

THE

# BAGPIPE



OFFICIAL ORGAN-THISTLE CLASS

VOL. XVIII, NO. 1

401 RIVERSIDE DRIVE, COVINGTON, KENTUCKY 41011

NOVEMBER-DECEMBER, 1964



# THE BAGPIPE

Official Organ of the Thistle Class

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Annual dues should be sent to either the local fleet secretary or to the national secretary.

Active Member	\$6.00
Unattached Members	6.00
Associate Members	4.00
Sustaining Members	4.00
Co-owner other than the senior Co-owner	4.00
Late dues penalty after February 15	.50

### NEW ADDRESS

SEND ALL BAGPIPE COPY  
AND ADVERTISEMENTS  
TO THE NEW EDITOR

Tom Wilson  
401 Riverside Drive  
Covington, Kentucky  
41011

DEADLINE FOR NEXT ISSUE  
JANUARY 4



## This Month's Cover

There's absolutely nothing that matches the almost airborne sensation of riding a Thistle on a flat out spinnaker plane! Tom Williams (1499) shows how it's done in this great shot taken by Booz Photos at the Red Grant Regatta this summer off Perth Amboy, New Jersey.

Rounding the weather mark 17th out of 20 starters, Tom figured he'd need to gamble a little on the next leg. No one else had broken out a spinnaker in view of the 20-25 mph breeze and the closeness of the reach, but Tom ordered CATHERINE'S chute set and away she went! It was a wild ride and Tom's crew had to dump the chute in a couple of the harder puffs, but being able to stay on a plane, plus a slight lift which allowed her to lay the next mark, moved CATHERINE up 14 places, giving Tom 3rd place and *The Bagpipe* a fine cover photo.

For a view of how it's done, take a look at the accompanying photo shot

from the opposite side. As you can see it's "out and aft" with your weight under these conditions. The vang is also helping out a lot here by holding the boom down, so that the whole mainsail is working in the same plane to provide maximum drive.

## Secretary Moves

Our faithful Secretary-Treasurer, Honey Abramson, has moved from Urbana, Ill. to the suburbs of Chicago. Her new address is:

Mrs. Marlin Abramson  
735 Greenwood  
Northbrook, Ill. 60062

dnf's . . .

"The Thistle is the best all around racing and sailing boat of its size that I've sailed so far." This is the reaction of writer Bob Smith, as expressed in his popular "A Boat is a Boat" feature in the August issue of *One Design Yachtsman*. You can read quotes from Bob's article in the annual meeting minutes, but if by some chance you have not read it in full, be sure to do so. We all know that the Thistle is the greatest boat around, but it's nice to see our opinions confirmed by someone outside the class who has had as much exposure to other boats as has Bob. We'd suggest that each Fleet Captain and Fleet Secretary keep a copy handy to use in working with prospective Thistle purchasers. You couldn't ask for a better piece of promotional material. Honey Abramson has some reprints available if you need them.

Speaking of *One Design Yachtsman*, we understand that they've signed on a new monthly columnist named Ted Himsworth. This struggling young author is, of course, the skipper of Thistle 758, immediate past president of the Thistle Class, and a writer of much talent (see past articles in *Yachting*, *The Bagpipe* and other fine boating publications for proof). Ted's column starts in the December issue.

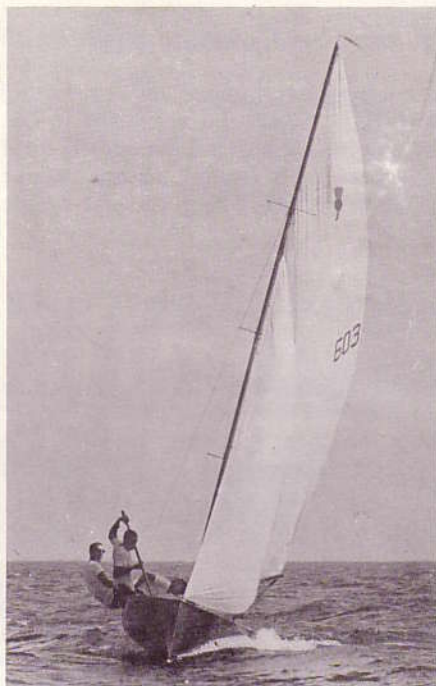
If on your next airline flight, the pilot announces that you've rounded New York and are bearing off for Boston, chances are that Huntington Fleet 35 Champion Bob Cooper is at the controls. Coop sailed his pale blue REAL GEORGE (462) consistently well throughout the season to post a winning percentage of 87.8, putting him ahead of former champs Bill Romano (1374) with 82.0 and Tom Buermann (630) with 77.2. Fleet 35 is one of the largest, too, with 37 registered boats and prospects for more growth over the winter.

Paul Carriel (821), who helped his Dad win 2nd place in the Nationals this year, has come up with a good suggestion for better race management. He would like to see a patrol boat, equipped with two-way radio communication with the Committee Boat and a strong bull-horn, stationed about midway down the starting line to relay the recall hails of premature starters. This boat could lay well to leeward before the gun and then catch up with the fleet immediately after the start. Paul points out that with larger fleets

(Continued on page 5)

## We Present

1964 NATIONAL THISTLE CHAMPION, PETER BORDES, who says, "If I were to write a how-to book on sailing, 90% of it would be devoted to such problems as how to predict wind shifts, how to predict what the other boats will do, how to plan the boat layout for your crew's capabilities, how to understand your own abilities and limitations and handle them correctly so as to make the highest percentage of right decisions during the race, how not to squander attention and energy during a race. At least one sub-chapter would be on how to ignore the jib leads, the centerboard, and weight during the race because all of those things should have been studied and solved before the gun went off. . . ."



Bordes about to set chute at Nationals

## The Answering Pennant

This heading marks what we hope will be a useful new feature for readers of *THE BAGPIPE*. The Answering Pennant will be a column devoted primarily to helping Thistlers solve their racing or sailing problems, by providing them with answers to any questions they might have in these areas. We'll refer the questions to someone in the Class who we believe will be able to give an expert opinion on that particular subject, and then print the question and answer in this space. So, if you have any questions that are bothering you, pass them along.

## New Address For Association Mail

Effective immediately, the official address of the Thistle Class Association is:

THISTLE CLASS ASSOCIATION  
735 Greenwood  
Northbrook, Ill. 60062

The story of how Pete sailed himself into a position where Thistle sailors care what he says goes like this.

"In our first Thistle year, 1957, we managed to have the distinction of finishing dead last in one race at the Nationals in Geneva, N. Y. Sixty boats, driven mad by the light catspaws of Lake Seneca, were drifting, aimlessly, toward the finish line on the last leg. I was drifting, purposefully, in the opposite direction still going upwind on the next-to-last leg. As we edged through the fleet, they all amused themselves singing the song, 'Here comes Peter Cottontail, drifting down the bunny trail' . . ." recounts Pete Bordes. Thistle 603, the boat Doug Westin (777) talked Pete into buying at the 1957 New York Boat Show, is no longer a laughing matter to the many sailors who have been in a position to read MAID OF PLIGH on her transom only if they have telescopic vision.

From summers spent at the family seat of Wickford, R. I., where Grandfather was a captain of deep-sea fishing boats and owner of the Wickford Oyster Company, to the present Bordes address of Brooklyn Heights, from which Pete, Lee, Peter, Jr., and Stephanie Lee can view the superb panorama of New York Harbor, Pete has been immersed in the water. He's been crew or commander on as varied a group of boats as these: crew for his cousin on a 10-ft. skiff at age 7 and later on a Star; master of a 16-ft. knockabout at 13; a Captain of Coast Guard 83 ft. and 95 ft. patrol boats in and around New York Harbor during the Korean War; skipper of Thistle 603; family pilot of a recently purchased 25 ft. Bertram that takes the Bordes' back and forth from Fire Island and into explorations of the many bayous in the New York Harbor.

The only dry spells Pete has suffered were before and after his "hardship tour" in the Coast Guard. He graduated from Yale Phi Beta Kappa, with a major in sociology, and did graduate

(Continued on page 8)

# Minutes of Official Meetings, 1964

## **governing board discusses measurement proposals**

The Governing Board Meeting convened at the Cleveland Yachting Club at 3 p.m. on Sun., August, 16, 1964. Those present were Ted Himsforth, President; Ted Fontelieu, First Vice President; Larry Haupt, Second Vice President; Dave Minton, Chief Measurer; Elmer Richards, Past President. District Secretaries included Joel Epstein, Central Atlantic; Jack Wanenmacher, Lake Erie East; George Hills, Lake Erie West; Arthur Menke, Long Island Sound; Ed Walsh, New Jersey; Dean Parker, Niagara Frontier; Art Were, South Atlantic; Irv Liggett, Southern California and Robert Alexander, Pacific Northwest. The President and other Board members held proxies from the following districts: Florida, Hawaii, Lake Michigan and Michiana.

Minutes of the last meeting, held on February 3, 1964, as published in *Bagpipe* were approved.

Dean H. Parker presented a recommendation that because of extenuating circumstances in boat delivery William R. O'Hara (1906) be permitted to sail in the Nationals although his measurement certificate was not completed until late July due to delay in boat delivery. George Hills moved, Arthur Menke seconded, and it was unanimously approved to permit O'Hara to sail in the Nationals.

## **Measurement deadline extension approved**

A petition to change the By-Laws, Article II-7, was submitted by Dean H. Parker, as follows:

*"Article to remain as stated, with the following exceptions:*

1. *Person who was dues paid owner of a measured Thistle the preceding year and is purchasing a new boat:*
  - a). *May receive extension to measure new boat providing permission is requested 10 days before deadline and measurement will be completed before District Championships of district of petitioning owner.*
  - b) *Person new to the class: Same as above, except application must be made by June 1st."*

Part a) was passed. Part b) was not passed.

Ted Fontelieu, First Vice President, reported that appropriate trophies had been acquired for the Nationals and special arrangements for Bob Smith to participate in a Thistle Regatta had been made and carried out. This resulted in an excellent article on the Thistle in the August issue of *One-Design Yachtman*.

Larry Haupt, Second Vice President, reported that suggestions from members on improving *Bagpipe* which had been made at the last annual meeting had been adopted and asked for further suggestions.

Dave Minton, Chief Measurer, reported on his activities in keeping the Thistle a truly one-design boat.

Jack Wanenmacher moved, Ed Walsh seconded, approval of the centerboard measurements as proposed by the Chief Measurer and published in the January-February, 1964 *Bagpipe*. After considerable discussion it was agreed that the Chief Measurer would look into the possibility of improved materials of construction for centerboards and some tightening of the measurements. Transom trap doors and flotation to improve recovery of wooden boats were discussed. Moved by Ted Fontelieu, seconded by George Hills that the Measurer's ruling prohibiting transom trap doors be approved. Carried with one dissenting vote. Dave Minton will write an article on improved recovery for future publication in *Bagpipe*.

## **Review of spinnaker pole fitting ruling**

Dave Minton reported that he had received this petition:

*"Fleet 21 requests that the Chief Measurer re-examine measurer's ruling 22 and resubmit to the Board of Governors at the next meeting a ruling allowing the use of an adjustable spinnaker pole fitting on the mast.*

*In view of the other proposed revisions by Fleet 21 relating to the spinnaker halyard and sheave locations, it is believed that this is a revision that would update the spinnaker rigging on the Thistle without providing any drastic changes.*

Sincerely

Robert Eiber, Secretary, Fleet 21"

(Continued on page 5)

# Measurer's Memo

by David C. Minton, Jr.

## **philosophy behind ruling on sail innovations**

The ruling in the September-October issue of *The Bagpipe* has provoked some thought and attention to Thistle sails and what might be developing.

(The ruling, as stated, was as follows, for your reference—Ed.: *Material for Sails—Shall be woven sailcloth and for a given sail shall be of the same nominal weight throughout except for conventional strengthening at head, tack, and clew. The use of a lightweight material for a shelf foot in a mainsail is prohibited. Synthetic films are not permitted except for windows of reasonable size. Laminated materials are not permitted. Doubling the number of thicknesses of material is not permitted except for seams, conventional tabling, and strengthening at head, tack, and clew.*)

My philosophy in making these rulings is to prevent our specifications from getting out of hand and obsoleting a large number of sails (or boats). This might be good business for the sailmakers (or boat builders) but not in the best interests of the class. A superior innovation might give a competitive advantage to some, but everyone else would have to follow to remain competitive. Then we are back where we started, poorer but maybe wiser. **If, however, the Class as a majority wants to obsolete sails to adopt an innovation that has proved attractive in other classes or experimentally, the individual fleets can so vote and instruct their District Secretaries to refuse to ratify my rulings at the following Governing Board meeting.** I am convinced that publishing these rulings fairly places innovators on notice that their secret weapons may be illegal and that they must justify their actions to get class approval.

## **clarification of two points**

1. Definition of "Conventional" Tabling—my definition of "conventional" tabling is tabling that is applied to the leech or foot of a sail to strengthen the raw edge of the sailcloth to prevent it from stretching or tearing. Any tabling that is applied to stiffen the leech or foot so as to permit a roach has the effect of a batten and is not legal for jibs. Roaches in jibs are legal if no stiffening is resorted to. Any stiffening of the roach of a mainsail, other

(Continued on page 5)

## MEMO (Continued)

than the battens specified in the Official Sail Plan, is likewise not legal.

2. **Adjustment of the Length of the Luff of a Jib**—The note in the Sail Plan published in the 1964 Roster to the effect that no adjustment of the length of the luff of a jib is permitted **prohibits only the use of means other than the jib halliard for changing the tension in the jib luff.** At one time in the past, sail-makers were making jibs with the cloth attached at the head but not at the tack. A wire to the bottom of this sliding luff from a lever or winch in the cockpit would permit adjustment. This is not permitted. Thistle jibs today must have the cloth fastened to the luff wire and to the head and tack thimbles. Some of these jibs have a nylon cord or kinky wire to shorten the luff when the jib halliard is eased. This is permitted.

## DNF's (Continued)

starting at major events, and with the resulting longer lines, it's getting very tough to hear the recall hails accurately. This has led to some skippers sailing a long way up the first beat before they finally got the word or, worse yet, inaccurate or indistinct hails have caused proper starters to fight their way back to restart, although they were not over early. Since most Committees are already using walkie-talkies and bull horns, all Paul's plan would require is an extra boat. It sounds good to us.

The saddest story of the month has to be that of the 1964 Nationals pictures. As you probably know, arrangements were made to have a supercolossal, living color sound motion picture made of the events at Cleveland. A photographer was secured and many, many feet of film were shot. All went well until the film was developed, when to the dismay of all concerned it was discovered that some sort of mechanical trouble had occurred which had ruined every last foot. Net result: no Nationals movie.

Hint to those of you who intend to shape and glass your centerboards this winter. Be sure and rough up the lead and brass butt straps before applying the glass. We didn't, and got a lovely separation between the glass and the board after the boat had been sailed a couple of months. This was with Epoxy Resin, which is supposed to be superior for bonding to metal. T & M.

## MINUTES (Continued)

The Governing Board agreed, in view of the previous decision of the Class, that the ruling prohibiting adjustable spinnaker fittings would stand.

Dave Minton was commended for his good work in keeping the Class one-design.

The Executive Committee action in granting charters to Fleets 111-Muncie, Indiana; 112-Puddingstone Lake, Calif.; 113-Hartwell Reservoir, Calif. was approved. This makes nine new fleets this year.

### Report of TCA secretary-treasurer

The report of Honey Abramson, Secretary-Treasurer, was read.

*"There are 1,572 dues-paid members to date. One hundred and twenty-five numbers have been sold in the past year, up to #1950, and 443 fiberglass boats have been sold to date. Of the last 300 numbers issued, 243 were for fiberglass boats.*

#### Financial Report:

Receipts to date .....	\$11,575.28
Disbursements to date .....	10,729.65
Operating balance .....	\$ 845.63
Savings account balance .....	7,991.28
Current assets .....	\$8,836.91

*A detailed financial report is available if anyone wishes to examine it. There will be a certified audit of the books at the end of the fiscal year. Equipment obtained during the year includes a used mimeographing machine, a used adding machine, a new IBM typewriter (purchased from the savings account) and a typewriter stand."*

The report was approved and all present commented favorably on Honey's stewardship.

### Qualification requirements for Nationals

Voted with only one dissenting vote to eliminate the interdistrict residence requirement from the top five qualification for the Nationals. Proposed by Ed Walsh and approved that the first five boats in the Nationals the previous year be qualified in the same fashion as the first five in the Midwinters. The qualification requirement for the Nationals will thus be:

1. *The defending National Champion, the Class President, and the Chief Measurer are qualified regardless of quota.*
2. *All other participants may qualify by completing BOTH of the following two steps:*

*A. Competing in their District Elimination Series, AND—*

*B. 1) Be certified as having qualified under the quota by their District Secretary, or—*

*2) Placing in the top five of an Inter-District Championship, or—*

*3) Place in the top five in the Midwinter Championship series, or—*

*4) Place in positions 2 through 5 in the last National Championship.*

The need for a closer look at quotas for the Nationals was discussed, and President Himsforth appointed a study committee of Jack Wanenmacher, Chairman; Ed Walsh and Joel Epstein.

There was some discussion about the possibility of permitting four man crews in the Nationals. Bob Kronenberg has prepared a report on Class advertising which is under study. Life jackets, the Nationals Motion Picture and definition of a Co-owner were also discussed without action.

The St. Petersburg Midwinter dates were established as February 14 through 17. Joel Epstein reported that he had been approached on the possibility of arranging for use of Thistles for the 1965 Sears Junior Sailing Championship. The Class agreed to underwrite the cost of transporting spars to see that all boats would be similarly rigged.

The need for a crew handbook was also discussed. Chief Measurer Dave Minton commented on the unusual innovations in sail design which have been accepted at the Nationals this year but which will be receiving further study during the coming year.

Submitted,

L. O. Haupt, 2nd Vice-President

Approved,

Ted Himsforth, President

(Continued on page 8)