

# BAGPIPE



OFFICIAL BAGPIPE-THISTLE CLASS

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1035 BEECHVIEW DR., WORTHINGTON, OHIO

SEPT. 1961



President Skip Allcorn (left) congratulates National Champ Ed Walsh and his crew; wife, Marge and son, Mickey (story page 3).

## ED WALSH AND FAMILY SAIL DAN-E-BOY (818) TO THISTLE NATIONAL CHAMPIONSHIP

## THE BAGPIPE

Official Organ of the Thistle Class

### President

George Devlin (108)  
19496 Lighthouse Rd.  
Grosselle, Michigan

### First Vice-President

Elmer A. Richards (724)  
345 E. 61st St.  
New York 21, N. Y.

### Second Vice-President and

### Editor of The Bagpipe

E. W. Himsworth (758)  
1035 Beechview Dr.  
Worthington, Ohio

### Secretary-Treasurer

Honey (Mrs. Marlin) Abramson (924)  
226 E. 17th Ave.  
Columbus, Ohio

### Chief Measurer

David C. Minton, Jr. (28)  
2640 Bridgeview Rd.  
Columbus, Ohio

### Commodore

Mendel W. Johnson (338)  
P.O. Box 1521

Annapolis, Maryland

### Vice-Commodore

Dr. G. I. Smith (809)  
1942 University Dr.  
San Jose, Calif.

### Rear Commodore

Eugene George (1125)  
3215 Churchill Drive  
Austin 3, Texas

## Life Preservers

Thistledown, the Delta District's publication, reports that the July issue of CONSUMER'S REPORTS contains a good analysis of life preservers. Results are given of tests made on many coast guard-approved types. Thistlers may find the article of interest.

## Regatta's Scheduled

October 7 and 8, 1961 — Watkins Cup Regatta, at Ken Lake Hotel, Kentucky Lake, Kentucky. Contact Norman Buford, Chairman of Regatta, c/o Ken Lake Hotel, Murray, Kentucky. A large turnout of Thistles, Ravens, Lightnings, Stars and other classes, races both for class championships and overall handicap.

October 14 and 15, 1961 — Lake Guntersville Regatta, Lake Guntersville, Alabama. Write Sam Caldwell, Jr., 129 Glenview Drive, Birmingham, Alabama, for information. Thistles only.

## Lake Erie District Split . . . G-Board Acts

Out of the smoke-filled lower room of the Racine Yacht Club the Governing Board modified the Bylaws, split the Lake Erie district and announced the chartering of Fleets 97, 98, 99, 100, and 101. They booned one skipper out of the nationals for not being properly qualified and in general acted like all governing boards by remaining in session too long. Minutes of the meeting follow:

A meeting of the Governing Board of the Thistle Class Association was held on Monday, August 21, 1961, at the Racine Yacht Club, Racine, Wisconsin, at 8:25 p.m.

The Chief Measurer had nothing to report.

President Allcorn opened a discussion on aluminum masts by reporting that of the mail proxies he had received, there were no dissenting votes. It was brought out that the aluminum mast was approved until the beginning of the 1961 Nationals and this decision was published in the BAGPIPE. It was resolved that since the Board of Governors construes that under the Constitution, Bylaws and Chief Measurer's rulings, the aluminum mast cannot be used in the 1961 Nationals until voted upon and passed at the Annual Meeting.

President Allcorn reported the chartering of Fleets 97, 98, 99, 100, and 101 in the past year. It was moved, seconded, and passed that those charters be approved. It was moved, seconded, and passed that the Governing Board recommend to the Annual Meeting the revocation of charters for fleets LE 40, IM 42, NF 73, LIS 78, ND 61, and ND 94, all of whom have dropped below the requirement of three dues-paid and registered boats.

The Secretary-Treasurer reported the current checking account balance of \$2,241.26 and savings totaling \$4,748.42, making total assets of \$6,989.68.

The President opened a discussion of a new handbook which was originally planned for this year, but delayed when a supply of the old handbook turned up. He suggested the need for such a book, particularly for new boat owners. Fiberglass hulls are catching on all over and we should help the boat as much as possible in publicity and advertising. Plans are for a loose-leaf book to which pages, printed in the BAGPIPE, can be added. Pictures of various fittings and rigs will be included, many of them taken at Racine. Advertising should take care of a good portion of the cost. It was moved, seconded, and passed that President Allcorn be given authority to proceed with plans for the Handbook.

President Allcorn reported 111 numbers sold in the past year, 25 of which were issued in the last week. Of the 86 issued previously, 56 are for Fiberglass hulls and 30 for wood. 175 Fiberglass boats have been sold.

There was a discussion of the difference in representation computed by 10% of registered, dues-paid boats vs. 50% of the total number of boats participating in the district championships. The difference in attendance here was so slight that it was agreed to let this formula stand. There were 55 boats at the 1961 nationals.

Ted Himsworth had no publicity report. He was thanked for the LOOK article which resulted in a lot of inquiries.

Under new business, George Hills reported that a group of Fleets in the Lake Erie District wants to split the district into two districts. This idea has

been under discussion for several years, but now the Fleets involved are in agreement and want the split. It was moved, seconded, and passed that the LE District be split at 82°, 00' West longitude into Lake Erie East and Lake Erie West. John Proctor, now Alternate from LE, will become District Secretary of Lake Erie East. The rotating district trophy will go to Lake Erie East.

A long discussion of juniors, seniors, and college students sailing club boats took place. Since the Constitution and Bylaws prohibit nonowners skippering a Thistle in Fleet and sanctioned events, no action was taken, and the matter was referred to committee.

Changes in the membership classifications were suggested. Dave Minton read proposed modifications in the present wording of the Bylaws as follows:

2. Revise the Bylaws, Article II — Dues as follows:

"The dues of the Association shall be as follows:

- |                       |        |
|-----------------------|--------|
| 1. Active Members     | \$6.00 |
| 2. Unattached Members | 6.00   |
| 3. Associate Members  | 4.00   |
| 4. Sustaining Members | 4.00   |

5. Where a Thistle Class sloop is owned in good faith by more than one person, only one of the owners shall be required to pay dues of \$6

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## Walsh National Champion

Ed Walsh put together the winning combination to sail DAN-E-BOY (818) to victory in the 5-race championship at Racine, Wisconsin. Ed's boat, crewed by wife Marge and son Mickey, was one of the 25 family operated Thistles on the 54-boat starting lineup.

Going into the last race six points behind defending champion Bruce Goldsmith, Ed finished the last race in third place. Sitting on the finish line, he counted boats as they crossed the line and when seven boats crossed, none of which were Goldsmith, he knew victory was his. Bruce Goldsmith in PEAR-SHAPE (623) with wife Pam as crew dropped to 18th in the last race and settled for the overall second spot.

Jim Hendrickson sailed the glittering Blac Jac (21) to third place. John Proctor of Pittsburgh in COTTONTAIL (1222) took 4th and Pete Bordes in MAID-OF-PLUGH (603) took over-all fifth.

Day by day events of the nationals on beautiful Lake Michigan were as follows:

**Saturday, August 19,** Boats arrive from all over; measurements begin. California contingent arrives as does Glenn Clark and family from Hawaii to pick up their charter. This national will probably go down as the spinnaker pole nationals. Chief Measurer Minton specified that spars, rudders and spinnaker poles would be measured on all boats. This is the first time the spinnaker pole had ever been measured. The 6'-0" limit over-all included fittings and caused screams of anguish as poles were filed, cut and hacked to get within the limit. Among those caught—Chief Measurer Minton.

**Sunday, August 20,** More people arriving. A few getting their boats in the water and more spinnaker pole problems. Among those caught today were President Frank Allcorn whose mast had to be shortened by 3/8 of an inch to meet the specs.

**Monday, August 21,** 8 to 10 knot northerly air. The warm-up race was scheduled on a modified gold cup course in the racing area about 2 miles off shore. Despite tradition which holds that the winner never wins the nationals, Pete Bordes finished in first place. (Tradition still holds, he didn't win.) Goldsmith took second and George Hills from Cincinnati, third. For the first time people realized that Lake Michigan slop is different. Measurements were finalized, illegal aluminum spars replaced with wooden ones, and the scene was set.

**Tuesday, August 22,** Skippers meeting, 11:00 a.m. Details were set on the course to be sailed and the signaling. Starting time, 2:00 p.m. Air out of the NW 8 to 10 knots, a fair amount of chop. The start is a beat directly to wind with Dave Ortman taking an early lead. Jim Hendrickson took over on the reach—and won. He was fol-

lowed by Dave Ortman (1515), 55 seconds later and Marlin Abramson (924) in third. In this race Bruce Goldsmith fell to 14th; Walsh was 12th.

Following the race there was a bratwurst, corn and beer party accompanied by a loud floor show put on by Proctor, Royce and others.

**Wednesday, August 23,** Second race scheduled at 10:00 a.m. Wind is generally East three to seven knots. Apparently, the boys were a little eager on this race since three recalls were necessary before a good start was accomplished. Ed Walsh in 818 takes an early lead followed by Skip Boston, Goldsmith and Jim Roberts who finished in this order. Hendrickson drops to 6th, Abramson to 7th. Time elapsed for the winner, 1 hour, 35 minutes and 45 seconds. Back to the club house for a quick lunch and at 2:30 p.m. the third race. Once more the boys got kind of anxious and too many boats were over the line resulting in two

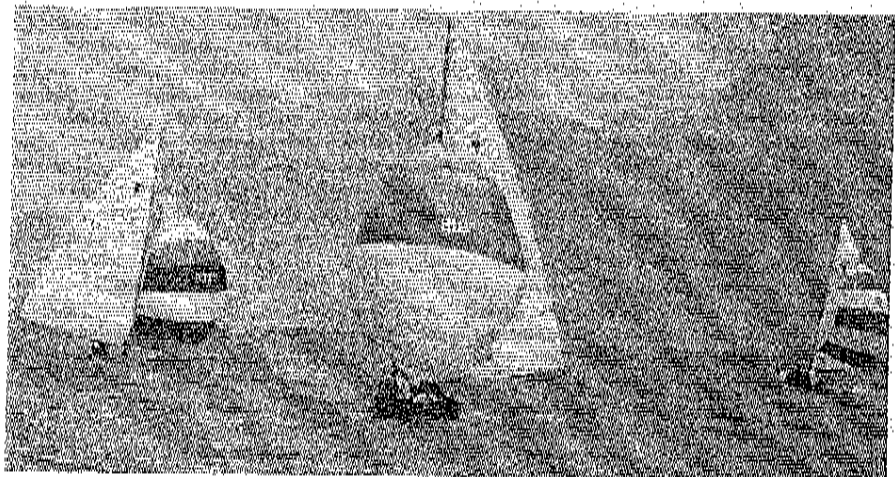
recalls before we got underway. In this race, according to the Racine newspaper, Goldsmith was back in contention with a solid first place. He was followed across the line by George Devlin (108) and Chuck Wiley (1260) with Emerson 4th and Ray McCloud 5th. At the end of three races, the score stood: Hendrickson 1st, 154½ points; Abramson and Skip Boston tied for second, 149 points; Goldsmith 4th, 147¾ points. After the race we had a free evening with nothing scheduled, but lots of noise echoed around various parts of Racine.

**Thursday, August 24,** The fourth race is scheduled for 10:30 a.m. The wind was out of the North 16 miles an hour gusting up to 20. The heavy-air boys were rubbing their hands gleefully as they got to the starting line. With the starting gun, the entire championship picture changed. Skip Boston disqualified by barging; Abramson disqualified, over early and did not hear the recall. Hendrickson 250' from the line was accidentally called back and after restarting ended up in 24th.

The race saw Al Stubner (1124) take first with Pete Bordes second, John Proctor, third, Walsh 4th and Goldsmith 5th. As the scores were recounted the standing now read, Goldsmith in the lead with 6 points over Walsh. Hendrickson 3rd, 36 points later and George Devlin 4th. This is how things stood as we had a marvelous dinner in the club followed by dancing, songs and so-to-bed.

**Friday, August 25,** Final race scheduled for 10:30 a.m. Winds have shifted around to the SSE and after many

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Ed Walsh (818) takes 4th in 4th race while defending champ Goldsmith (632), who appears sunk, but isn't, takes 5th.

# 1961 National Championship Box Score

No.	Name	1st	2nd	3rd	4th	5th	Points	Final
818	Ed Walsh	12	1	12	4	3	243 1/4	1
632	Bruce Goldsmith	14	3	1	5	18	239 1/4	2
21	Jim Hendrickson	1	6	4	21	10	233 1/4	3
1222	John Proctor	17	11	18	3	5	221	4
603	Peter Bordes	19	24	11	2	1	218 1/4	5
114	Jim Roberts	4	4	24	12	16	215	6
1515	F. David Ortman	2	19	7	16	18	213	7
905	Willard Frissell	25	8	14	17	6	205	8
924	Marlin Abramson	3	7	6	DNS	7	197	9
108	George Devlin	8	12	2	19	37	197	10
1124	A. W. Stubner	32	5	22	1	19	196 1/4	11
1111	Skip Boston	6	2	8	DSQ	8	196	12
724	Elmer Richards	7	20	25	9	26	188	13
1015	Sean Althaus	26	9	9	11	38	182	14
10	Eugene Wood	5	22	35	7	25	181	15
1401	R. McLeod	15	27	5	35	12	181	16
1367	L. O. Haupt	9	54	19	18	2	172	17
355	Jim Phelps, Jr.	33	16	10	29	21	166	18
1210	Dr. Bob DeRue	24	10	29	24	24	164	19
655	Ted Fontelieu, Jr.	16	14	32	15	36	162	20
1260	Chuck Wiley	20	15	3	22	DNF	160	21
777	Douglas Westin	13	42	16	10	15	159	22
113	Bill Nexsen	28	26	37	13	11	159	23
1149	Bob Kaiser	10	44	27	8	28	158	24
447	Bill Walton	23	38	38	14	9	153	25
710	Doug Wake	18	28	17	32	29	151	26
28	Dave Minton	11	23	26	34	33	148	27
1325	Norman Cox	34	21	21	50	4	145	28
510	Lee Sutton	39	36	30	6	20	144	29
1067	John Forresen	30	25	31	20	30	139	30
165	George Butts	31	35	28	25	17	139	31
761	Herb Mainwaring	37	29	20	30	22	137	32
1252	Ed Sherman, Jr.	22	53	12	41	14	130	33
1339	Jane Wray	27	33	23	31	32	129	34
821	Joe Carriell	35	13	15	33	DNF	124	35
876	John Martin, Jr.	43	30	34	27	27	114	36
758	Ted Himsworth	46	32	41	28	31	97	37
1197	Bruce Dunnington	44	18	DSQ	23	43	92	38
573	George Hills, Jr.	29	17	DNS	43	46	85	39
1268	Lou Klingenberg	41	46	48	36	23	82	40
969	Jim Irwin	21	45	DSQ	DNF	34	80	41
1250	R. Richard Royce	38	50	DNF	26	39	67	42
338	Mendal Johnson	42	40	47	37	42	67	43
897	Frank Alcorn	48	39	42	40	41	65	44
901	Bob McNabb	45	34	39	49	44	64	45
1089	John LaFollete	51	37	46	44	35	62	46
207	Gerald Callahan	47	41	33	45	48	61	47
1417	Ben Weil	40	49	36	39	50	61	48
1441	John Sampson	50	31	43	48	45	58	49
929	Buckely Christ	36	52	44	38	47	55	50
949	Evans Harrrell	49	43	45	42	51	45	51
1407	Glen Clark, Jr.	52	47	49	DNF	40	32	52
1249	Dick Harmer	53	48	DSQ	46	49	24	53
1484	Cecil Brooks	54	51	50	47	52	21	54

DSQ—Disqualified

DNS—Did not sail

DNF—Did not finish

## Devlin Elected . . . Aluminum In

At the annual meeting the Thistle class approved the aluminum spar, adopted an all up minimum weight of 500 pounds, rejected a maximum weight and elected new officers. Minutes of the annual meeting follow:

The Annual Meeting of the Thistle Class Association was held at the Racine Yacht Club on Thursday, August 24, 1961, at 2:15 p.m. The meeting was called to order by the President, Frank Allcorn.

A roll call of the fleets was taken; 52 were present or represented by proxies. There are 70 fleets altogether; a quorum was declared.

A motion was made, seconded, and passed to have the minutes of the last meeting dispensed with since they had been published.

In his report to the class the president remarked that there is a lot of interest in Thistles. It is one of the fastest growing small boat classes. There is a good bit of interest in the Fiberglass Thistle. The yearbooks are now out and a new handbook is in preparation; hopefully it will be ready in time for the boat show. In addition to outlining the duties of officers, fleet and district secretaries, it will be especially helpful to neophytes. Advertising will pay much of the costs. It will be the same size as the current roster, and will be looseleaf.

Numbers have been assigned up to No. 1555. There are 5 new fleets. The Sears Cup is being sailed in Thistles this year. The St. Petersburg group is doing a fine job in getting all boats on an equal basis.

Publicity through the LOOK article was helpful and there are many opportunities for publicity at a local level.

President Allcorn then reviewed the numbers issued in the past year, how many were glass and how many wood. (These are given in the minutes of the Governing Board in this issue of the BAGPIPE.) He concluded by expressing his pleasure in serving during the past year.

Mendal Johnson, 1st Vice-President, announced that 49 trophies will be awarded. The trophies are the responsibility of the Vice President. The O'Shea keeper trophy will expire and a renewal is needed.

Ted Himsforth, 2nd Vice President mentioned that he needs correspondence to have material for printing. There were 6 issues of BAGPIPE this year.

Honey Abramson, Secretary-Treasurer, reviewed the budget and announced approximately 1271 paid-up members, 822 registered, dues-paid boats, the acquisition of Addressograph equipment and services available to fleets and districts through it, rosters are now at the homes of all members, measurement certificates are required in duplicate, and a copy of the LOOK article is available if anyone did not see it.

President Allcorn further explained that the Addressograph machine is a long-term investment and was chosen following study of several available systems, as the one best suited to our present and future needs.

Dave Minton, Chief Measurer, indicated that most of what he had to say has been printed in BAGPIPE. His rulings have been printed in the 1961 yearbook. He thanked the local people

as well as competing members for helping in measuring boats and sails.

Revocation of charters of fleets 40, 42, 61, 73, 78, 94 and ratification of new fleets 97, 98, 99, 100, 101 was moved, seconded and passed.

There were no Executive Committee rulings, unfinished business or Measurement Committee instructions.

Under new business, Dave Minton discussed the aluminum spar and reported the users were satisfied. It had been examined and adopted until the start of this series. He read his proposal as published in BAGPIPE. "Aluminum" was inserted before "mast shall not weigh less than 30 pounds" and the acceptance of this proposal was moved, seconded, and passed following discussion.

A discussion was continued on aluminum and wooden spars. It was moved and seconded that proposed legislation on the aluminum spar be adopted with the above-mentioned weight limitation. Brief discussion followed. The amendment passed unanimously. This becomes effective upon publication.

The complete text of the accepted legislation is as follows:

1. To authorize and direct the Chief Measurer to insert in the official plans and specifications the following provisions:

(a) Masts shall be made of either wood or aluminum, including its alloys.

(b) The dimensions and cross-sectional shape of aluminum masts shall be essentially

the same as those specified for wood masts and approved by the Board of Governors at St. Petersburg in January 1961.

(c) Aluminum masts shall be filled with foamed plastic or other buoyant material to prevent submergence.

(d) Aluminum masts shall not weigh less than 30 pounds, completely rigged with winches, halliards, shrouds, stays, and spreaders.

2. To amend the Bylaws by inserting a new Article — Masts and listing thereunder Sentences (a), (b), (c), and (d) of the foregoing paragraph.

Dave Minton then suggested that in order to avoid excessively heavy or light boats, as well as to insure a one-design class, minimum and maximum weights should be considered, as published in the BAGPIPE. After discussion, the recommended minimum weight of 500 pounds was moved, seconded, and passed.

The recommended maximum weight was then discussed; a motion for approval was made, seconded, and defeated.

The complete text of accepted legislation is as follows:

1. To authorize and direct the Chief Measurer to insert in the official plans and specifications the following:

(a) The all-up weight of the Thistle shall not be less than 500 pounds.

(b) The all-up weight is defined as the total weight of the hull, flotation tanks, lockers (if any), centerboard, rudder, filler, mast, boom, mainsheet, and attached hardware and rigging. Not included are the sails, spinnaker pole, paddle, life preservers, anchor and line, and similar readily removable items.

2. To amend the Bylaws by inserting a new Article—All-up Weight and listing thereunder Sentences (a) and (b) of the foregoing paragraph.

It was suggested that a scale be purchased for the class. George Devlin donated the one that has been used. It will be calibrated in the near future and the corrected weights of the boats competing in the 1961 Nationals will be published.

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## Sighted Mark, Sank Same

Thistle No. 1 is still very active! Sighting the mark during the 2nd race of the Lake Erie Districts, Harold Klotz (1) merrily sailed his PAUKIE into it and sank it.

Bob DeRue in 1210 becoming the Erie District Champ, squeezing out Jim Miller (1233) by  $\frac{3}{4}$  of a point after the 3-race series at Pymatuning Y.C., July 15-16. Topping a fleet of 54 Thistles, Bob put together a 2, 12, 4 to win the 3-red-chevron event.

Skipper	No.	1	2	3	Final
DeRue	1210	2	12	4	1
Miller	1233	7	1	11	2
Roberts	144	5	11	6	3
Butts	165	3	20	2	4
Altman	955	12	2	15	5
Minton	28	23	9	1	6
Hendrickson	21	4	21	9	7
Mueller	1497	10	27	3	8
Busch	57	8	16	22	9
Hills	573	13	29	5	10
Abramson	924	22	13	13	11
Procter	1222	24	8	17	12
Klingenberg	1268	25	17	8	13
Gregory	538	31	4	20	14
McLeod	1401	14	14	28	15
Ortman	1515	1	41	16	16
Frissell	905	34	6	19	17
Johns	347	6	18	38	18
Haupt	1367	37	3	24	19
Giles	665	21	25	23	20
Harrell	949	27	36	12	21
Nolan	197	20	46	10	22
Russell	769	DSQ	5	14	23
Himsworth	758	41	15	21	24
Romanowitz	185	17	31	30	25
Carriell	821	16	7	DSQ	26
Weil	1025	15	9	31	27
White, H.	17	9	40	37	28
Williams	225	11	DSQ	18	29
Rupert	1357	19	28	42	30
Wood	10	28	DSQ	7	31
Royce	1250	26	33	35	32
Sampson	1441	33	23	40	33
Peake	1372	40	19	39	34
Irwin	969	29	24	45	35
Williamson	1225	18	37	47	36
Dunnington	1197	46	26	33	37
Adkins	822	36	44	27	38
McAfee	1340	35	47	26	39
Callahan	207	42	45	25	40
White, R.	124	44	32	36	41
Cunnings	1381	DSQ	10	49	42
Wilson	726	38	22	DSQ	43
Kennedy	674	30	30	DSQ	44
Rich	1313	43	48	32	45
Wanamacher	25	DSQ	35	34	46
Berry	1227	32	38	DSQ	47
Klotz	1	45	34	DSQ	48
Hohler	752	39	0	43	49
Cook	1240	49	42	52	50
Denk	1163	50	51	44	51

Thornton	694	51	53	41	52
Hatfield	1332	WD	43	46	53
Petro	1343	47	49	50	54
Field	554	48	50	48	55
Sawyer	1021	WD	52	51	56

## Bavier Says

*Bob Bavier is Vice President of YACHTING Magazine, secretary of NAYRU and author of the 1961 RACING RULES.*

The question: Rule 42.1 (e) -- says in part "Room to round or pass a mark includes room to tack or jibe if tacking or jibing is an integral part of the rounding or passing maneuver, but a yacht clear ahead cannot claim the right to tack under this rule . . ."

Does this give a yacht clear ahead the right to jibe under this rule? Bavier says: "Referring to Rule 42.1 (e) you ask whether this rule means that a yacht clear ahead may claim room to jibe around a mark without running the risk of violating Rule 41, tacking or jibing. My answer is that she most definitely can, provided the jibe is an integral part of the rounding or passing maneuver. In short, it most definitely was the specific intent of the Rules Committee to omit "or jibe" in Rule 42.1 (e)."

## Hoyt Takes Central Atlantic

The Central Atlantic District Championships were featured during the Annapolis, Md., Y.C.'s Annual Regatta. Over 200 small craft competed in what was termed the poorest racing weather in 24 years for this Regatta.

Skipper	Boat	1	2	3	Final
Hoyt	378	2	1	2	1
Whittier	958	1	3	4	2
Weil	1417	6	2	1	3
Johnson	338	3	4	3	4
Burggraf	964	4	5	5	5
Pelley	1173	5	6	DNS	6
Yanoy	341	DNS	DNS	DNS	7

## First Pacific Coast Champ

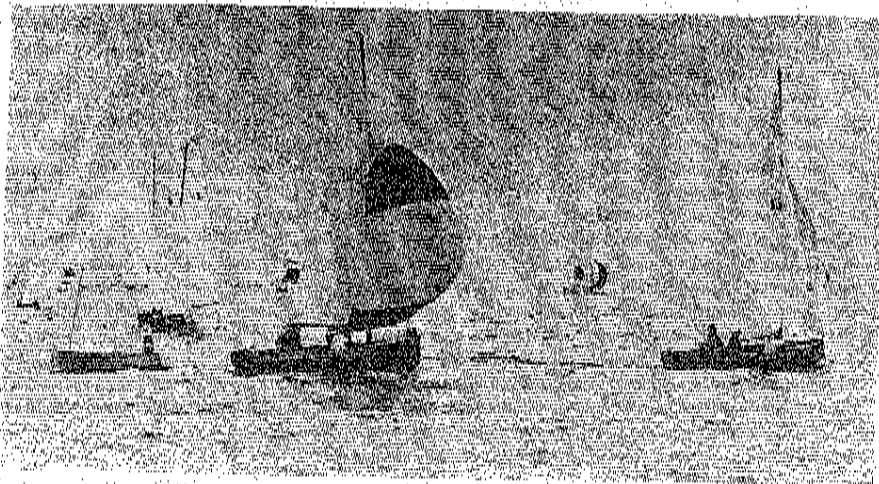
Winner of the Pacific Coast Championship, initiated July 15-16, 1961, is Tommy Shock (1307) of the Newport Harbor Y.C. Shock was awarded three blue chevrons and the coveted trophy by taking the first 2 races straight away.

Held at Huntington Lake, Calif., 7,000 feet up in the Sierras, the event attracted the largest turnout of Thistles yet seen on the West Coast. The 38 skippers provided the key attraction in the High Sierra Series hosted by the Fresno Y.C.

Second place went to Jack Cook (1074) who received his two blue chevrons for 2 seconds and a fourth. Andy Littlejohn (73) won the third place chevron.

One of the prettiest sights anywhere is that of the Thistle fleet coming down the lake on a spinnaker run, framed on each side by steep slopes covered with towering pines.

Skipper	Boat	1	2	3	Final
Shock	1307	1	1	1	1
Cook	1074	2	2	4	2
Littlejohn	73	6	3	6	3
Althaus	1015	7	4	5	4
Eugene	753	4	7	7	5
Smith	809	5	6	12	6
Harvey	1072	10	8	8	7
Gilman	727	13	10	9	8
Babecock	595	14	9	11	9
Sebastian	812	9	14	14	10
Ailo	301	8	12	22	11
Pfirmann	1455	3	DSQ	2	12
Sabin	687	12	17	16	13
Howe	1342	15	11	20	14
Mann	1280	16	15	15	15
Howard	908	DSQ	5	10	16
Mickel	731	21	16	19	17
Bowden	825	18	18	27	18
Heisler	1418	DSQ	13	13	19
Egerman	1194	25	20	21	20
Rasmussen	906	11	DSQ	17	21
Johnson	1245	24	21	23	22
Alstrom	685	22	24	25	23
Smeda	664	19	22	31	24
Panttaja	909	17	DSQ	18	25
Nuckton	1193	29	23	28	26
Barbour	1007	23	19	DSQ	27
Nexsen	113	DSQ	DSQ	3	28
Rossi	782	20	DSQ	24	29
Ingram	1278	28	27	29	30
Hammell	910	32	25	30	31
Goodwin	1402	26	DSQ	26	32
Belt	1042	31	28	32	33
Kavanagh	1073	27	26	DSQ	34
Hines	1246	30	30	33	35
Boyd	1308	33	29	35	36
Travis	1412	34	31	36	37
Eagen	811	35	32	34	38



Walsh leads Skip Boston (1111) to win the second race of the Nationals.

### Kiltie No. Calif. Champ

KILTIE skippered by Gil Smith (809) took first place in the 1961 Northern California District Championship.

Located at Folsom Lake, the June 24-25 event was a four-race series.

Skipper	Boat	1	2	3	4	Final
Smith	809	1	1	6	1	1
Street	1354	5	3	2	2	2
Aalto	301	3	4	4	4	3
Aithaus	1015	2	5	10	3	4
Cook	1074	9	2	3	6	5
Goodwin	1402	7	8	7	7	6
Nexsen	113	12	7	1	DNF	7
Howe	1342	8	13	9	9	8
Rossi	782	10	10	14	11	9
Barbour	1007	DNF	11	13	5	10
Sabin	687	6	9	15	DNF	11
Heisler	1418	11	12	8	DNF	12
Magden	339	14	15	11	10	13
Rarick	1412	13	14	17	DNF	14
Hewitt	1279	DNS	DNS	12	12	15
Fausset	1426	DNS	DNS	16	DSQ	16
Griffith	1038	DNF	DNF	DNS	DNS	17

### 40-Knot Gusts at Boston

At the South Boston Y.C.'s 94th annual Independence Day Regatta the wind played havoc with the sailors. The heavy breeze averaged 25 knots with gusts up to 40.

Boats struggled back on the ends of tow line, having been capsized, swamped, or damaged by wind and sea.

Ed Bryant's HEX V (1447) rolled over on a long spinnaker run. Bryant continued the race after righting the boat and bailing out the water. "A fiberglass hull makes this possible in less time," says Bryant.

First three place winners were Jerry Millgram (1261), Joe Cameron (672), and Ed Younie (276).

### South Atlantic Districts

For the 3rd consecutive year Howard Mead (589) and his MEADOKRA won the South Atlantic District Championship.

Final results were based on Saturday's three 5-leg Gold Cup Courses. Sunday's races were called off when the breezes failed to materialize.

Skipper	Boat	1	2	3	Final
Mead	589	2	1	1	1
Allcorn	897	1	7	6	2
Caldwell	416	4	4	7	3
Reichle	1291	8	6	2	4
Pickering	597	9	3	5	5
Martin	876	5	12	3	6
Tumlin	598	3	11	8	7
Fisher	988	10	8	9	8
Bailey	1330	7	2	DSQ	9
Cole	883	6	DSQ	4	10
Fairclough	746	17	5	10	11
Hartley	587	12	10	15	12
Churchill	1328	11	17	11	13
Brown	736	14	14	16	14
Roberts	739	15	9	DNF	15
Princke	164	13	DSQ	12	16
Hager	983	16	18	13	17
Tomlin	1392	19	16	14	18
Morris	1047	20	13	17	19
Scott	932	18	15	DSQ	20

### Walsh N.J. Champ

Ed Walsh (818) and his gang, wife Marge and son Mickey, held the winning combination for the 1961 New Jersey District Championship Trophy.

Facing an adverse tide in the last race at Staten Island's Richmond County Yacht Club, Walsh recognized the problem early and fought back to shore working his way to second place through the entire fleet. Kaighn Smith (1241) was going too fast to be touched.

(Continued on page 13)

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CASTLETON, INDIANA

### Lake Michigan Districts

Lake Springfield, Ill., was the site of the Lake Michigan District Championship July 1-2. Fleets 70 and 166 co-hosted the event.

Winner of the 1st race was National Champ Bruce Goldsmith (632), who finished 4 seconds ahead of Bob Kaiser (1149), Bill Walton (477) of St. Louis took 3rd place.

Goldsmith and Kaiser reversed their 1st race positions in the 2nd race. Another St. Louisan, Jim Phelps (355) took third.

At the beginning of the 2nd lap of the final race Sunday, Kaiser had an extensive lead over the pack. Goldsmith challenged by splitting tacks with him, and on a port tack during the leg Goldsmith closed the lead and wrapped up the series. Final standings: Goldsmith, Kaiser, Phelps and Walton.

Bob Underhill (1356) was elected LM District Secy. at the business meeting.

## National Championship 2nd



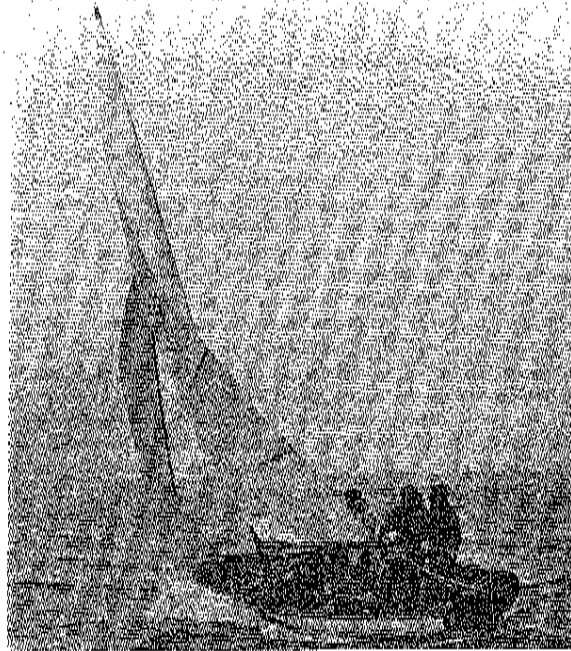
Bruce Goldsmith and wife, Pam, receive second place trophy from President Skip Allcorn.

# National Championship 3rd



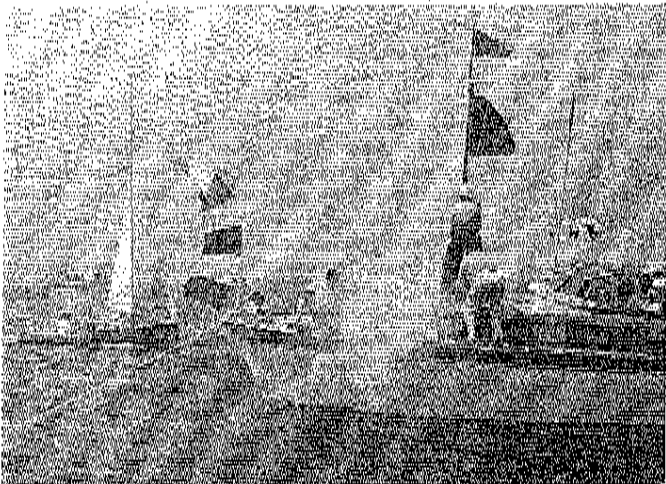
Jim Hendrickson, winning the first race, displays flawless spinnaker handling.

## National Championship 4th



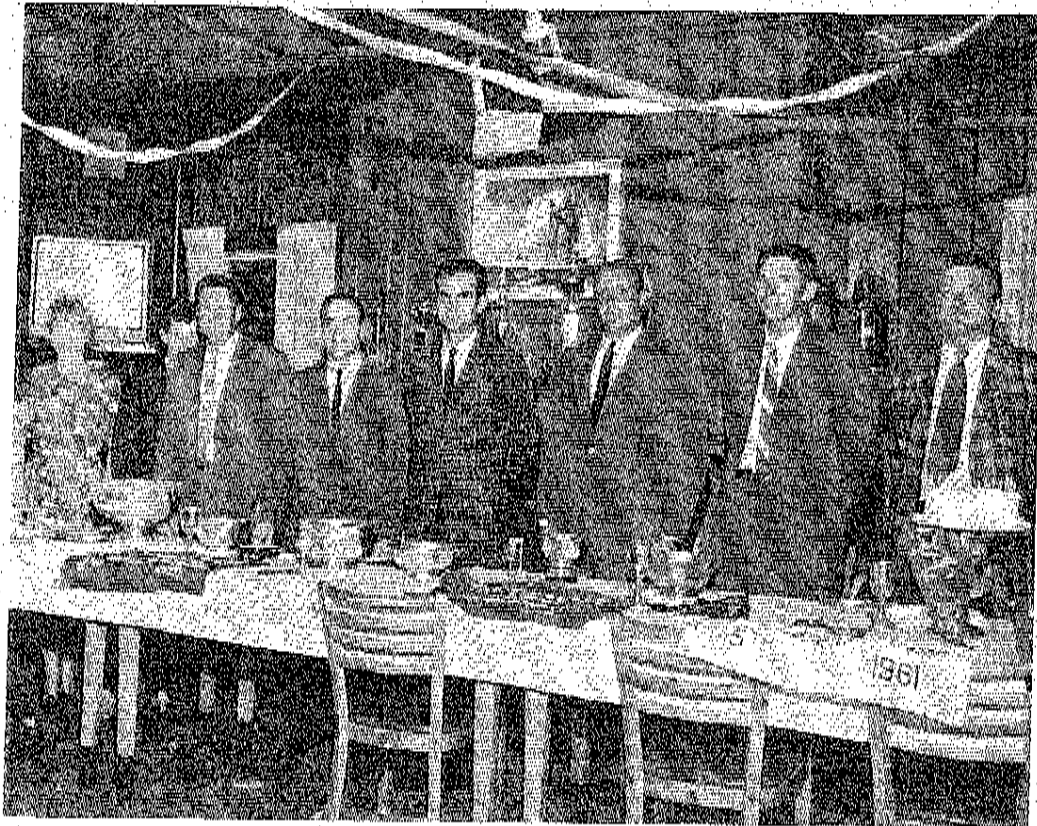
John Proctor beats to weather in Cottontail.

## National Championship 5th



Pete Bordes wins the last race in Maid-of-Pligh.

# The Winners



L. to R. Marge, Mickay and Ed Walsh, Bruce Goldsmith, Jim Hendrickson, John Proctor, Walt Studner (daily high) and Pete Bordes, who won on his birthday.

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## And Guess Who?



Turtle flag to Cecil Brooks (1484)

*The Bagpipe*

## Russell Is Great Lakes Winner

This year's Great Lakes Thistle Championship goes to Frank Russell (769) who sailed BLACK BART to a 7-point victory with a 4, 3 and 8 in the series.

Reigning National Champion Bruce Goldsmith (632) took second after he fell victim to opponents' spinnakers in Sunday's final race. Third and fourth places went to George Hills (573) and Jack Mueller (1496).

Forty-five Thistles sailed over a 3-mile equilateral triangle on Presque Isle Bay, Erie, Pa. They raced twice around with an extra windward leg for a total of 7 miles per race.

In the opener Goldsmith in his PRARSILAPE took first. Thistle builder Ray McLeod sailed in second with John Proctor of Pymatuning Y.C. third.

Skipper	No.	1	2	3	Final
Russell	769	4	3	8	1
Goldsmith	632	1	5	16	2
Hills	573	10	11	2	3
Mueller	1496	13T	6	4	4
Wanamacher	25	9	1	14	5
Altman	965	12	4	9	6
Robert	114	6	19	1	7
Carriol	821	16	12	5	8
Frissell	905	17	13	3	9
Cummings	1381	8	20	6	10
Proctor	1222	3	10	28	11
Busch	57	5	17	19	12
White	17	18	9	18	13
McLeod	1401	2	18	25	14
Haupt	1367	21	15	10	15
Zurn	1290	7	28	11	16
Sutton	510	11	24	12	17
Romano-					
witz	185	35	7	7	18
Loesel	959	20	8	21	19
Mate	26	27	2	33	20
Kennedy	674	13T	25	29	21
Rupert	1357	29	16	23	22

### WALSH (Cont'd)

delays while the starting line was reset, the wind picked up to 12 knots. Going into the first mark, Larry Haupt (1367) from Cincinnati took the lead closely trailed by Pete Bordes, Ed Walsh and Johnny Proctor. The see-saw battle continued around the last four legs with Bordes slipping into first on the final spinnaker run. Haupt was second and Walsh took third. Walsh sat on the finish line counting boats. Six boats later no Goldsmith! The nationals were over. A new champion would take away the hardware. Goldsmith finished 13th giving him over-all second. While Hendrickson took a 10th assuring him third

The fleet spread out over a considerable distance in the light air sailing.

John Wanamacher's early lead held through the second race. Taking second place from Hal Romanowitz on the 2nd windward leg, John Mate held onto his position despite the efforts of flying spinnakers on the following reaches. Russel and Goldsmith finished the day in second and first respectively in the series.

First place in Sunday's race was taken by Jim Roberts. Bob Weil lost his second place by being later disqualified for forgetting the port tack rule. Hills took third. In contrast to the previous two races, those using spinnakers on the reaches improved their positions against those not flying them.

Schultz	1104	22	26	24	23
Smith	1178	DNF	14	17	24
Wild	29	36	31	20	25
Wood	10	19	DNF	15	26
Jerge	785	24	DSQ	13	27
Weil	1025	15	23	DSQ	28
Kirby	585	23	33	31T	29
Frutig	854	30	29	31T	30
McAfee	1340	33	32	30	31
Irwin	969	25	DNF	26	32
Denk	1163	40	37	22	33
Hughes	189	28	27	DNF	34
Dodsworth	215	31	35	36	35
Ficks	149	36	34	35	36
Allyn	936	38	21	DNF	37
Singer	407	34	DNF	27	38
Hall	513	32	30	DNF	39
Rodwancy	1078	39	36	34	40
Trow-					
bridge	1466	37	38	39	41
Slawceki	261	DSQ	22	DNF	42
McCarthy	1464	41	DSQ	37	43
Emling	1048	42	DNF	40	44
Good	692	DNF	DSQ	38	45

place victory. Proctor's 5th gave him 4th while Pete Bordes in the number one spot won the 5th place trophy.

Racine Yacht Club certainly deserves applause for the magnificent manner in which their members rallied round to put on a top flight national championship.

The race committee was competent, fair and tough. For the first time in history, the protest committee was actually commended on their manner of handling protests. Comments from the participants about the club were glowing. Comments from the club about us Thistle drivers were highly complimentary.

## New Thistle Class Hosts Regatta

Sponsoring its first Invitational Regatta June 24-25 on Alton Lake at St. Louis, the Valley Sailing Association's newly chartered Thistle fleet was presented its charter by Bruce Goldsmith, defending Nationals champ, at the Sat. eve. banquet. Fleet captain Bob Underhill accepted.

Among the six-class participants, of the 67 boats 13 were Thistles. First place hardware went to Bob Kaiser, second place to Bruce Goldsmith, and third to Bill Walton.

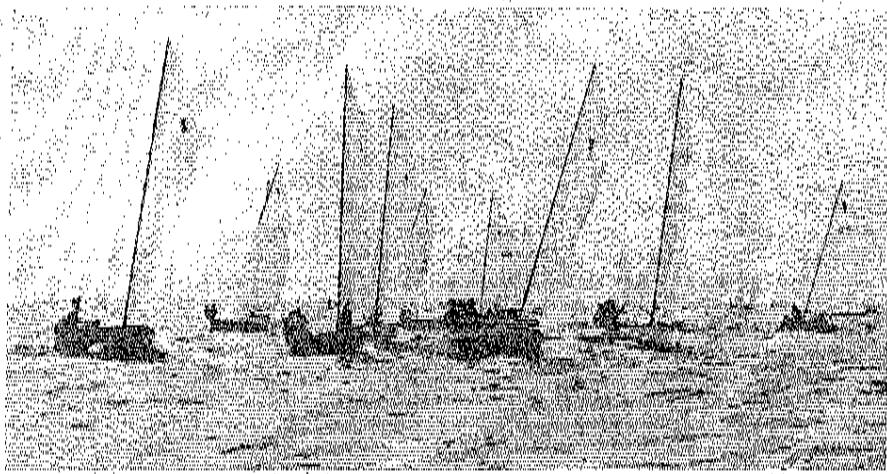
Skipper	Boat	1	2	3	Final
Kaiser	1149	3	1	1	1
Goldsmith	632	1	2	3	2
Walton	447	2	5	5	3
Phelps	355	4	3	6	4
Kessinger	54	6	8	7	6
Ghelert	1130	6	8	7	6
Harmers	1249	9	4	9	7
Mitchell	776	5	10	8	8
Chamber-					
lain	1428	DSQ	9	2	9
Underhill	1356	10	7	10	10
Nearcuther	848	8	11	11	11
Weeks	1427	11	12	12	12
Hause	115	12	13	13	13

## Sutton on Top

1961 MICHIANA DISTRICTS CRESCENT Y.C., DETROIT

July 1-2

Boat	Skipper	1	2	3	Final
510	Sutton	2	4	2	1
1089	LaFollette	1	6	8	2
761	Mainwaring	10	2	3	3
710	Wake	8	3	5	4
111	Boston, H.	11	5	1	5
442	Comlossy	4	14	4	6
108	Devlin	5	11	6	7
929	Crist	3	15	9	8
1111	Boston, S.	6	1	DNF	9
1341	Fisher	14	10	10	10
1325	Cox	13	7	15	11
919	Peterson	15	8	13	12
842	Anderson	18	13	7	13
346	Marsh	7	12	DNF	14
1090	King	12	9	DNF	15
1331	Hansen	17	19	11	16
1454	Borough, B.	9	20	DNF	17
128	Ledwan	24	17	14	18
1232	Wilson	19	18	DNF	19
1307	Smith	DNF	DNF	12	20
1397	Timmons	22	16	DNF	21
1083	Hill	16	DNF	DNF	22
800	Blanchard	21	22	DNF	23
767	Pytell	23	21	DNF	24
1006	Larimer	20	DNF	DNF	25



At the Nationals—traffic at the weather mark—pity the poor port tack boys.

### Hoyt Wins July 4 Regatta

Veteran Chesapeake skipper Ed Hoyt, 378, won the annual classic Fourth of July Regatta in a hotly contested battle with Ben Weil (1417) and TCA 1st Vice President Mendal Johnson (338). Weil, winner in 1959 and 1960, trailed Hoyt by one point for second place. Johnson trailed Weil by one point for third. Each won one race of the 1-race series.

Features of the regatta were the large number of family crews and an awesome collision between Burggraf (964) and Whittier (958).

Both oblivious of each other's presence, Burggraf and Whittier swept majestically onwards towards each other to the consternation of all observers. Burggraf, on starboard, was beating up to the windmark. Seeing colored spinnaker cloth under his boom, he thought his spinnaker had blown over and yelled at his crew to retrieve it. Whittier, who had passed Burggraf on the beat and was sailing down wind under spinnaker on port, was happy Burggraf was behind. At T minus zero, the sound of a misguided Thistle meeting another rang out over the quiet waters.

In the first race Hoyt took the start and was never caught. Johnson came out of the start a good second. At the windward mark Weil was in a close third. At the leeward mark Weil had an inside overlap on Johnson and took off down the reaching leg to finish second, with Johnson third.

Saturday's second race found Hoyt again in the lead, pressed by Johnson and Weil in third. Johnson passed Hoyt on the second beat to windward and doggedly held a slight lead to win, with Hoyt second. Weil was third.

Weil took the lead in the third race and held it all the way with Hoyt close behind and Johnson trailing in third.

Fourth to eighth places were taken by Pelley (1173), Boddy (899), Burggraf, Whittier, and James Johnson (701).

### N.J. CHAMP (Cont'd)

for the final victory. Richards (724) sailed like a man towing a barge and finished 18th for a series second. Fracker's (1109) consistent sailing earned the third place trophy.

Saturday's conditions of driving rain followed by fog resulted in cancellation. Sunday, with gentle southwesterly winds, saw the fleet race three times, back to back. Dave Katterman (1184) picked up an early lead in the first race, but dropped in the final leg to Elmer Richards. The second race was taken by the Walsh clan.

Race tabulations follow:  
Thistle Districts—July 30, 1961

No.	Skipper	1	2	3	Final
818	Walsh, Ed	8	1	2	1
724	Richards, E.	1	2	12	2
1109	Fracker, E.	4	5	9	3
426	Vander gurg, J.	5	6	8	4
1184	Katterman, D.	2	13	5	5
1241	Smith, K.	13	7	1	6
1110	Owen, L.	6	14	4	7
1087	Torresen, J.	12	4	10	8
562	Milnes, P.	9	DSQ	3	9
930	Were, A.	10	12	7	10
631	Williams, A.	11	3	DSQ	11
766	Kira, J.	16	10	6	12
639	Kirch, B.	7	9	DNF	13
813	Cram, N.	15	8	11	14
495	Duff, R.	3	15	DNS	15
1054	Flood, P.	14	11	DNF	16

### 3 Firsts for Milgram

Jerry Milgram (1361) sailed YOGI BEAR into 3 firsts to win the New England District Championships July 8-9 at Wessagussett Y.C., Hingham Bay, Mass.

Skipper	No.	1	2	3	Final
Milgram	1361	1	1	1	1
MacGregor	1436	6	2	2	2
Moore	431	8	4	2	3
Foster	1080	3	13	5	4
Carven	1431	9	6	6	5
Perna	625	7	7	7	6
Pyne	326	11	3	8	7
Bryant	1447	2	10	13	8
Coleman	1438	10	14	4	9
Gallagher	275	5	15	9	10
Gallager	721	4	11	WD	11
Younie	276	13	5	12	12
Guertin	894	12	9	10	13
Houghton & Hill	519	14	8	11	14
DiNicola	1207	15	12	14	15

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## New Jersey Events

Heather Bowl Regatta — Fleet 54 held the 6th annual regatta June 17-18. Trophy winner Al Williams placed 1st in all 4 events.

Skipper	Boat	1	2	3	Final
Williams	631	1	1	1	1
Voigt	1384	6	2	2	2
Krusen	751	2	7	3	3
Milnes	562	4	4	4	4
Owens	1110	8	3	7	5
Kira	766	5	6	8	6
Wera	930	9	5	6	7
Smith, K.	1241	3	8	DSQ	8
Walsh	818	DSQ	9	5	9
Pasternak	808	11	11	10	10
Cram	813	10	10	DSQ	11
Curnow	1157	DNF	12	9	12
Harris	432	DNF	13	11	13
Torresen	1067	7	DNS	DNS	14
Rossell	606	DNF	DNS	DNS	15
Bergey	253	DNF	DNS	DNS	16

Governor's Cup — Ed Walsh's spectacular spinnaker sailing on the close reaches during the races highlighted the event. Six Thistles sailed among the 75 entries on July 1-2 at Riverton, N.J. on the Delaware River.

Skipper	Boat	1	2	3	Final
Walsh	818	1	1	1	1
Wera	930	3	2	2	2
Voigt	1384	2	3	3	3
Pasternak	808	6	4	4	4
Kira	766	5	5	5	5
Rossell	606	4	7	6	6
Curnow	1157	7	6	7	7

## 1961 Goguaac Sprints

This year's Goguaac Lake Invitational Regatta, more fancifully known as the "Goguaac Sprints," was hosted by fleet 82 at Battle Creek, Mich.

Jim LaFollette in his ECCOSSAISE won. Second place went to Bill DeWitt in THISBE and third to Donald Pearson in TO-JL.

Skipper	Boat	Place
LaFollette	1089	1
DeWitt	933	2
Pearson	1066	3
Burrough, B.	1454	4
Kelly	1174	5
Yaw	1135	6
Couch	1190	7
Johnston	187	8
Comlossy	442	9
Wilson	1206	10
Freevol	997	11
Borgeson	678	12
Cram	1470	13
Brutsche	166	14

## Needed —

### CRUISING STORIES WITH PIX

#### G-BOARD (Cont'd)

per year. This part owner shall be considered to be the senior co-owner and shall enjoy all the privileges of active membership. The other part owners shall be considered to be co-owners and shall pay dues of \$4 per year. Co-owners shall be deemed to be active members to the extent, and only to the extent, that they shall have the right to command a Thistle in any sanctioned race, including the National Championship, after proper qualification. Upon receipt of dues, the secretary of the Association will issue official membership cards showing the class of membership (active, unattached, senior co-owner, co-owner, associate, or sustaining). Each active, unattached, or co-owners' membership card shall show the number of the boat and shall be stamped "registered boat", if the secretary's current records show that a Measurement Certificate has been issued. These notations are essential on the membership cards of those who are skippers in any Fleet, District Championship, National Championship, or sanctioned racing series or regatta. Immediate members of a family who expect to skipper a Thistle in such events must be registered as co-owners in addition to the membership of an active member. It is the intent of this provision to encourage the ownership of a Thistle and to prohibit the practice of non-owners borrowing, chartering, or token-purchasing a Thistle for the purpose of racing in a series or regatta."

It was moved, seconded and passed that the Governing Board accept the Chief Measurer's recommendations concerning modifications in membership classifications.

The following clarifications became effective on publication:

Article XXVII, Paragraph 6 will read: "Each time ownership of a Thistle changes, outside the immediate family of a senior co-owner, the old registration becomes null and void, and the boat must be measured and reregistered as if it were a new boat, etc."

Article IX, Paragraph 9 will read: "The same skipper shall handle the helm

of a given yacht through all races of a series or regatta, etc."

Article XII, Paragraph 1 will read: "All series for major Thistle Class championships territorially greater than one Fleet, or events for perpetual, semi-perpetual or open trophies, must be sanctioned by the Secretary of the district in which the event is held if it is an interfleet or open event, etc. The district secretary shall sanction the district championship. Inter-district championships shall be sanctioned by the Executive Committee. The Executive Committee may outlaw any event for cause."

The question was asked whether the Association goes along with the NAYRU rules requiring spinnaker numbers on both sides of the sails. Since we sail under NAYRU rules, it was moved, seconded, and passed that Article IX, Paragraph 1 will read: "The correct number must be displayed on both sides of the mainsail in numbers not less than ten inches high and must be displayed on both sides of the spinnaker in numerals not less than 10 inches in height, etc."

There was a boat at the Racine Nationals not registered for the present owner. The District Secretary inferred that this boat could sail in the Nationals and did allow it to sail in the district championship. Upon vote, the boat was not permitted to sail. Following the vote, it was mentioned that the skipper had a right to a hearing so the meeting was adjourned until 10:00 a.m. on Tuesday to hear him.

The meeting resumed on Tuesday, August 22, at 10:10 a.m. President Allcorn reviewed the action of the previous evening and the skipper in question gave his testimony. Following discussion, the following motion was made, seconded, and passed: "In view of the fact that this skipper did not sail a registered boat at the time of the districts and made no effort to register his boat in time for the districts, he not be allowed to sail in the 1961 National Championship."

Dave Minton was instructed to see that there is clarification of the July 1 date as the deadline for boats and skippers to qualify and register for the nationals as well as the district eliminations. A motion was made, seconded, and passed to adjourn.

In the light of new testimony, a motion to reconvene was made, seconded and passed. A new motion to allow the skipper in question to sail was defeated. The meeting then adjourned.

## Tyro Wins Delta Districts

New Thistle skipper Billie Willig (875) was awarded the Delta District Trophy, as well as the Novice Trophy, at the Delta District Championship held June 3-4 at Eagle Mountain Lake. Fort Worth, Tex., Boat Club hosted members from all 4 fleets in the Delta District at the event.

Spinnakers were broken out by those who had them on the downwind legs with good results. During a windier second race on Sunday, Willig led, switching positions with Gene George during the last 2 legs. The finish was anyone's guess right to the last when Willig led George by 3 seconds over the line! All of the first 6 boats finished within 1 min. of each other.

Difficulties cropped up during the first race, which ended as a drifting match. Somehow on Eugene English's 1323, the spinnaker was put up sideways and the main raised with no battens. Most spectacular, perhaps, was the rescuing of Judy English who went overboard 1323. Praised for rescuing his daughter (one's daughter is more important than a sailboat race), English replied, "I had to pick her up; I would have been disqualified otherwise."

Cecil Brooks worked well ahead of the fleet in his new fiberglass boat in the third race. The balance of the fleet changed positions several times, with English edging into second place with Willig third.

Champion Willig was elected district secretary for 1962 with Eugene English alternate. The Seabrook Sailing Club will host the 1962 Delta Districts.

Skipper	Boat	1	2	3	Fin.
Willig	875	1	1	3	1
Brooks	1484F	4	4	1	2
English	1323	7	3	2	3
Taylor	521	3	6	4	4
George	1125	6	2	5	5
Elmer	774	2	7	6	6
Hagner	1144	5	5	7	7

## First Thistle Wins Cullen Trophy

Larchmont's (N.J.) 1961 Race Week closed July 22 with Chuck Wiley, GRAN HOOL (1260), the first Thistle winner of the Anne Kathleen Cullen memorial trophy.

Wiley's record consisted of 4 consecutive firsts, a third, and a second. Lack of wind canceled several of the week's races.

## Williams Wins Hopatcong

Al Williams (631) bested local sailors during the July 8-9 Open Regatta held by Lake Hopatcong Y.C. Thistle fleet 36 by taking first place. Elmer Richards (724) of the home club was second, with Dennis Posey (705) third.

Lake Hopatcong, known for her tricks, did not come up with the desired breezes for the regatta. In the 1st race Bruno Markalinus (1234) managed to find a private slant of air to establish a considerable lead, followed at a distance by Art Were, (930). After 3 hours of sporadic movement, the race was called.

At the end of the 2nd race all 36 participating boats finished within 4 minutes of each other, led by Posey, Were, and Katterman.

In Sunday's first race Bordes, Richards, and Katterman took the lead places in that order. Enough air was in the last race to allow Al Williams to lead over the line, closely followed by Were and Vander-Baag (426).

Skipper	Boat No.	1	2	3	Final	Williams	1499	13	32	7	17
Williams	631	5	7	1	1	Voigt	1384	24	15	14	18
Richards	724	6	2	6	2	Cram	813	25	18	10	19
Posey	705	1	6	11	3	Kitchen	610	12	28	15	20
Bordes	603	11	1	8	4	Hecht	467	20	9	DNS	21
Were	930	2	16	2	5	Walter	1315	23	24	20	22
Vander-						Haas	1019	21	19	DNS	23
Gaag	426	10	8	3	6	Gibb	676	DNF	17	21	24
Katterman	1184	3	3	16	7	Kira	766	19	26	26	25
Torresen	1067	4	4	17	8	Jamison	620	FO	11	DNS	26
Walsh	818	15	5	5	9	Flood	1054	17	29	DNS	27
Markali-						Crane	944	27	22	28	28
unas	1234	18	14	4	10	Frankfort	117	DNF	25	27	29
Kirch	639	14	12	12	11	Walter	4	28	34	23	30
Smith	1241	9	21	9	12	Harris	432	26	FO	24	31
Milnes	562	16	13	13	13	Soderlund	1156	DNF	27	25	32
Owen	1110	7	23	19	14	Lennox	574	30	31	DNF	33
Duff	495	22	10	18	15	Honish	762	32	30	DNF	34
Goetz	121	8	20	22	16	Horn	1004	29	33	DNS	35
						Hazmuka	568	31	35	29	36

## Annual Michiana Regatta

DIAMOND LAKE, CASSOPOLIS, MICHIGAN—JULY 8-9, 1961

Sponsored by Diamond Lake Y.C. & Lake Y.C.

Boat Skipper	1	2	3	Final
1089 LaPollette	2	2	1	1
1367 Haupt	1	4	4	2
442 Comlosy	5	3	5	3
1285 Otter	3	5	7	4
970 Rostorfer	11	6	2	5
646 Dodge	12	10	3	6
1454 Borough, W.	6	1	DSQ	7
1066 Pearson	13	7	9	8
1377 Laskey	4	16	11	9
670 Borough, P.	7	11	13	10
1049 Bookwalter	3	DSQ	6	11
677 Kahn	9	13	16	12
1444 Gerber	DSQ	8	8	13
1286 Makielski	10	17	12	14
699 Siekman	18	12	10	15
853 MacLean	15	14	14	16
997 Freevol	14	9	DNF	17
678 Borgeson	16	18	15	18
657 Borough, L.	20	15	17	19
1206 Wilson	17	21	18	20
1398 Deppe	19	19	19	21
61 Weissert	21	20	20	22

## Memorial Regatta Established

Fleet 95, newly formed in 1960 at the IVY Club on Peoria Lake, Ill., participated in the first annual Cleve Slauson Memorial Regatta Jul. 10-11.

Bob Kaiser (1149) won first place in the Thistle division, while Jim Phelps (335) and Bill Walton (447) placed second and third respectively.

Skipper	Boat	1	2	3	Final
Kaiser	1149	2	1	1	1
Phelps, Jr.	355	3	4	1	2
Walton	447	1	6	3	3
LaPollette	1089	7	2	5	4
Short	884	5	3	10	5
Kessinger	54	6	3	4	6
Hufford	926	10	5	6	7
Larson	1248	4	11	8	8
Harmer	1249	8	7	9	9
Dickison	1141	12	9	12	10
Bullen	1468	11	DSQ	7	11
Gofer	1263	9	14	0	12
Cox	1325	13	10	0	13
Witherell	1198	14	12	13	14
Burke	1267	15	13	11	15

**ELECTED (Cont'd)**

Ed Sherman invited everyone to the Mid-Winters at St. Petersburg, Florida.

It was announced that keepers are needed for two of the trophies. This will be published in BAGPIPE in the hope of obtaining donors.

Dave Minton read the suggested changes in membership classifications and dues structure that had been adopted by the Governing Board. (These appear elsewhere in this issue.) He mentioned that it will not be necessary to send certificates to the Secretary-Treasurer for updating to comply with the new wording but future certificates must be correct. These changes in the Bylaws will be published in the BAGPIPE in such a way that they can be inserted into the roster at a future date.

Sanctioning procedure was discussed.

It was mentioned that in accordance with NAYRU rules, the number on the starboard side of the sail must be higher than that on the port side. No action was taken.

The following slate was recommended by the Nominating Committee consisting of Ron Small, Pete Bordes, Doug Wake, Evans Harrell, George Devlin, Charles Althouse, and Doug Westin:

- President—George Devlin (108)  
Michigan District
- 1st Vice-President—Elmer Richards (724) New Jersey District
- 2nd Vice-President—Ted Himsworth (758) Lake Erie West District
- Secretary-Treasurer—Honey Abramson (924) Lake Erie West District
- Chief Measurer—Dave Minton (28) Lake Erie West District
- Commodore—Mondal Johnson (338) Central Atlantic District
- Vice-Commodore—Dr. G. I. Smith

(809) Northern Calif. District  
Rear Commodore—Eugene George (1125) Delta District

It was moved, seconded, and passed that the Secretary be instructed to cast a unanimous ballot for acceptance of the slate as presented by the Nominating Committee since there were no nominations from the floor.

The meeting adjourned at 4:05 p.m.

**Classified**

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

**SALE:** Thistle #122 and trailer. Good condition. Ready to race. New Ratsey sails. Hard spinnaker \$1100. Edward H. Swim, 1 Charles St., Orange, Mass. Kingsdale 4-3980.

**FOR SALE:** Thistle 87. Excellent condition, varnished interior & exterior. Ulmer Dacron main & jib; new Ulmer spinnaker, summer cover, custom-trailer with fitted oak cradles, lockers, paddles, anchor, c.b. winch, vang, hiking straps & jam cleats. At end of 59 season, the centerboard, rudder, tiller, gooseneck, a buoyancy tank & the mast were replaced and bailors installed. \$1275. Bud Halpart, 30 East End Ave., N.Y. 28, N.Y. YU 8-4469.

**FOR SALE:** Thistle 681. 1960 Atlantic Coast Champion—unexcelled race record including 3 times N.J. District Champion. Light blue epoxy paint on hull. All interior wood, clear epoxy coated. Centerboard, rudder, spinnaker pole & mast all epoxy fibreglassed 1960. Dual Lippincott self-bailors, SS bow drain, Westin reefing winch, Centerboard winch, all necessary racing cleats & bulldogs, nylon hiking straps, all Nylon & Dacron sheets. Two suits sails—1 Boston 4 oz., Orlon main, Ulmer Dacron 5-oz. jib, Boston 5-oz. Dacron jib, 1960 Hard 5-oz. Dacron main with window and Hard Spherical red-white-blue spinnaker of Dynalite. As listed above, \$1300. With new 1961 Customized Bilt-Well Trailer and new

Boston 5-oz. Dacron jib, \$1500. Contact Al Williams, 1134 Madison Ave., Rahway, N.J. FU 8-1572.

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

**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.

**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 Wancnmacher, Thistle #25  
9212 Miles Avenue, Cleveland 5, Ohio  
BRoadway 1-2234

**SALE:** Thistle #656. 2 suits sails, spinnaker, new cover, compass. Racing record. E. Allen, 124 Main, Tarrytown, N.Y. ME 1-1350.

**SALE:** #183. Varnished inside, white topsides & fibreglassed bottom. Set of Ulmer dacrons, nylon spinnaker, & a set of cottons. Cover, Jamb cleats, traveler, lockers, & an excellent trailer. \$1100 or best offer. Robert Palm, 16 Wesley Drive, Leicester, Mass.

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

**SALE:** Thistle #660, excellent racing condition, dry sailed, cover, Ulmer main & jib, vang, Westin C.B. Winch, jamb cleats, varnished inside, white topsides & trailer. \$1400. Harry A. Moore, 700 West Ave., Jenkintown, Pa. TU 7-3114 bet. 9 & 5.

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

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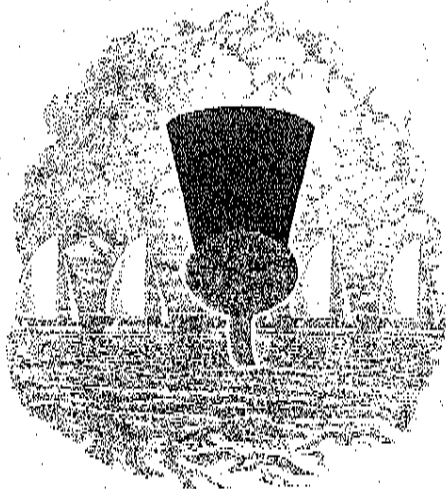
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