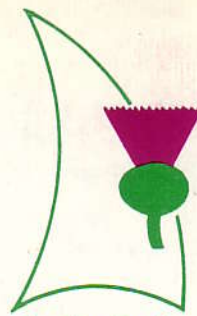


THE

BAGPIPE



OFFICIAL ORGAN-THISTLE CLASS

VOL. XXI, NO. 1

126 DOLPHIN DRIVE, SPARTANBURG, S. C. 29302

NOVEMBER-DECEMBER, 1967

PLANING ACTION ON FRISCO BAY



Photographed by C. V. WARFIELD, Walnut Creek, California

THE BAGPIPE

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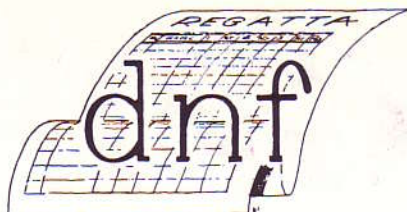
Annual dues should be sent to either the local fleet secretary or to the national secretary.

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 (old members only)	.50

DEADLINE FOR NEXT TWO ISSUES:

Jan.-Feb., 1968: Jan. 8
Mar.-Apr., 1968: Mar. 11

COVER PICTURE: We have C. V. Warfield to thank for the beautiful Thistle in action, as Bob Shaw (1421) and crew, George Levin (1371), compete in the HWOAK, held at Richmond Yacht Club, San Francisco Bay, last June.



Letter to the Editor:

The Tri-Harbor Thistle Fleet #84 held their annual membership meeting and election of officers on October 28. The following officers were elected for the 1968 season:

Fleet Captain — John Brown (1305)
Measurer—Andy Littlejohn (73)
Sec.-Treas. — Carol Schmidt (333)
Chairmen for District Championships — Art Glasier (471) and Pete Barrett.

The meeting was held at the home of Al and Carol Schmidt and was attended by twenty-two people, all looking forward to a year of active sailing. Our fleet is in a stage of rapid growth and renewed interest. The Tri-Harbor Fleet includes Alamitos Bay, Cabrillo Beach, and Los Angeles Harbors and we welcome any visitors who would like to come by and join us. We are always ready for a race or a party!

Sincerely,
Carol Schmidt
Sec.-Treas., Fleet #84

The **Bagpipe** is happy to hear from Carol Schmidt about the active state of Tri-Harbor Thistle Fleet #84, and also to know that they have already held their annual meeting, including the election of Fleet officers for the 1968 season. With this type of fireball organization, it is undoubtedly a certainty that fleet #84 is in the process of preparing their annual fleet report and arranging for the collection of TCA dues.

Reference to the **By-Laws** reveals that each Fleet should conduct their annual meeting prior to December 1, with results of the election of Fleet officers being filed with the TCA within two weeks following the meeting. **The Bagpipe** will be glad to announce the results of such fleet elections, on a first-come first-serve basis and as space requirements dictate.

In conjuncture with annual meetings, in the preparation of the fleet report, collection of TCA dues and general revision and upgrading of the Fleet Roster; Honey Abramson, our

National Secretary-Treasurer, is currently in the process of sending out the usual report forms and instructions pertaining to these areas and they should be acted upon with promptness by each Fleet.

The report, roster, and dues should be back in the National Secretary's hands by January 30, with dues being late if received after February 15. When preparing the roster, complete accuracy will be helpful as this material forms the basis of the Yearbook. Zip codes are a must as they are a requirement for third class mail, the route **The Bagpipe** travels. Further, the time schedule of the Yearbook hinges upon the receipt of all rosters, so please join the ranks of Fleet #84.

About TCA dues: Your National Thistle Association and its publication, **The Bagpipe**, are operated completely as a non-profit organization. Needless to say, and as you can well understand, it does take "green backs" for us to operate an efficient, informative and high-caliber sailing association with national ranking among the various one-design classes.

And what do we offer: Every member receives six issues of **The Bagpipe** each year, which include Executive and Governing Board rulings that set the tempo and policy of the Class, Measurer's rulings that, over the past years, have refined our specifications to the point where there is little question about the one-design features of the Thistle. Further, all major championship series are included in detail, and you can even read of your own local Thistle Invitational, should you send in the story.

In addition, many feature articles are included that relate to sails, hardware, tactics and many other "go-fast" type subjects. From the classified section one can buy or sell a Thistle with great success and low ad rates.

Each member receives the Class Yearbook, containing the Constitution, By-Laws, Plans and Specifications, Rulings, along with complete Fleet Rosters and other miscellaneous information.

The Chief Measurer has conducted a number of technical studies toward furthering the strictly "one-design" specification of the Thistle, all of which require funds of varying amounts. In fact, at present he is studying the mast situation with an interim report expected shortly.

DNF'S (Continued)

What should you do: To maintain the activities and studies of your National Officers and Chief Measurer, and to enable your Editor to continue to see that you receive **The Bagpipe** regularly next year, **make dues the first order of business at your annual meeting**, with your Fleet Secretary making remittance to our National Secretary-Treasurer, Honey Abramson, 1303 Ridgewood Drive, Highland Park, Illinois 60035.

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Unattached Members	6.00
Associate Members	4.00
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Late dues penalty after February 15	.50

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

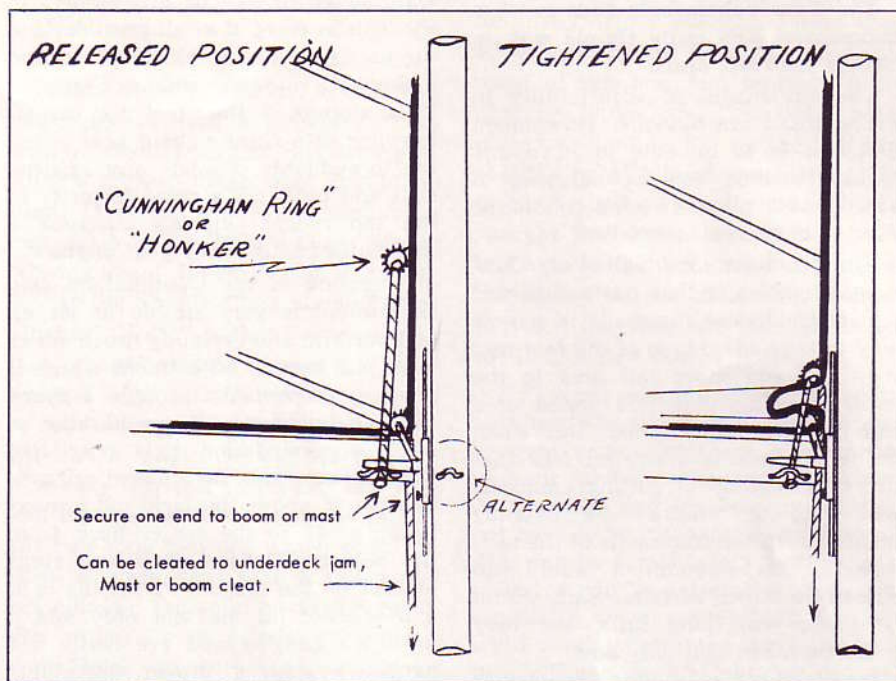
In this issue, the Editor specifically directs your attention to our Chief Measurer's column entitled — **Cunningham Holes**, pertaining to the proposed amendment of Fleet 101, along with the supplementary thoughts related to the purpose and utilization of this mechanical sail adjustment feature, as supplied by various sailmakers. As further background, you can refer to the article by Marlin Abramson (924) included in the last issue of **The Bagpipe**.

As Ted Himsworth states, all of this material will be reviewed at the next Governing Board meeting at St. Petersburg, in February.

It is now appropriate for others in the class to expound their views on the subject of **Cunningham Holes** and the proposed amendment, whether for or against, so that all sides can enjoy full exposure of their opinions to both the Governing Board and to the entire class, through publication in the next issue of **The Bagpipe**. If you have something to say on this subject, **now is the time!**

No doubt many Thistlers were anticipating the analysis of the results of the 1967 Nationals questionnaire in this issue. Essentially, this had been a part of the original plan but, believe me, distributing the forms is academic; collecting them is another story. However, we are beginning to see daylight; three more and we will be home — free. This comparative statistical story will have a place in the January-February issue.

CUNNINGHAM HOLES



By Ted Himsworth (2121)

Proposed Amendment

Fleet 101, St. Louis, Missouri, has proposed the following amendment to our sail plan specifications:

Cunningham holes, which are grommets or rings used to control draft, be permitted in the mainsail. Not more than two such fittings shall be allowed and they shall be located within 6" of the tack of the sail.

The procedure for action on this amendment is specified in the Constitution, and consists of a vote by fleets at the annual meeting, or at a special meeting, if called by the Governing Board, or, if called, by a demand in writing of 25% of the fleets. A two-thirds majority is required for passage of the amendment.

The next meeting of the Governing Board will be during the Mid-Winter championship in St. Petersburg, Florida, in February, 1968. At this meeting, the Governing Board will consider the advisability of holding a special meeting, but in the opinion of the Executive Committee there appears to be practically no justification for a special meeting — after all, this amendment was just defeated by the class a few months ago. In all probability, therefore, the action on the new amendment will take place at the next annual meeting in August, 1968.

This amendment is essentially the same as one submitted to the fleets for consideration at the last annual meeting in August, 1967, at Mentor. At that meeting, the similar amendment was defeated. The basis of Fleet 101's repropounding this amendment is that they believe that the August 1967 action failed because there was insufficient information about Cunningham holes among Thistle sailors. Fleet 101, therefore, has made quite a comprehensive survey of sailmakers for more data on the use of Cunningham holes and has submitted this data to **Bagpipe** so that it may be passed on to all Thistlers.

One of the best writeups on this subject is contained in a letter by Marlin Abramson (924) and this article was included in the September-October, 1967 issue of **Bagpipe**. The balance of the comments from sailmakers agree with this article in principle.

The essence of the question before the class brought up by Fleet 101's proposed amendment is this:

Shall we permit another way of adjusting draft in the mainsail while sailing, thus increasing the wind-speed range of usefulness of a given sail? At the present time, draft changes may be accomplished by:

- (1) Zippers
- (2) Mast Bend
- (3) Outhaul Adjustment
- (4) Halyard Adjustment

(Continued on Page 4)

CUNNINGHAM HOLES (Continued)

The Cunningham hole adds another inexpensive and quite simple way to change mainsail draft.

The advantages of adjustability in the mainsail are obvious. How much better it is to be able to have one mainsail which can be adjusted to handle wide range of wind conditions than to have two mainsails.

The disadvantage of allowing Cunningham holes is that our sailmakers will begin to cut mainsails in a new way to take advantage of the fact that they can add more sail area to the main knowing that this added area can be "Cunninghammed" out when desired. There is a natural fear that this new method of cutting mainsails will obsolete hundreds of existing mainsails. In the comments of the sailmakers, this amendment would not obsolete a bunch of sails. Sails would be made with long luffs, but they could be made that way now.

Personally, I favor this amendment since I feel it will inexpensively give us adjustment, will tend to reduce the importance of zippers, and will actually be the salvation of some of our old sails that are too baggy. I've sailed with Cunningham holes in my main (while it was legal of course) and they are an inexpensive joy.

Editor's Note: The following comments concerning the principles of Cunningham holes represent those of an internationally-known sail loft.

With regard to a comment on the Cunningham holes, it has been our policy to try to not interfere with any class decisions in regard to sails and I would assume that you will probably keep these comments of an anonymous nature when publishing them.

There are two advantages to having a Cunningham hole, one, it provides for quick and easy adjustment of luff tension without raising and lowering the boom, or in the case of a Thistle without changing the halyard tension, and two, in lighter airs it does provide a little more sail area as the luff is cut full length and the sail is full size on the boat without much luff tension. The only disadvantage is that because of lowering the mid-girth point on the luff it does reduce the mid-girth dimension of the sail somewhat. However, the Thistle main already has all the leech roach it can stand and a little less in fractions of an inch would

not be a consideration. We do not want to go to foot or luff zippers in the Thistle class, if at all possible, and the use of the Cunningham hole would make for a more versatile sail without these zippers. I don't feel that the allowance of a Cunningham hole is going to suddenly obsolete any existing sails and probably a great majority of the top racing skippers purchase a new suit of sails every year anyhow.

Operation of the Cunningham ring adjustment is very simple to set up and perform and certainly much easier than luff tension adjustment which is now accomplished through halyard winch adjustment. It would also be my recommendation that only one Cunningham hole be allowed approximately 6" above the tack and a maximum of 1" to the center back from the bolt rope. Two additional rings located on the diagonal from the tack and another on the foot only add a lot more gadgets and are really not necessary with a proper adjustable outhaul, and I doubt very much if we would make a sail with more than one Cunningham ring even if it were permitted unless they should prove exceptionally fast on our testing — we would take a crack at it in this regard.

Editor's Note: The thoughts expressed by Dave Carroll, below, represent those of Schock Sails in Newport Beach, California.

I am in favor of the use of the Cunningham holes in Thistle mains; particularly, since there is no adjustable down hauling arrangement in the Thistle Class.

However, some limitations would have to be imposed since sailmakers could make the sails oversize on the luff measurement which is now being regulated by spar length and gooseneck placement.

Conceivably a sail could be ten inches over on the hoist measurement and still set properly by the use of a Cunningham hole. This would not be advantageous to the Thistle Class as the newly purchased sails would be bigger than the older sails, thus causing hard feelings among members with older and smaller mains. Several ways to resolve this matter would be:

1. Have a measurement on the sail luff. This I don't recommend since it would be difficult to measure properly.

2. Put restrictions on where the Cunningham hole can be located, such as six inches above the tack. This would limit oversized sails.

Again, I am entirely in favor of the Cunningham hole for Thistles. Installation costs are small compared to the advantages of easier sail adjustment and handling.

Editor's Note: George F. Thomas, Sailmaker of Cleveland, Ohio, contributes further to the Cunningham hole explanation.

Thank you for your letter concerning Cunningham holes in Thistle Class mainsails.

The purpose of the Cunningham hole is to increase the tension on the material along the luff or foot of the mainsail, wherever the Cunningham hole is placed. I personally feel that it can be effectively used along the luff of the sail. But, I prefer an adjustable outhaul for tensioning the foot of the sail. The Thistle Class does not have a sliding gooseneck, and, all tension changing of the luff must be done with the main halyard. This is often difficult on a windward leg as your main halyard is fighting the main sheet. In this situation, a Cunningham hole could be used effectively on a Thistle as it would allow you to change the tension on the luff without ever touching your main halyard. It would require a little additional hardware and a control line to operate. I have heard of one possibility in the Thistle. That is, of using the roller reef winch mounted in the thwart seat to do this adjustment. This is one possibility and I'm sure there are many others. The Cunningham hole could be put into an existing sail and be used effectively. If we were making a new sail that was to have a Cunningham hole in it, we would make the sail longer on the luff. That is, we would make the sail longer than the available luff space or about the way the sail would be set for down wind sailing. Then for up wind sailing when increased luff tension is necessary, the Cunningham hole could be used to achieve that tension.

I would say to summarize my thoughts that I feel the Cunningham hole along the luff of the Thistle main would be good and could be used to advantage. Otherwise, I do not feel

that it would be worthwhile along the foot of the sail or in any other spot in the sail. This is my opinion and, other sailmakers may have other thoughts on it that have not crossed my mind yet. If I may be of any further help to you on this subject please feel free to contact me.

I will be looking forward to reading the articles in Bagpipe with all of the various opinions brought into one column.

Editor's Note: Thistler Ed Fracker (1109), a sailmaker on his own right, expounds his views and thoughts on the same subject.

The question of whether to allow "Cunningham Holes" is actually secondary to the question of whether to allow variable tack mains. Since the Thistle Class presently approves variable tack mains in the form of foot and luff zippers which intersect at some point other than the tack, I see no serious objection to allowing "Cunningham Holes."

"Cunningham Holes" can act as a substitute for presently used zipper systems as well as an adjustable goose neck fitting. Luff and foot tension as well as sail shape for various legs of the course and weather conditions can be changed with "Cunningham Holes." Accordingly, a Thistle main properly equipped with "Cunningham Holes" can, like a zipper main, be considered as an "all weather" main thus eliminating the need for an extensive and expensive sail inventory for various wind and sea conditions.

The rig required to adjust "Cunningham Holes" is far less troublesome as compared to a zipper system. Such a rig, consisting of a wire or rope in addition to some mechanical advantage, is usually mounted near the base of the mast and out of the way. Calamities associated with zipper systems such as jammed zippers, fouled life jackets, zipper strings caught in main sheet blocks, hooked ears, etc. are eliminated when "Cunningham Holes" are used instead of zippers. "Cunningham Holes" are, in my opinion, also easier for the new or

inexperienced sailor to comprehend and adjust.

Most mains presently in use can be equipped to advantage with "Cunningham Holes"; however, to take full advantage of such a system a main with a slightly longer luff and possibly a slightly longer foot should be used. Does this imply the need for a new main if the Thistle Class adopts "Cunningham Holes"? Not necessarily. If the Thistle Class allows "Cunningham Holes" without any restriction on luff or foot dimensions, then we will enter a sail building contest to see how much extra cloth we can get into a main. On the other hand, it is very difficult to restrict luff and foot dimensions in view of the different bolt rope tensions which could be used to circumvent such a ruling. In my opinion, the solution to the problem would be to restrict "Cunningham Holes" to within about a four inch radius of the present tack grommet. Such a ruling would eliminate any sail building contest and would allow us to use "Cunningham Holes" for the purpose they are intended; namely, to obtain better sail control with the use of only one main. "Cunningham Holes" are also less expensive than zippers and would tend to eliminate the problem of breaking main halyards when attempting to pull the headboard of a Thistle main through the main halyard sheave in order to obtain proper luff tension.

Editor's Note: Various mechanical principles associated with the "Hole" are related by Wally Ross of Hard Sails.

We can understand the increased interest in the use of "Cunningham Holes" in Thistle mainsails and are pleased to submit our views.

The trend is definitely toward much greater use of the Cunningham Reef Hole in mainsails of all sizes. They were widely used in all the American 12 Meters during the America Cup trials indicating that a much greater force has been applied to these holes than ever before. Added luff tension holds the draft forward in heavy air and the relaxation of luff tension lets the draft go back to the middle in light air.

We have included luff and foot "ouchre holes" as standard equipment for many of our mainsails, since they allow continuous and quick adjustment of luff and foot tensions while racing. These are "worked" holes placed about 6 to 10" up the luff and about 4 to 5" aft of the luff on the foot. The sail is usually cut off in a straight line from the bottom of the luff hole to the front edge of the foot hole, and thus one should not attempt to place the tack pin through either the luff or foot ouchre hole.

By proper placement of the ouchre hole leads in the cockpit, the skipper or crew can make these adjustments without raising or lowering the boom on the mast and the boom vang does not have to be disengaged or loosened. This can be a real safety feature on a reach or run in extremely heavy air, especially when approaching the leeward mark where the next leg is a beat. The crew and skipper can remain hiked out longer and keep the boat level and moving right up to the mark.

In order to hook up the ouchre hole leads, dacron line is lead from the tack pin — one through the luff hole and the other through the foot ouchre hole, back over the tack pin and down into a block near the aft of the mast, and finally back to suitable jam cleats in the cockpit where they are easily reached.

The luff of the sail is cut longer so that it sets to maximum hoist length in light air, thus producing a larger sail. In heavier airs, the Cunningham or "ouchre" hole is pulled down toward the gooseneck so that the luff is tightened to the desired tension and then released for greater area downwind.

On new sails we install the Cunningham holes free of charge. However, to install them in an existing sail there is a minimum charge plus postage.

We certainly appreciate the opportunity to express our views and if we can be of any other assistance please don't hesitate to let us know.

SEND BAGPIPE COPY TO:

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