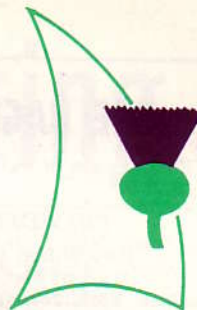


THE

BAGPIPE



OFFICIAL ORGAN-THISTLE CLASS

VOL. XXII, NO. 1

377 COMPTON RD., CINCINNATI, OHIO 45215

NOVEMBER-DECEMBER, 1968



photo by george dornin

**A SCREAMING REACH
SAYVILLE 1968**

THE BAGPIPE

Official Organ of the Thistle Class

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Tom Wilson (1815)
118 East 61st. Street
New York, New York 10021

FIRST VICE-PRESIDENT

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126 Dolphin Drive
Spartanburg, S. C. 29302

SECOND VICE-PRESIDENT and EDITOR OF THE BAGPIPE

Rodney C. Glover, Jr. (1889)
377 Compton Road
Cincinnati, Ohio 45215

SECRETARY-TREASURER

Honey (Mrs. Marlin) Abramson (924)
1303 Ridgewood Drive
Highland Park, Ill. 60035
312 - 433-4644

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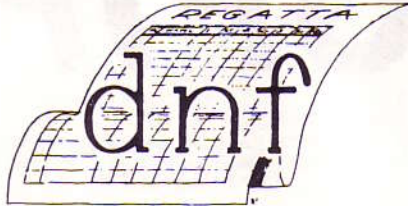
Active Member	\$6.00
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DEADLINE FOR NEXT TWO ISSUES:

Jan. - Feb., 1969 — January 6
Mar. - April, 1969 — March 1

NEW BAGPIPE EDITOR! NEW BAGPIPE PUBLISHING ADDRESS!

Send all **BAGPIPE** copy to:
Mr. Rodney C. Glover, Jr.
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This issue includes some more of George Dornin's (1225) fine Nationals photographs. The class is extremely fortunate to have as members, photographers of the caliber of George Dornin and George Silk (1874), and their contributions have meant a great deal to the Bagpipe. Incidentally, the Bagpipe can always use Thistle photographs. If you have some available, send us a copy. 5 x 7 or 8 x 10 black and white prints are the easiest to use, but we can handle any size, color or black and white.

News, tips, or articles on subjects of interest to Thistlers also are always welcomed by the Bagpipe. It is not always possible to use everything that comes in, and some items may sit in the editor's "copy bank," waiting for the right moment, but you can rest assured that all contributions are deeply appreciated. It also would be helpful if all Fleet Secretaries would put the Bagpipe on their mailing lists for their fleet newsletters, and if District Secretaries would do the same for their general district mailings.

At this year's Winnetka regatta, we noticed that the race committee consisted of three teenagers who bravely set forth in a 17 ft. aluminum skiff that was equipped with a signal mast that could well have been a converted oar. Needless to say, we approached the first start with some trepidation, but soon discovered that our fears were unfounded. The committee work was excellent, with well thought out courses, square lines, and correctly executed procedures. When wind shifts produced the one bad starting line of the series, and a number of "early overs," the R. C. promptly recalled and reset. All in all, the performance was far better than many we have observed from committees with large boats, a great deal of equipment, and many people. There well may be a

moral to this, but we'll just leave it at a tip of the hat to a smooth-working group who obviously had done their "homework."

This issue contains the analysis of the 1968 Nationals questionnaires. A statistical analysis of this nature brings to mind a quote from a speech given by a rather dour Scotsman discussing the British Labor government. "Statistics are like a bikini bathing suit: what they reveal is interesting; what they conceal is vital." There are many problems in properly interpreting statistics. The manner in which the figures are organized can have a significant effect. The interaction of other variables, which may not be included in the analysis, can bias the apparent results. Also, as Tom Wilson (1815) pointed out a couple of years ago, one of the major problems is that establishing a correlation between a given factor and regatta performance does not prove a cause-and-effect relationship. To put this into everyday English, Tom noted that if all of the top sailors in the class were convinced that red boats were faster, you could rest assured that regardless of whether or not there were any advantages in color, the top ten boats at the Nationals would be preponderantly red. The Nationals questionnaire is one of the more interesting articles the Bagpipe publishes, and Art has done an excellent job of presenting the data; but, be a little careful in drawing general conclusions or in attempting to apply the data to your own sailing. (Incidentally, two of the three fastest boats at the Nationals, Ficks (1587) and Fracker (1109), were red).

This is usually the time of year when the class proudly points to the fact that the top 20 boats at the Nationals included the oldest and the newest boats in the class, glass and wood hulls, and aluminum and wood masts. It might also be worthwhile to note that the top 20 included skippers from young kids to old goats. Dennis Clark (2445) in first, and Chris Klotz (1) in ninth, contended for the Morgan Junior Trophy for the top skipper under 18; while skippers such as Bruno Markeliunas (1358) in fifteenth, and Jon Carriel (821) in seventeenth, fought it out for the Old Goat Trophy, for the top skipper over 50. The fact that both boats and skippers of widely varying age can compete equally is certainly one of the prime strengths of the class. (continued on page 11)

the skippers' meeting

BIRTH NOTICE

Starting with this issue, the Bagpipe has a new column, "THE SKIPPERS' MEETING." One of the many purposes of the Bagpipe is to provide a means of communication between the class organization and the class members. This new column is intended to emphasize and expand this function. It will contain class notices and business, replacing "POSTED ON THE BOARD" and covering some of the material previously published in "DNF'S." In addition, it will attempt to sample class opinion and provide a forum for discussion of items of interest to Thistlers. If you have an opinion on a subject of interest to the class which you would like to see in the Bagpipe, put it in a form suitable for publication and send it in. Within the limits of available space, we will try to print as many of these opinions as possible. We also intend to select one subject of topical interest each issue and try to find out "What's Your Opinion?" The first such question is posed below, and it's certainly one that elicited many strong opinions at Sayville this year. This attempt to obtain class "participation" in the Bagpipe is an experimental one, and well may founder on the rocks of inertia and disinterest, so if the idea appeals to you, please help out by sending in your opinion on a letter or a post card.

If you have any questions you'd like to have answered by one of the "big guns" in the class, send it in with the name of the person you'd like to have answer it, and we'll try to get an answer for you. Please avoid the Dear Abby type of question, but if you have one for Dear Molly Mainsail, we'll see if we can't get her to warm up her typewriter again.

JANUARY WHITE SALE

It is time once again to remind Thistlers everywhere of the biggest bargain of the year. For little more than the price of a regatta registration, or a used Mariner cam cleat, you can obtain all of the advantages of membership in one of the finest one design class organizations in the country. The Thistle Class Association is a non-profit organization, and the class dues are a basic necessity for survival.

Looking back over past year's issues, you will find sales pitches for the class dues which would do justice to a Procter & Gamble advertising man (which was the vocation of one editor). To anyone who knows the class and its publications, however, this shouldn't be necessary. You get your money's worth with the six issues of the Bagpipe and the Yearbook alone. Moreover, by paying your dues, you support the organization "that makes it all possible," including the regattas, Districts, Interdistricts, and Nationals. Perhaps even more important to a Scotsman, it is the Thistle Class Association which has protected the value of your boat by developing a philosophy on the control of a one design boat that has kept the boat modern at minimal cost and kept all boats equally competitive. Get your dues to your fleet secretary; or, if you are a non-fleet member, mail them direct to the TCA Secretary-Treasurer, Honey Abramson, at 1303 Ridgewood Drive, Highland Park, Illinois, 60035.

Active Members	\$6.00
Unattached Members	6.00
Associate Members	4.00
Co-owners other than the	
Senior Co-Owner	4.00
Late dues penalty after	
February 1550

A NOTE TO FLEET SECRETARIES

Do not forget that your fleet dues and your Annual Fleet Report should be in our Secretary-Treasurer's hands no later than January 30.

WHAT'S YOUR OPINION?

This year's Nationals at Sayville turned into a first class demolition derby. In addition to the now infamous kindling pile of broken masts, there were numerous booms with severe compression cracks, and a vast array of hardware failures, such as broken rudders, broken centerboard drums, split mast stanchions, etc. Herb Whittall (2474) set one record as he broke two masts in one day, and Dave Minton (28) must have set another as he saw practically every piece of gear but the skipper's belt come apart in the fourth race. Many of the failures actually occurred after "The Great

Heavy Air Race," but most of these were probably heavily attributable to hidden damage incurred in that race. Skippers never agree on wind velocity, but the anemometer on shore was gusting steadily over 26 MPH before the race, and one local paper quoted wind speeds to 32 MPH. After the race, there was considerable difference of opinion as to whether or not the race should have been held, and the opinions only partially depended on whether or not the individual had survived. Some of the non-survivors were seen after the race consulting the New York Statutes on justifiable homicide; but in all fairness, the Race Committee, which did a superb job throughout the series, could not be held to account. If a class makes no attempt to specify its desires in regard to cancellation velocities, the Race Committee cannot be expected to cancel until the sailors' personal safety is in danger. With Sayville's warm water, and with beautiful blue skies staring down on the scene of indescribable carnage below, the safety of the participants was never in question.

The question posed is, "Should the Thistle Class set a maximum wind velocity for sanctioned events?" Some other classes, such as the Snipes, have specified cancellation velocities. If such a limit is imposed, what should it be?

There were a number of arguments against such a limit at Sayville. Many felt it would penalize the skippers who were good in heavy air. Others pointed out the thrills of sailing a Thistle in 30 MPH winds. Still others, who were heard chortling over the demise of most of the very bendy masts, and discussing, in voices which hardly echoed with Christian charity, how "those darn mast tinkerers got theirs today," felt that heavy air races could serve to "keep the class honest" in regard to mast alterations. One skipper who finished the race in the top 5 recounted how a number of boats passed him only to "come apart" shortly thereafter, and pointed out that one of the skills in heavy air is conservation of your boat. It also should be pointed out that a specific limit would not be equally applicable to all waters.

(continued on page 11)

we present: DENNIS CLARK

This year's National Champion is a 17 year old from the Pacific Northwest, sailing in his second Nationals. We asked his parents to provide a biography, and asked Dennis to provide an article on beating to weather in heavy air and a chop. A picture of this year's champion emerges from these two articles: A young man who believes that thorough preparation, practice, and maximum effort are the ingredients for success. We hope that this combination brings him his goal of an Olympic berth in 1972.

PRESENTING DENNIS AND SAILBOATS

By Bob and Coral Clark

Dennis was initiated into sailing at about 6 months of age by sleeping under the deck of a Lightning on Lake Erie. When Dennis was six, we acquired another Lightning which we appropriately named the "Creeping Crutch." A competitive boat she was not, but she served the purpose of teaching all our boys to enjoy the sport of sailing.

By the time Dennis was eight the family migrated to Seattle, Washington to start a sailboat company. Fiberglass Lightnings were being considered legal, and we were out to build a competitive boat.

On arrival in Seattle, Dennis was enrolled in both a sailing course and skiing lessons. These were his chosen sports, and the most active in the area.

At ten, Dennis had his own O.K. Dinghy which we car topped to Regattas while trailing our Lightning. These were the years of capsizes and wet clothes. He rapidly inherited the name of "Splash" Clark that we had obtained in 1939 when we were learning to sail the hard way. Racing and sailing the O.K. not only taught him how to right a boat quickly, but also how to handle a boat, be master of his ship, and the racing rules and tactics. He graduated as a competent Dinghy sailor by taking a 2nd place in the O.K. Nationals in 1963.

Until 1967, when Dennis acquired his first Thistle, he sailed the Int. 14, C-Lark, and crewed at the Geary Nationals, Thistle Pacific Coasts and Lightning Nationals. His best coaches for these years were his father, his brother Don, and Don's wife Jerie ('66 Adams Cup Winner).

As I have mentioned previously, Dennis's attendance at the Thistle Nationals in 1967 increased his enthusiasm for competitive sailing. The winter sport of skiing was forgotten. Instead, every week-end the "Wizard of Id" would be on the Lake practicing.

Winter sailing in Seattle is blessed with high winds, which is his favorite sailing weather, and is extremely good practice for Sayville.

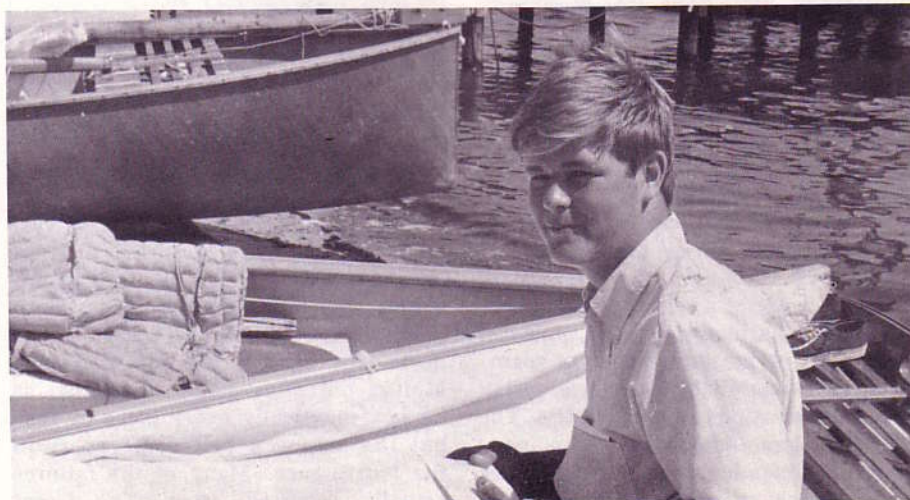
Dennis has very good grades in school so we allowed him to attend the Calif. Thistle Mid-Winters and the Lightning Southern Circuit during the school year. During the summer months he attended all available regattas that had Thistle activity. There were very few nights during this summer that the Thistle was not out on the water. If the wind was too light, he was cleaning the boat or changing some fittings to try in the next race. The cockpit hours he spends on his boats is notorious.

We have the Thistle Class and the encouragement they gave to Dennis at the '67 Nationals to thank for bringing the '69 Nationals to the West Coast. Dennis will not be a lone Thistler on the lake this winter; the other Thistlers will be practicing with him. Dennis is well aware that practice makes perfect, and he is also well aware he has a lot more practicing to do to attain his goal in the sailing sport, which is to attend the Olympics.

THE HEAVY AIR BEAT

By Dennis Clark (2474)

Before even leaving the dock for a heavy air race one must be sure of the equipment on his yacht. Without the sturdiest and easiest working equipment he can find, the skipper will do little more than worry about whether his rig will stand, thus losing much needed concentration. To begin with, the centerboard should be the first to gain your attention — it must be able to roll back far enough in the slot to reduce weather helm and also be tight enough in the trunk so that it won't wobble to the extent that it cocks the wrong way and loses you ground to windward, i.e., the trailing edge should not go further to windward of the centerline of the boat than the leading edge. A fairly heavy jib halyard wire should also be a requirement since the jib you have was certainly not designed to be sailed with scallops up and down the luff. 3/32 wire is quite satisfactory though the 1/16 wire is, in my opinion, a bit skinny to carry the entire load of the jib. One must also remember to keep the wire rolled neatly on the winch drum, else it will tend to slip and cause the luff to slacken. It also goes without saying that a full jib is



Before, between and after the races, Dennis could usually be found working on his boat.

HEAVY AIR BEAT (continued)

mandatory in heavy seas.

The hiking straps must also be tailored to the crew and skipper, since the team must expect to be using them the entire time. I have used with great success the straps put along the inside edge of the seat: for the forward crew the strap reaches from the forward edge of the seat to the aft edge of the thwart; and, for the middle crew, the strap goes from the forward edge of the thwart to about thirty inches back on the inside edge of the seat. The skipper is then able to use the conventional straps reaching from the aft edge of the thwart to the transom of the boat. The efficiency, I think, of these hiking straps is that the crew is able to hike far enough out that they can sit on the side of the boat in a "resting manner."

Getting water out of the boat should also be a major consideration since you are bound to get water in the boat in a heavy air race. I have found that two Elvstrom Super Maxes do quite an excellent job — they will even bail to windward. Another interesting technique of water removal was seen on Bill Alexander's boat at Sayville, the new "Guzzler" bilge pump put out by the DuPont people. This arrangement had lines to pull from the rail and a shock cord to pull the handle back down so that the boat could be easily bailed while hiking.

As we enter the field of technique, I am a firm believer in the word HIKE! The bodies on the boat must be all the way out and as low to water as they can get. Thistles, with their great sail areas, are truly difficult to keep level, I will agree, but anyone who relaxes here will not last a second. I will repeat: anyone who relaxes will not last a second.

With the board as far back in the trunk as possible, the crew all hiked out, the next thing to do is adjust the mast to the point where you do not have an extreme weather helm. This is where the heavy jib halyard comes in handy: crank the mast forward more and more as your helm increases. This not only quickens the boat for obvious reasons, but helps the skipper to more easily steer the boat over the waves. Since the boat's weather helm will increase as the boat's leeward heel increases, the boat must be sailed at its correct angle of heel while these adjustments are being made.

The jib must be eased a bit to insure fullness, and it must be remembered

that the jibsheets, due to their length, are prone to stretch and must be adjusted continually. It goes without saying that the jibsheet leads should

SAIL-HO

by Robert Chittick

REGATTA OFFICERS — MID-WINTER THISTLE CHAMPIONSHIP

Thistle Regatta Chairmen Earl and Reba
Race Chairman Ted Tolson,
Measurement Chairman Capt. Fred G. East
Housing Chairmen Ed and Flo Sherr

Eligibility Requirements:

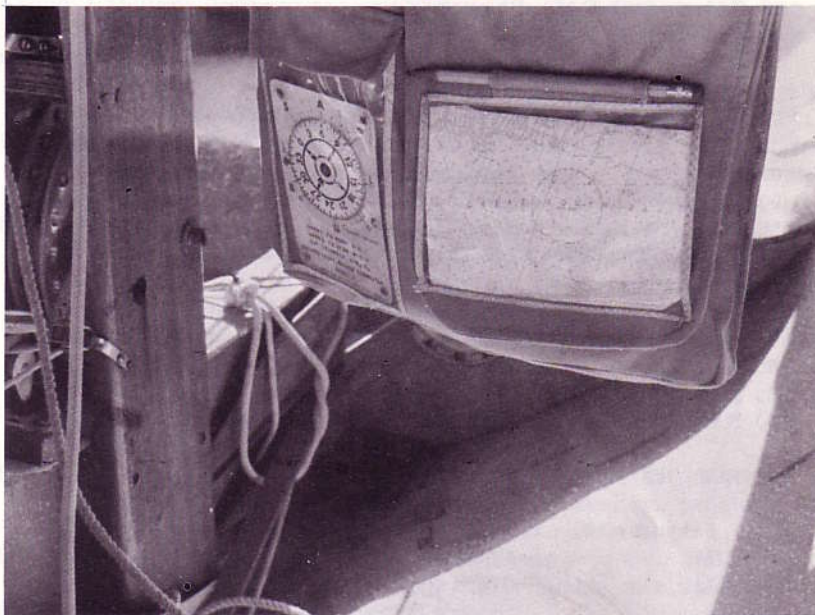
1. All contestants must have a 1968 dues paid card with the stamp "Register Boat" on it, or be listed "dues paid and registered" in the 1968 Yearbook
2. Chartered boats will be permitted but must be "registered" boats.
3. All jibs and mainsails not previously measured and stamped at a District National Championship shall be measured.
4. No sails other than sails bearing the owners sail number shall be permitted
5. The Registration Committee shall check 1 and 2 above; and, shall require the registrant to certify that all of his sails have been measured and stamped or to bring a certification from the S.P.Y.C. measuring Committee to effect that all of the contestants sails have been measured and stamped.
6. Only two suits of working sails and one spinnaker will be approved for use by each contestant, each to bear the T.C.A. "Royalty Paid" label.

Trophies:

Awards for Final Positions. The first prize will be a trophy presented to the winner of the race. The second prize will be a trophy presented to the runner-up. The third prize will be a trophy presented to the third place finisher. The fourth prize will be a trophy presented to the fourth place finisher. The fifth prize will be a trophy presented to the fifth place finisher. The sixth prize will be a trophy presented to the sixth place finisher. The seventh prize will be a trophy presented to the seventh place finisher. The eighth prize will be a trophy presented to the eighth place finisher. The ninth prize will be a trophy presented to the ninth place finisher. The tenth prize will be a trophy presented to the tenth place finisher. The eleventh prize will be a trophy presented to the eleventh place finisher. The twelfth prize will be a trophy presented to the twelfth place finisher. The thirteenth prize will be a trophy presented to the thirteenth place finisher. The fourteenth prize will be a trophy presented to the fourteenth place finisher. The fifteenth prize will be a trophy presented to the fifteenth place finisher. The sixteenth prize will be a trophy presented to the sixteenth place finisher. The seventeenth prize will be a trophy presented to the seventeenth place finisher. The eighteenth prize will be a trophy presented to the eighteenth place finisher. The nineteenth prize will be a trophy presented to the nineteenth place finisher. The twentieth prize will be a trophy presented to the twentieth place finisher. The twenty-first prize will be a trophy presented to the twenty-first place finisher. The twenty-second prize will be a trophy presented to the twenty-second place finisher. The twenty-third prize will be a trophy presented to the twenty-third place finisher. The twenty-fourth prize will be a trophy presented to the twenty-fourth place finisher. The twenty-fifth prize will be a trophy presented to the twenty-fifth place finisher. The twenty-sixth prize will be a trophy presented to the twenty-sixth place finisher. The twenty-seventh prize will be a trophy presented to the twenty-seventh place finisher. The twenty-eighth prize will be a trophy presented to the twenty-eighth place finisher. The twenty-ninth prize will be a trophy presented to the twenty-ninth place finisher. The thirtieth prize will be a trophy presented to the thirtieth place finisher. The thirty-first prize will be a trophy presented to the thirty-first place finisher. The thirty-second prize will be a trophy presented to the thirty-second place finisher. The thirty-third prize will be a trophy presented to the thirty-third place finisher. The thirty-fourth prize will be a trophy presented to the thirty-fourth place finisher. The thirty-fifth prize will be a trophy presented to the thirty-fifth place finisher. The thirty-sixth prize will be a trophy presented to the thirty-sixth place finisher. The thirty-seventh prize will be a trophy presented to the thirty-seventh place finisher. The thirty-eighth prize will be a trophy presented to the thirty-eighth place finisher. The thirty-ninth prize will be a trophy presented to the thirty-ninth place finisher. The fortieth prize will be a trophy presented to the fortieth place finisher. The forty-first prize will be a trophy presented to the forty-first place finisher. The forty-second prize will be a trophy presented to the forty-second place finisher. The forty-third prize will be a trophy presented to the forty-third place finisher. The forty-fourth prize will be a trophy presented to the forty-fourth place finisher. The forty-fifth prize will be a trophy presented to the forty-fifth place finisher. The forty-sixth prize will be a trophy presented to the forty-sixth place finisher. The forty-seventh prize will be a trophy presented to the forty-seventh place finisher. The forty-eighth prize will be a trophy presented to the forty-eighth place finisher. The forty-ninth prize will be a trophy presented to the forty-ninth place finisher. The fiftieth prize will be a trophy presented to the fiftieth place finisher.

Try these ideas in the next heavy weather race and see what they do for you!

FITTING OUT



With most boats having lost their lockers in weight reduction programs, it is hard to find a place to store the few small tools and items of gear that most skippers like to have aboard. One solution is a small ditty bag, but it is often very hard to quickly find and extricate the needed tools from a small bag. Pete Bordes has a "cloth locker" of Dacron, with a zipper closure, that is about the same size and shape as the wood locker. Another solution, illustrated above, is the "Berry Bag" made by Paul Berry (1630). It has two gear pockets; a small one with a zipper for valuables; and a larger one, with a flap using a Velcro tape closure, for larger gear. Two transparent packets hold a large Hazard Race Computer and a race circular, and there is a flap sewn across the rear to hold a bridle.