ever necessary. The stowage location was chosen as being handy for a short crew and free from other gear. The halliard is additionally secured to the rail at the shroud to be clear of the jib. We used to carry the spinnaker pole forward alongside the keel but found that removing it thence often resulted in its after end being placed in someone's face enroute. This danger has been vastly diminished by copying a neat trick from Fred Comlosy (#442, Winnie the Pooh). The spinnaker pole now rests on the forward grating, with its forward end in a plastic cup secured to the underside of the rail just over the paddle seat. The after end of the pole comes just to the shroud at the rail. A spring loaded hook through the grating secures the pole in this position, even when trailing.

### Setting

When setting the spinnaker, we start by getting the wind as far aft as possible. Then the halliard is released from the rail and the helmsman raises the spinnaker, steering with the tiller between his knees. One crew tends the sheets, and the other makes sure the sail rises clear, and then rigs the spinnaker pole. He works from outboard to inboard. That is, the pole is attached first to the windward spinnaker sheet (now the guy), then to the spinnaker pole lift, and finally to the spinnaker pole fitting on the mast. The pole is set with the jaws opening upwards, so that gravity and the tendency of the spinnaker to lift, both help when removing the pole. The spinnaker pole lift is a fixed nylon line running from a diamond stay spreader to a small ring affixed to the center of the pole, where it attaches via a snap hook. When not in use, the snap hook is attached to the spinnaker pole fitting on the mast. The pole is prevented from sliding back on the guy by another trick, copied from George Hills (#573, Brim). This is the use of an expansion wing nut fixed on the guy close to the sail. The closed jaw of the pole can pass forward over this expansion nut, but not back over it. Thus, when setting the pole the target for that jaw is not just the grommet in the sail or a

loop in the guy, but any part of the guy that most readily comes to hand. After the spinnaker is set, the jib is doused and stuffed into the area ahead of the forward grating. Leaving the jib up until the spinnaker is set gives that much more driving force to the boat and reduces the tendency of the spinnaker to wrap itself around the forestay.

### Trimming

When trimming the spinnaker, we start by setting the pole approximately perpendicular to the apparent wind direction, deviating in that direction which enables the spinnaker to provide the most drive forward. The sheet is then eased until the curve of the lift or windward edge of the sail starts to break or cave in. Trimming just short of this condition gives the optimum trim for the sail. The guy is then cleated, and all normal sail trim is done with the sheet alone. Sometimes trimming with the sheet alone will not prevent the break in the luff. This means either that the wind has shifted too far ahead, and the guy must be eased, or that the opposite has occurred. In this case, the wind has gone so far aft that the spinnaker is too much in the wind shadow of the main and is starving, and so the guy

(Continued on page 8)

## The Overweight Maid of Pligh

Correspondence between George Devlin (108) and Pete Bordes (603).

August 23, 1960

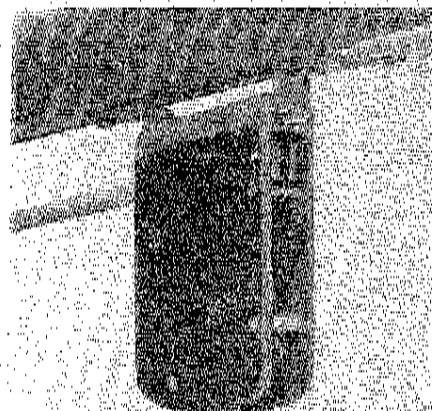
Dear Pete:

As you are probably aware, your boat was the heaviest one weighed in at the Nationals. I noted that you had 2 large bronze drums for working your centerboard and which appeared to be quite heavy.

I think your definitely above-average-weight boat again proves what I have always maintained; namely, no one really knows what makes a fast Thistle. I can only conclude it is 'at the stick', and for my money this is what makes the Thistle the best one-design class in the country.

(Continued on page 8)

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## CREWING: Should This Marriage Be Saved?

by Genie Humpleby, #193

Many people get involved in racing sailboats because the friendly neighborhood psychiatrist tells the men they need hobbies to take their minds off their jobs. They keep forgetting that the wives are expected to (ugh) crew. (A crew was invented so that the untouchable class of India could feel like cafe' society.)

Now that we have status settled, we can go on to the techniques of crewing. Really, there is NOTHING to crewing . . . if the following simple facts are kept in mind:

1. The most important person on the boat is the SKIPPER. He must be happy and comfortable at all times BECAUSE he is the one who is thinking. (Other skipper's scheme.)

2. The least important person is the crew, but it is always the fault of the crew when any race is lost. Since many skippers feel it beneath their dignity to speak to a crew, consider yourself lucky, even if your skipper is always screaming at you.

3. The crew really has nothing to do but (a) cleat and (b) uncleat the main, and (c) cleat and (d) uncleat the jib (these are both sails), (e) raise and (f) lower the centerboard, (g) always sit on the high side (whatever that is), and (h) bail (pour water from one side of the centerboard trunk to the other).

4. Once in a while the crew is supposed to look for starboard tackers, but this is very easy since you can recognize them by their shifty looks, nasty little beady eyes (they are the Bad Guys).

5. Humor your skipper's little idiosyncrasies. For example, my husband doesn't like the crew to knit or play solitaire while sailing, says it doesn't look salty.

6. When you wash and iron the sails (and you want them sparkling), be careful not to mash down the bolt rope. (we use wash and wear sails.)

7. There are some boats which have an extra sail called the spinnaker. I personally do not recommend them because it just makes a lot of extra

work and you don't use it that often. (I'm making a slip cover out of ours.)

8. Keep in mind that sailing is only a hobby or a fun thing, and any gay little humorous louches you can think of to add to the hilarity of it all will be appreciated, such as carrying a squirt gun, bashing in the head of the skipper of an overtaking boat — things like that.

Once in a while we have been asked about the non-crew (or wife who doesn't even know where the yacht club is). She needs a few gentle sug-

gestions, such as:

1. Be prepared. One little handy phrase that always works is "You need a new one". (Example: Any April when he comes rushing in asking about that gismo he left on the dining room table last November, you can't be expected to know he means that smubbing winch ratchet spring) and it keeps his workshop tidy. You can keep things thrown out.

2. Be thoughtful. Keep a few pictures around the house so that the children will recognize him when he wanders in from time to time to pick up the BAGPIPE.

3. Be interested. When the Thistle fleet meets at your house, let the boys know you know what the score is. Sailing is like playing the slot machines: luck. Remind them of this fact. Often.

4. Learn to ignore the neighbors. Resign from the Same-Length-Grass-Group before you are asked. Laugh when the Health Inspector tells you he's had complaints about the state of your garage.

5. Be reasonable. You can't expect a man to mow the lawn in a thunderstorm, so he might just as well sail. If he decides your new girdle is just the thing he's been looking for, for hiking straps, well, you can always gain weight. And you wouldn't dream of objecting just because an ornament on your hat is just the thing for detecting wind.

6. Keep things in the proper perspective. Your friendly neighborhood psychiatrist will tell you that a job is necessary to (a) support the boat and (b) keep his mind occupied between races.

**DEADLINE — NEXT ISSUE  
MAY 25**

### BALBOA BOX SCORE

Skipper	Boat No.	1st Race	2nd Race	3rd Race	Finish
Allen	1043	1	2	1	1
Cottle	734	4	1	2	2
Andrews	74	9	3	3	3
Allen	1192	5	4	7	4
Scott	1044	3	6	8	5
Daniell	1017	7	7	5	6
Gerric	1416	10	5	4	7
Munn	1280	8	10	6	8
Cazier	269	2	DNS	DSQ	9
Elsen	1010	6	9	DNS	10
Friel	918	11	DNS	9	11
Smale	1076	12	8	DNS	12
Budd	1068	DNS	DNF	DNS	13

**SPINNAKER (cont'd)**

must be trimmed to get it out into clear air. (This last situation most often occurs in very light following breezes.) Thus, we find that it pays for the crew handling the spinnaker sheet to keep an eye on the luff and the wind pennant.

We find the spinnaker tender must guard against a tendency to try to saw the forestay apart with the foot of the spinnaker in light airs. (This behavior probably stems from nervous tension generated by tirades from the helmsman—subject: spinnaker handling.)

In light to medium airs, we sometimes feel that it helps to ease the halliard so that the head of the sail is a foot or so away from the mast. Our belief is that this enables the sail to reach out to clearer air, away from the mainsail. In heavier airs, we carry it full up, feeling that we thus get more lift as well as drive from it. The spinnaker pole lift is set to carry the pole in a horizontal position, and is not adjustable. We do not use a pole down haul, on the theory that any strong lift by the sail would break the pole if restrained at the mid-point, and milder lifts are not troublesome.

We believe that theoretically the best location for the spinnaker sheet leads is aft on the rail near the stern grating. This allows trimming the sail with a minimum of downhaul action. However, the most convenient location in our experience is on the rail, about even with the jib sheet leads. We sail mostly on small lakes with shifty winds, and ease of setting and trimming is more important to us. Being a light crew, we spend a lot of time on the rail. Thus, we have learned to abhor any hard objects which protrude above that nice, soft oak surface, for reasons well known to anyone who has sat on same. Therefore, each spinnaker sheet leads through the rail (around a small inset sheave) then forward under the rail and into a spring loaded reel set against the forward seat support. The reels prevent the sheets from making friends with the jib sheets, ankles, feet, and other oddments in the boat. A small jam cleat on the underside of the rail enables securing of the guy.

**Jibing**

To jibe the spinnaker a crew member stands to leeward of the mast, ahead of the boom (trimming in the main to allow this is appreciated) and facing forward. From this position it is easy to remove the pole from the mast fit-

ting, attach that end of it to the leeward spinnaker sheet and push that end of the pole forward. The main is then trimmed in and jibed over, and the other end of the pole released from its spinnaker sheet and attached to the mast. The second crew member tends both sheets by hand during the operation.

**Dousing**

Assuming an approach to the leeward mark in a race, we first set and trim the jib, again to prevent an unwanted attachment between spinnaker and forestay, and also to have the jib ready to drive to windward as needed. Then the pole is detached from the mast fitting, pole lift and guy, in that order, and stowed. Then, port or starboard tack, the spinnaker comes down on the starboard side of the mast, if at all possible. This is because the spinnaker halliard sheave is to starboard of the forestay and the jib halliard sheave. The sail is stowed as it comes, foot first, head on top, and the halliard is again additionally secured to the rail at the shroud. A spring loaded reel aff on the center board trunk automatically takes up all the fall of the halliard.

As to when to use the spinnaker, our experience would indicate that anytime we want more leeward speed than we have, and there seems to be enough apparent wind to fill the bag, it's worth a try. We find that after it is set and drawing to leeward, we can harden up and carry it with the apparent wind ahead of abeam. However, this be a touchy business in all but light airs, and we do it only as a temporary measure.

Perhaps, when our bait size offspring has become crew size, we can practice. Then, I hope, spinnaker handling on #553 will become an art.

**PLIGH (cont'd)**

If you have no objection, I would like to send that part of your letter regarding the performance of your boat to the Editor of the "Bagpipe" with the suggestion that he might wish to publish it."

151 George A. Devlin

Dear George:

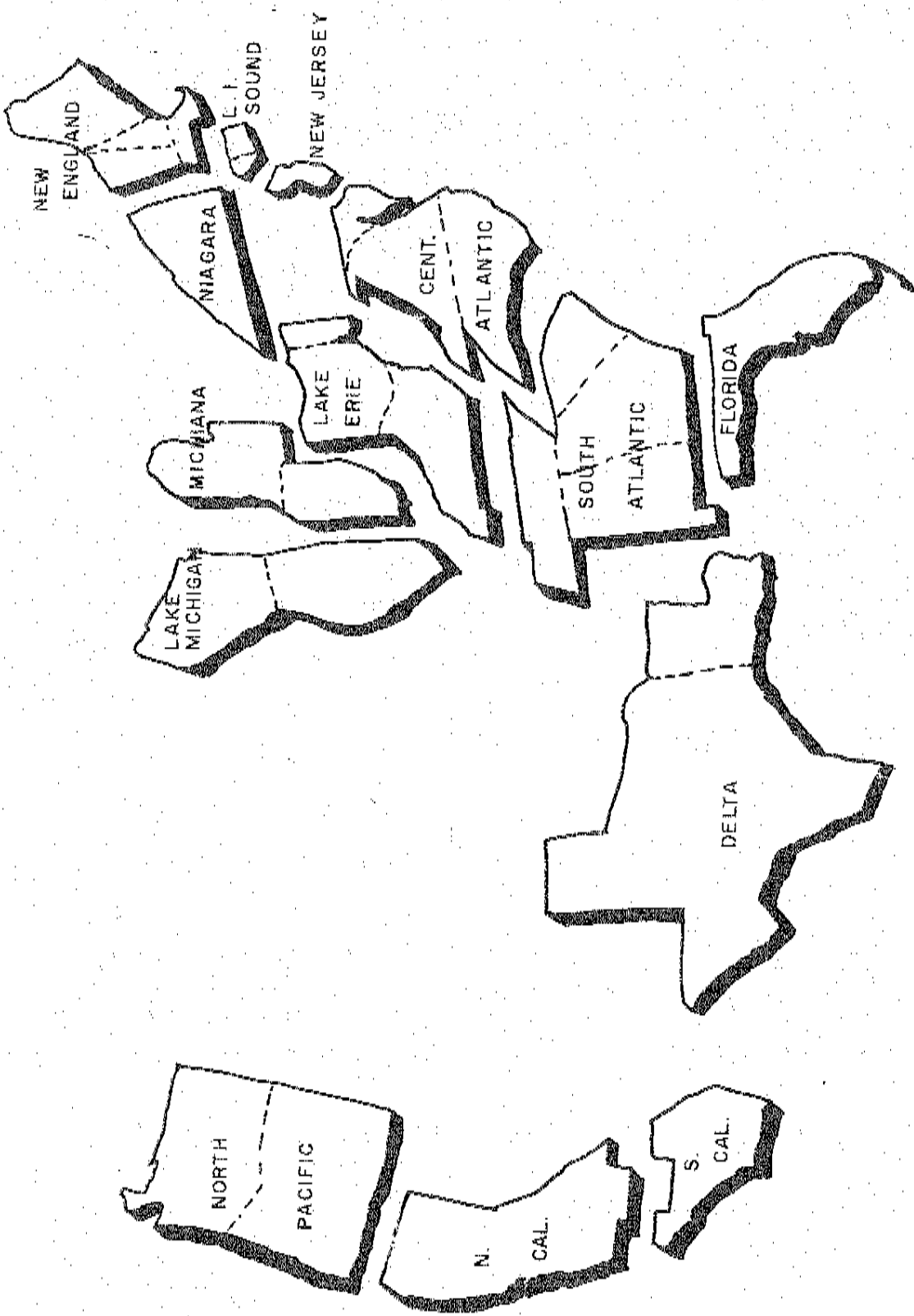
To answer your question about the boat's weight, those drums were aluminum, not bronze. How much they weigh I don't know but it would be not quite twice the weight of Westin's one aluminum C.B. winch. I estimate that I have perhaps 10 lbs. more in hardware and fittings than the average boat. The rest is in the hull,

which is not fiberglassed, just painted. The boat is a kit boat built by Wally Lineburg with a hull which was not molded by Douglass & McLeod. As I understand it, there were a few hulls done on a mold somewhere in Canada and I have discussed this with the McLeod's so that I know it is not rumor. How it came to happen I do not know, nor who actually molded the hull. For what it's worth, Wally never sanded off the strip on the bottom.

Come to think of it, I have never weighed the center board, so some of the excess weight might be in it instead of the hull. However I am quite sure most of the weight is in the hull, and not the extras. I have styrofoam tanks, and only one locker, for example, and have been reasonably weight conscious at all times when putting on my gadgets. It was quite a shock to me when we discovered how heavy the boat was. I have always felt that she was a little faster than the average boat in all conditions except planing on a close reach. This is a conclusion reached after carefully trying to eliminate such variables as differences in crew weight, sails, ability, etc. And I keep a careful notebook of all the races which is reviewed from time to time, so that this is no idle conclusion. We have won many a race by planing faster on broad reaches or dead down wind in heavy air or in marginal planing conditions. Since this is when I would most expect the extra weight to slow us down you can see why I am perplexed.

In the practice race which we won at Detroit except for the fact that we didn't cross the finish line, we went faster than Shock and passed him on the last downwind leg. So what you can conclude from all this I don't know. I'll say for sure that I wouldn't sell the boat, especially after Detroit where, outside of our fouled out and fouled up race we finished 1, 3, 6, and 8 for a best 4 out of 5 total that beat every boat there, except perhaps H. Boston. Haven't had a chance to study the results yet so am not 100% sure of this. But enough of this speculation. I don't imagine it helps answer your questions very much but it is an attempt.

Doug Westin told me that out on Great South Bay a man built a Thistle which was the exact legal minimum in weight. He went nowhere in the boat all summer and finally added 30 lbs. of permanent ballast after which he started to do much better. So that adds perhaps even more weight to the confuting arguments. /S/ Pete Bordes



**THISTLE CLASS ASSOCIATION  
MAP OF DISTRICTS**

 **HAWAII**  
*The Bagpipe*

**RULES (cont'd)****General**

No set of written rules can unambiguously define right-of-way or proper action in all of the potential situations in yacht racing.

Among the problems remaining in the new rules are the precise meaning of "down-wind-leg," and "substantial alteration in course." Both of these terms are used, the later for the first time, but are not defined. You will find other points to question, but the rules superbly provide the opportunity for a new season of exciting and equitable racing.

In case you do not have a set of the new rules, order them now from The North American Yacht Racing Union, 37 West 44th Street, New York 36, New York, for 75 cents.

**Classified**

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

**THISTLE 961** for sale. Completely rigged for racing. Morgan Dacron sails & spinnaker. Good racing record. John Ranft, 1450 Cottingham Court, Columbus 9, Ohio. BF 1-6685.

**SALE: #140**, excellent condition. 2 suit sails, 1 new Thomas main, jib, spinnaker, trailer, cover. \$1200 or offer. Mrs. Ray Howland, 2704 Russell Rd., Ashtabula, Ohio.

**WESTIN CENTERBOARD WINCH** fits between mast stanchions, nylon bearings, 8 to 1 ratio, all parts and instructions supplied. \$23.75 postpaid. Westin's Boat Shop, River Road, Sayville, N.Y.

**BRAND new Zeta spinnaker** by Ulmer (gold & black alternate stripes). Purchased at the end of last season but never used. Cost \$100 but will sell for \$80. Mel Stein, #483, 639 E. 11th St., N.Y. 9, N.Y.

**FAMOUS BELLO BAILER** bails your Thistle while sailing or on trailer. Very slight drag. Only \$13.95 postpaid. Westin's Boat Shop, River Rd., Sayville, N.Y.

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

**FOR SALE: Thistle #750**, excellent condition, varnished interior, coral topsides, summer cover, Boston orlons, spinnaker, centerboard winch, other equipment. \$1350. J. W. Parks, 5 E. 51st St., N.Y. 22, N.Y. CI 7-3380 or PL 5-3507.

**SALE: Thistle 191**, varnished interior, white topsides and bottom, blue boot-top, new mast & boom 1959, Mariner blocks, c.b. & vang winches, hiking straps, traveler. Dry sailed. Cover, trailer, choice of cottons or nylons plus Ulmer dacrons. Boston spinnaker—\$1350. Roger W. Brett, 1210 W. 70th St., Kansas City, Mo.

**ULMER 3 oz. Super Dac jib**. Excellent condition, full size, flat. \$40. L. J. Bates, 118 Bay Dr., Huntington, N.Y. HA 7-2726.

**WANTED: Spinnaker**. With or without Associated Rig. Send details & price. A. W. Hulet, M.D., Charleston, Miss.

**FOR SALE: #1070** always dry sailed. Natural finish, refinished inside & spars, new rigging, new sails "60." Shock trailer with traveling rig. Perfect condition, many extras. \$1375. L. Smolloy, 5100 5th Ave., L.A. 43, Calif. AX 1-9752.

**THISTLE INSURANCE: All risk coverage** including racing, spinnaker and trailering up to 500 miles. Claims handled by fellow Thistler and yard of your choice.

Jack Wannenmacher, Agent  
Thistle No. 25  
9212 Miles Avenue  
Cleveland 5, Ohio  
BRoadway 1-2284

**FOR SALE: Thistle 1142**. This boat is in top condition, having had only 3 seasons of use—always dry sailed. Boston Dacron main & jib, cover & custom trailer, all for \$1500. R. J. Fraser, 1307 1st Natl. Bank Bldg., Peoria, Ill.

**SALE: Thistle #2**. Racing condition, just refinished, centerboard winch, 3 suits Boston cotton working sails. Trailer included. \$830. R. L. Halsted, 8305 N. Allen Lane, Milwaukee 17, Wisc.

**FOR SALE: Thistle #93**, excellent condition. Natural mahogany finish. Cotton main & jib. Nylon spinnaker, complete with trailer. \$950. Walter E. Hull, Lakeview Harbor Rd., R.D. 4, Cortland, Ohio.

**SALE: Thistle #1368**. Mint condition. Sailed only 11 times. Hard, medium, & Ulmer light sails, 1960. Gator trailer, 1960. Many extras. No reasonable offer refused. Dr. D. D. Mark, 471 E. High Point Rd., Peoria, Ill. 685-1016.

**WANTED: Thistle spinnaker** in good condition. Please contact A. Megentsoff, 1243 Manchester St., National City, Calif.

**FOR SALE: Thistle #1291**, launched late 1959. Superb condition, polyurethane varnished interior, white & red epoxy exterior. Boston Karnac sails & Boston Atlas Dynalite spinnaker, Devlin winch, winch operated vang, & all racing extras. \$1950. Write or call for complete details. Will discuss delivery. H. Raschle, 211 Windham Ave., SE, Apt. 2, Huntsville, Ala., JE 94653.

**SALE: Thistle 624**. Westin winch, white hull, red water line, Sterling trailer, complete less sails. \$1100. A. M. Stump, 4541 Princeton Pike, Hamilton, Ohio.

**WESTIN REEFING WINCH** attaches to mast, one crank operates both reefing winch and main halyard simultaneously. \$14.95 postpaid. Westin's Boat Shop, River Rd., Sayville, N.Y.

**THISTLE CLASS ASSOCIATION**  
226 EAST 17TH AVENUE  
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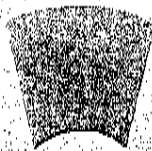
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