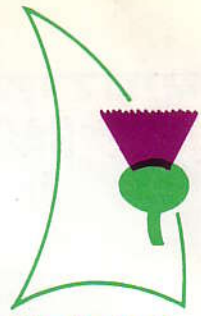


THE

BAGPIPE



OFFICIAL ORGAN-THISTLE CLASS

VOL. XX, NO. 1

126 DOLPHIN DRIVE, SPARTANBURG, S. C., 29302

NOVEMBER-DECEMBER, 1966

HALL (1596) HOLDING OFF SPEAR (1957) AT 1966 NIAGARA FRONTIER DISTRICTS



Photograph by Peter Kriss

THE BAGPIPE

Official Organ of the Thistle Class

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Kaneohe, Oahu, Hawaii 96744

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

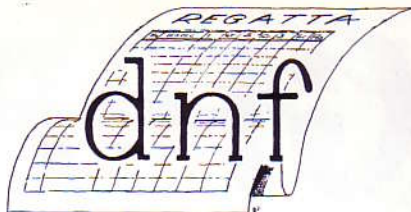
Active Member	\$6.00
Unattached Members	6.00
Associate Members	4.00
Sustaining Members	4.00
Co-owner other than the senior Co-owner	4.00
Late dues penalty (old members only)	.50

ZIP CODES:

U. S. Postal Service will require Zip Codes after Jan. 1. Be certain this is included for each Thistler when sending in Fleet Reports and paying annual TCA dues.

DEADLINES FOR NEXT TWO ISSUES

Jan. - Feb., 1967: January 10
March - April, 1967: March 6



This is the time of the year for all Fleets to formulate their plans for next season so why not start with a Mid-Winter meeting right now. At such a meeting the essence of the Annual Fleet Report can be constructed, along with updating the Fleet Roster and collection of TCA dues. Both the report and dues should be in the National Secretary's hands by January 30, with the dues being late after February 15th. In preparation of the Fleet Roster be certain that all Zip Codes are included as they will be required by the Postal Service effective January 1 on third class mail, and this is the route that the Bagpipe travels.

Although your National Thistle Association and its publication, The Bagpipe, are non-profit operations it does take good ol' hard cash to conduct its multitude of operations and communications. With this source of income the Class can provide a publication that reports Executive and Official Measurement rulings, all of which go far to continuing and advancing the stature of the Thistle in the eyes of the sailing public. Obviously, there has been no deterioration in the going value of re-sale Thistles; just continue to check the classifieds in Bagpipe and see for yourself.

Further, The Bagpipe that you will receive six times a year not only reports on all the big Regattas but includes as many of the smaller Thistle sailing events that the Editor can possibly squeeze between the covers. The Class Measurers Rulings are covered in the greatest of detail so that all Thistlers will be completely up-to-date on any new or altered specification to hull, spars or sail plan. Feature articles covering such areas as tactics, equipment, sailing techniques, etc., are reported by the top Thistlers in the class so that all can benefit from such presentations.

Then there is the Sanctioned Regatta, such as your local District Eliminations. Any entering skipper must have active status, that is, TCA DUES PAID.

So, at your Fleet Mid-Winter meeting, make Dues a first order of business, making remittance to our National Secretary - Treasurer, Honey Abramson. Please be sure to note her new address: Mrs. Marlin Abramson, 1303 Ridgewood Drive, Highland Park, Ill. 60035.

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

Non-fleet member should send their dues in direct to Honey Abramson.

Needless to say, we were delighted to come up with the cover shot on the Sept.-Oct. edition of our new 1966 National Champion, Walt Stubner (1124) and his crew, Debbie Westin and Peter Hilgendorf, clipping along under a strong pulling spinnaker. Our amateur photographer is Paul Kamen, a 15 year-old honor student at Cold Spring Harbor High School, L. I., who aspires to be a Marine Architect, sails an Aquacat and Commander in the summer and frost-bites in Huntington Harbor in the winter. This shot, which was one of many taken by Paul, actually was developed and printed by Kathie Francis (957) as a joint venture. Kathie crews with her Dad in active competition in Huntington Fleet 35, majored in Commercial Art at Endicott College and currently is pursuing a career in this field in the Washington, D. C. area. We further understand that Kathie will be available for Thistle crewing in the D. C. sailing environs next summer . . . any takers?

This issue of Bagpipe has been primarily devoted to the publication of the last of the summer Regattas and the assorted array of Fall Invitations, to get them before the interested readers before they become history, along with the results of Tom Wilson's (1815) 1966 Nationals Survey that reviews all contestants at Sayville on such items as boat construction (wood or glass), wood or aluminum mast, type board, fixed or adjustable forestay lead, outhaul and traveler and weight comparisons, both boat and crew. It is the intention

DNF'S (Continued)

of the Editor, for the next several issues, to devote as much space as can be filled with material relating to sails, their make-up and cut, set and adjustment and assorted comments on any differences between cuts and drafts.

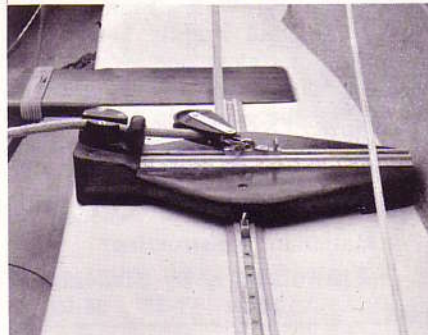
We just could not resist quoting from a letter received from Ralph D Lamp (1181), a new Thistler as of September who will sail as the first Thistle at the Columbia Sailing Club on the waters of Lake Murray, S. C.: "It took a lot of pondering on my part to decide to get a boat in a new class here but frankly, after trying it out, I am like a little kid. I wouldn't trade "Dreme Bote" for any boat at the club. With three teenagers in my family we should have a ball! The kids thought the boat was great just as soon as they saw it!" We extend our welcome to Ralph, a pioneer in a new area and if he will contact the Editor, a mere 100 miles to the West, arrangements can be made to get "Dreme Boat" officially measured.

As a past District Secretary (LIS District) your Editor had made various contributions to Thistlers in the District through the medium of a Newsletter but the material that is included in the Florida District Newsletter is unquestionably the best that has ever crossed this desk. The Editor of that material is Frank McLane, Florida DS and backbone of Tampa Fleet 88. The October issue covers a multitude of articles and material, such as:

1. Details on "Must-attend-Regattas of State wide interest.
2. A hard-sell story thoroughly covering Registration and Dues requirements of the TCA.
3. Profiles on new Thistlers in the District.
4. Summary of recent District Regatta results.
5. Notice of the Semi-Annual District meeting.
6. Tips on how to sell your old Thistle.

The content of this material crystallizes the avid interest that Frank McLane has in Thistles and in his fellow Thistlers. Such enthusiasm has shown its rewarding effects in the current rapid growth of the Florida District. We certainly appreciate that all District Secretaries have similar degrees of interest but for them to get the full benefit of Frank's approach to injecting new vitality, through the medium of his Newsletter, we are requesting that he forward each DS across the country a copy of the next Florida blurb.

For the interest of new Thistlers, and perhaps some old, Joe Lassiter (2113), who sails out of Upper Chesapeake Bay Fleet No. 28 at Middle River, Chesapeake Bay, has submitted the following shot that depicts his solution to a 4-way adjustable jib sheet lead. The support is a three



layer lamination of mahogany on which is mounted Holt Allen track at 35¢/foot; the block is also HA at \$1.40 ordered direct from London. The track slides were custom milled from solid stock; the cleat is Seaboard at \$6.25.

(Continued on page 10)

SECRETARY MOVES

Honey Abramson, National Secretary-Treasurer, does it again. The Abramsons have moved from one Chicago suburb to another. Her new address is:

Mrs. Marlin Abramson
1303 Ridgewood Drive
Highland Park, Ill. 60035

NEW ADDRESS FOR ASSOCIATION MAIL

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

THISTLE CLASS ASSOCIATION
1303 Ridgewood Drive
Highland Park, Ill. 60035

MEASURER'S MEMO

by Ted Himsworth (2121)



This being my first attempt at writing this column, I feel that I should briefly review the state of the job of Chief Measurer and look carefully at where we are today. Unlike Chief Measurers in the past, I have inherited a well-organized job. Dave Minton in his six years in office accomplished a great deal in solidifying the specifications and rulings so that almost everybody knows where the class stands today.

Our new specs took a lot of work to get to the point where they could be published, and with this publication in the '66 Yearbook, the whole question of "What Is A Thistle?" has been firmly established.

This is going to make my job easier than any of the previous six measurers, since most of the chronically recurrent questions are now answered by the new specs.

I would like to review briefly what this job is — and is not. The Measurer, in addition to being custodian of the class plans and specifications, is primarily an interpreter. It is his job to interpret the rules, regulations, and specs where questions arise that are not specifically covered.

The Measurer is not a policeman, and the police function is one that I plan to avoid like a Lake Erie line squall. The class has always policed itself, and this is the way it should operate. All Thistlers should be interested in the other skippers' boats — and they certainly seem to be — and if they see a non-legal concept in use, they should — and do — protest. One of our greatest strengths in the Thistle class is that we all

(Continued on page 7)

"BOAT LOOKING" AT 1965 NATIONALS

by Tom Wilson (1815)

In 1965, The Bagpipe instituted a new wrinkle at the National Championship by asking all of the competitors to fill out a questionnaire covering major points about their boats' rigs, sails, weight, etc. The purpose of this was twofold: first, to provide readers with information about these top boats so that they might be able to make better decisions on changes or improvements to their own boats; and, second, to provide the Editor with some hard facts to use in helping Class members evaluate proposed changes to the Plans and Specifications.

In our view, the questionnaire and resulting data successfully fulfilled both aims and, consequently, we repeated it during the 1966 Nationals at Sayville. The results are presented in this article and we hope that readers will gain from those results some insights into what it is that distinguishes the top boats in the Class from their own.

It is important to keep one major point in mind when reviewing this data. The fact that a certain characteristic appears to correlate with performance — that blue hulls appear more often in the top half of the fleet and red hulls in the bottom, for example — does not necessarily mean that a cause-and-effect relationship is present. It may be that the top group in the Class, who are reasonably consistent from year to year, think that blue hulls are faster and if the Stubners, Walshes, etc. sail blue hulls, you can rest assured that blue hulls are going to look good in the results.

As we did last year, we have refigured the standings to exclude dsq's and dnf's although boats were not moved between the two halves of the fleet.

1. Is your hull of wood or fiberglass construction?

1966	Total Fleet	By Standings	
		1-35	36-69
Wood	64%	83%	44%
F. Glass	36	17	56
	100%	100%	100%

	Total 1965	Fleets 1966
	Wood	66%
F. Glass	34	36
	100%	100%

While it appears that wooden boats go faster than fiberglass boats from these results, keep in mind the fact that most of the glass boats were sailed by the relatively less experienced skippers. The older wooden boats are still going strong and the top skippers who own them have had no reason to turn them in for new ones. We can state from our own experience that fiberglass boats are every bit as fast as wooden ones and the reason that a glass boat didn't win the Nationals this year was simply because Walt Stubner sailed his wooden hull slightly better than we sailed our glass one.

Note that there was almost no change in the make-up of the 1965 and 1966 Nationals fleets in respect to type of hull.

2. Is your mast of wooden or aluminum construction?

1966	Total Fleet	By Standings	
		1-35	36-69
Wood	65%	77%	53%
Aluminum	35	23	47
	100%	100%	100%

While there was little difference between the overall 1965 and 1966 fleets on mast type, both breaking down about two-thirds wood and one-third aluminum, there is an interesting difference between the top and bottom halves of this year's fleet. The top boats were more likely to have wooden masts than the bottom boats. There is a general feeling that wooden masts do better in heavy air because of their relatively greater bend and the results from windy Sayville apparently bore this out.

3. Is your centerboard one of the new fiberglass boards or the old wooden type?

1966	Total Fleet	By Standings	
		1-35	36-69
Glass Board	23%	26%	21%
Wood Board	77	74	79
	100%	100%	100%

Since fiberglass boards are a new development this year, there is no comparable data from the 1965 Nationals. In any case, there appears to be no correlation between type of board and final standings. Of course, almost all of the wooden boards have been carefully worked over and shaped, and many are glass-covered as well.

4. Does your fore stay lead to a standard toggle or is it fixed?

1966	Total Fleet	By Standings	
		1-35	36-69
Toggle	34%	29%	36%
Fixed	66	71	64
	100%	100%	100%

Nearly two-thirds of the boats have replaced the standard bow toggle with a fixed forestay arrangement. This is about the same proportion as had this rig in 1965. The top half of the fleet was slightly more inclined to fixed forestays than was the bottom half. A notable exception was the winning boat which used a toggle.

5. Do you have an outhaul and traveler which can be adjusted while underway?

1966	Total Fleet	By Standings	
		1-35	36-69
Outhaul:			
Yes	94%	94%	94%
No.	6	6	6
	100%	100%	100%
Traveler:			
Yes	99%	97%	100%
No.	1	3	-
	100%	100%	100%

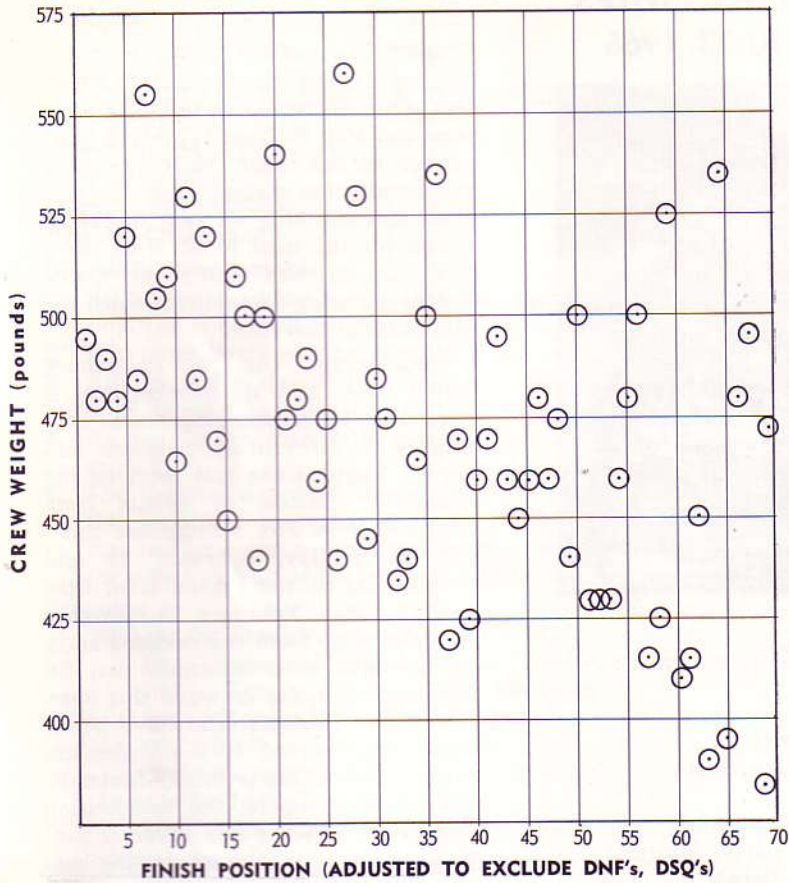
There's little question on these points, with adjustable outhauls and travelers almost universal. The same was true in 1965.

6. What is your hull weight, and the weight of yourself and crew?

1966 Weight	Total Fleet	By Standings	
		1-35	36-69
Hull	520	517	524
Crew	473	488	457
Total	993	1005	981

(Continued on page 11)

CREW WEIGHT BY FINISH POSITION, 1966 NATIONALS



More 1966 Nationals Fotos:

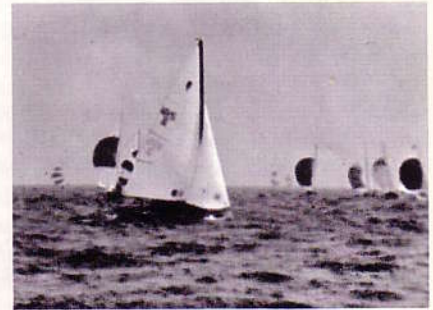
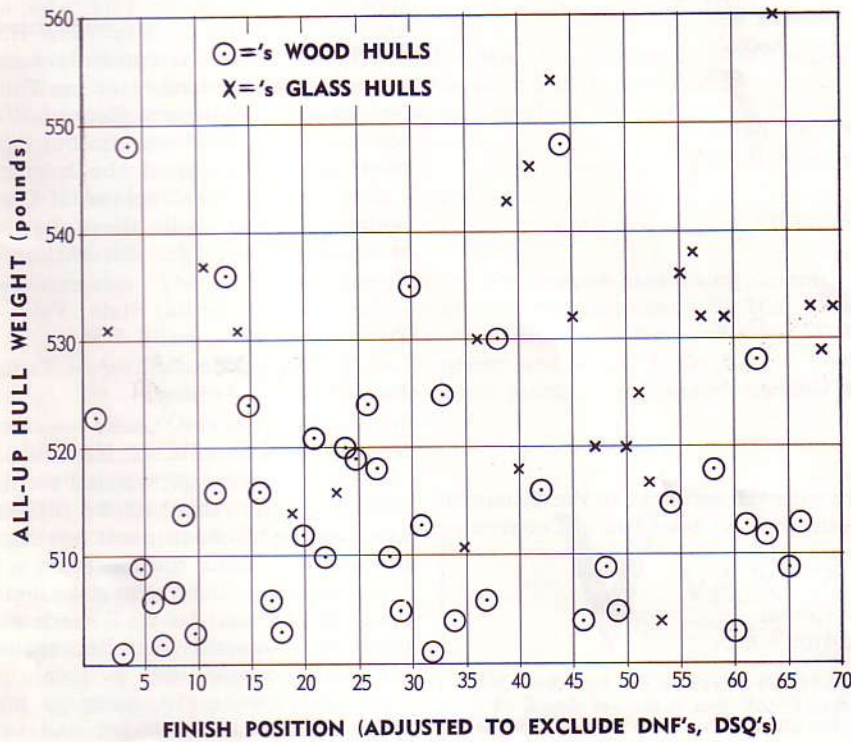


Hitting the Line



Follow the Leader

ALL-UP HULL WEIGHT BY FINISH POSITION, 1966 NATIONALS



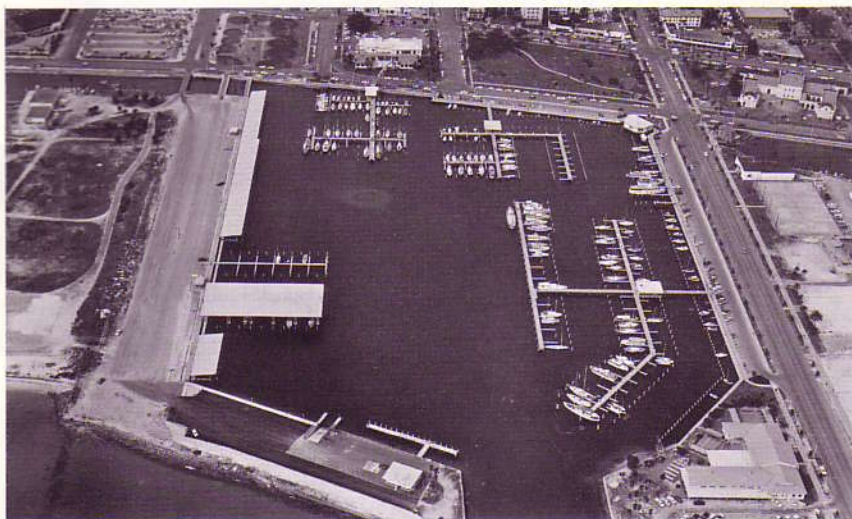
Tom still chasing Walt



Dennis chasing ???

THISTLE MID-WINTER CHAMPIONSHIPS

St. Petersburg, Fla. — February 20-23, 1966



ST. PETERSBURG MIDWINTERS PROGRAM

Sunday, February 19:

- Informal Racing and Measurement until 5:00 P.M.
- 1:00 to 5:00 P.M.: Registration, Quarterdeck Room
- 6:00 to 8:30 P.M.: Champagne Buffet, Main Dining Room, \$3.75 per person (Dress)
- 6:00 to 9:00 P.M.: Regular dinners, Grille Room, informal
- 6:00 to ? : "Early Bird Open House" party, informal (directions upon arrival in S. Pete.)

Monday, February 20:

- Measurement until 5:00 P. M.
- 10:00 A.M. to 5:00 P.M.: Registration, Quarterdeck Room
- 11:00 A.M.: T.C.A. Board of Directors Meeting and Lunch — Commodore's Room
- 12:00 Noon: Lunch, Patio
- 2:00 P.M.: Tune-Up Race
- 5:00 P.M.: Skipper's Meeting, Commodore's Room
- 6:00 to 8:00 P.M.: "50¢ Cocktail Party with Band"

Tuesday, February 21:

- 8:00 A.M.: Coffee and Donuts, Sailing Center
- 9:30 A.M.: First Race
- 12:00 Noon: Lunch, Patio
- 2:00 P.M.: Second Race
- 6:00 to 8:00 P.M.: "50¢ Cocktail Party with Band"

Wednesday, February 22:

- 8:00 A.M.: Coffee and Donuts, Sailing Center
- 9:30 A.M.: Third Race
- 12:00 Noon: Lunch, Patio
- 2:00 P.M.: Fourth Race
- 6:00 P.M.: Shrimp Peel under the Stars, plus "Brass Band in the Tijuana Tradition". All the shrimp and beer you can consume, Terrace Room, approx. \$3.00

Thursday, February 23:

- 8:00 A.M.: Coffee and Donuts, Sailing Center
- 9:30 A.M.: Fifth Race
- 12:00 Noon: Lunch, Patio
- 2:00 P.M.: Make-Up-Race, if necessary
- 6:00 P.M.: Cocktail Party, SPYC Ball Room
- 7:00 P.M.: Presentation Dinner, Ball Room. No charge for skipper and crew, other adults, \$5.00, children \$3.00

It's almost that time again; Ed Walsh is looking for the Perpetual Trophy, Stubner has Sandy warming up the Zig-zag machine, Ted Hims-worth has borrowed Dave's tape measure and Ray McLeod is adding foam rubber to the rails! Thistlers across the country are making their reservations and checking all gear in preparation for the haul to St. Pete for a week in the sun and some of the toughest sailing competition since the Nationals at Sayville.

Once again, the St. Petersburg Yacht Club, and its membership, is extending its outstanding warm hospitality to all visiting Thistlers and crews. Bagpipe has just received the complete schedule of events from Earl and Reba Fox, with action starting on Sunday, February 19 and terminating at the Presentation Dinner Thursday, February 23. Be sure to make your room reservations early as we have been informed that St. Pete will be quite crowded this year. For those Thistlers who have never made this journey it is an absolute must! The sailing is simply fantastic, the facilities superb, the competition impossible and the fun never ceases! Read all about it then inform the boss of your new vacation plans.

Registration and Measurement will start on Sunday, February 19 to take care of the early arrivals who are anxious to get in the Bay. The Hospitality committee is currently working to obtain reduced rates for Thistlers to the Aquatarium, Bounty, Wax Museum, Tiki Gardens, etc. but can't make any promises at the moment.

A review of the Chamber of Commerce calendar lists the following schedule of events for this portion of February:

Feb. 7-18: Florida State Fair — Tampa — 9 A.M. to 10 P.M.

Feb. 17-19: Orchid Show — Tampa Fort Hesterly Armory.

Feb. 23: Hockey Game — Bay-front — Jacksonville vs. Nashville.

Being a week-day Regatta we understand that crews will be difficult to recruit so all participants are urged to take this into consideration. In fact, why not bring along an extra crew for the next boat. For advance publicity purposes the Registration Committee would like to obtain as many Advance registrations as possible. For all this activity, and sunshine too, the Registration Fee remains at \$10.00 per boat.