

THISTLE CLASS CONSTITUTION

Article I - NAME

The name of this organization shall be the **Thistle Class Association**.

Article II - OBJECT

The object of the Thistle Class Association shall be to promote Thistle Class racing under uniform rules, governed by this Association, and to maintain rigidly and without deviation the one-design features of Thistle Class sloops as designed by Gordon K. Douglass.

The purposes of the Association shall be charitable and educational, and it is formed and shall operate exclusively to foster national and international amateur sports competition (specifically in the area of sailing in Thistle Class sloops) with no part of its activities involving the provision of athletic facilities or equipment, all as provided within the meaning of Section 501(c)(3) of the Internal Revenue Code of 1954 as amended.

Article III - EMBLEM

A simplified presentation of a thistle, as drawn by Gordon K. Douglass and indicated on the sail plan, in which the stem and calyx are in green and the petals in lavender.

Article IV - POLICY

1. To cooperate with other yachting organizations and, in return, to insist on strict observance of the rules of the Thistle Class.
2. To keep the cost of acquisition and upkeep of Thistle Class sloops within modest limits without sacrificing high standards of performance and seaworthiness.
3. To promote a one-design class of Thistle sloops in which racing shall be to determine the skill of skipper and crew. Everything in the Constitution, By-Laws, Specifications, and Rulings is intended to assure competition in boats of identical design in all essentials such as hull lines, sail plan, etc.
4. A sloop is eligible for and considered in the Thistle Class if it conforms to measurement rules as certified by an official Thistle Class Measurement Certificate and has been properly registered, although that eligibility is subject to the requirements and limitations noted elsewhere in this book.

Article V - ORGANIZATION

1. A Thistle skipper shall apply for membership in the Association, whenever practicable, through a Fleet on whose waters he/she normally sails. If an applicant is for any reason not admissible to Fleet membership, he/she may apply directly to the Association for Unattached Membership. In either case, his/her application shall be subject to refusal for cause by the Executive Committee.
2. The Fleet is a territorial unit open to all eligible persons within its area. It elects its own officers which must include a Fleet Secretary. The Fleet is self-governing in all local matters not conflicting with Association rules, and has the power to accept or reject applications for Fleet membership.
3. Groups of geographically-contiguous Fleets constitute Districts. Districts shall be designated by the Governing Board.
4. The powers of the Association shall be vested in the Governing Board and Executive Committee as noted herein.

Article VI - JURISDICTION

The Association has jurisdiction over all Thistle activities. Its Class Rules govern all sanctioned Thistle races regardless of by whom they are held. Its Constitution, By-Laws, Rulings, and Specifications are binding

upon all members and Fleets, and all registered Thistle sloops must conform to its official plans and specifications.

Article VII - FLEET CHARTERS

1. A new Fleet may be granted a charter upon application to the Executive Committee by three or more owners, who must be members of the Association, of three or more registered and measured Thistle sloops not within the territory of an organized Fleet.
2. Fleet Charters may be granted by the Executive Committee or suspended by the Governing Board but revoked only at the Annual Meeting for failure to maintain in good standing a minimum membership and quota of Thistle sloops as above required, or for other adequate causes. (For terms of annual renewal, see By-Laws.)

Article VIII - DUES

Association dues and taxes shall be fixed by the By-Laws. Fleet and District dues, if any, shall be fixed by the fleet and district respectively. All dues must be paid before a member can be in good standing.

Article IX - MEMBERSHIP CLASSIFICATIONS

1. An Active Member may skipper a Thistle sloop in sanctioned races in accordance with the Bylaws. There are no age limitations.
 - (a) An Active Member Boat Owner has the privileges of voting and holding office.
 - (b) An Active Member Non-Boat Owner may hold office.
 - (c) Active Membership in any Fleet shall be restricted to Active Members of the Association.
2. An Associate Member is a non-owner of a Thistle. An Associate Member cannot vote, hold office, or skipper a Thistle in sanctioned races. Associate Member status is highly encouraged for all non-owners regularly sailing in Thistles.
 - (a) Associate Membership in any Fleet shall be restricted to Associate Members of the Association.
3. A Junior Member shall be an owner/non-owner who has not reached his/her 21st birthday. The Junior Member may not vote or hold office, but may skipper a Thistle sloop in sanctioned events in accordance with the Bylaws.
4. After approval by the Governing Board, a Builder Member is an authorized builder of Thistle hulls, centerboards, rudders, masts and/or booms. He/she may not vote, hold office, or skipper a Thistle sloop in competition unless also an active member. He/she is authorized by the Class to build hulls, centerboards, rudders, masts, and/or booms for the current year of membership as determined by Article XXI of the Bylaws. This Bylaw contains the criteria for granting and revoking authorization and Article II establishes the dues structure.

Nothing in this Article is to prevent an Active Member building a wood centerboard or rudder for his/her own use in accordance with the Plans and Specifications.
5. A member cannot belong to more than one Fleet at a time, nor can a Thistle be registered in more than one Fleet.
6. Active or unattached membership shall be retained until the end of the calendar year in which the member ceases to be a Thistle owner.
7. Family Members may skipper a Thistle in sanctioned events in accordance with the Bylaws.

Article X - EXECUTIVE OFFICERS

Duties and Method of Election:

1. The Executive Officers of the Thistle Class Association and their respective duties shall be as follows:
 - (a) *President* - The President is the chief executive. He/she shall preside at meetings, serve as chairman of the Executive Committee and Governing Board, rule on procedure and jurisdiction, sum-

marize decisions, appoint special committees, and authorize payment of all bills.

- (b) *First Vice President* - The First Vice President shall officiate in the absence of the President.
 - (c) *Second Vice President* - The Second Vice President shall officiate in the absence of the President and the First Vice President. He/she shall also edit the Bagpipe, the official organ of the Thistle Class Association.
 - (d) *Third Vice President* - The Third Vice President shall have responsibility for Class growth and promotion programs. He/she shall officiate in the absence of the President and the First and Second Vice Presidents.
 - (e) *Chief Measurer* - The Chief Measurer shall be the Chairman of the Measurement Committee and, as such, shall be in charge of all certified measurers, shall grant, or delegate authority to grant, all Measurement Certificates and issue duplicates and answer questions about measurement rules. He/she shall interpret the rules and regulations concerning construction, sail plan, rigging and equipment; and shall make “Chief Measurer’s Rulings” on matters not specifically covered in the Official Plans and Specifications. Such rulings shall be published in the Bagpipe and are subject to approval of the Governing Board. All rulings by the Chief Measurer shall be as binding as if part of the Constitution. Where appropriate, these rulings shall be made an official part of the Class Plans and Specifications. The Chief Measurer shall not approve changes in construction specifications, sail plan, or rigging. He/she shall be the custodian of the Official Plans and Specifications and shall be responsible for keeping them up to date. Individual variances need the approval of the Governing Board.
2. The aforementioned officers shall be elected at the Annual Meeting and serve for one year, from October first to September thirtieth or until their successors qualify. Each shall be nominated, seconded, and voted upon separately by the Fleet Delegates in the order named. The candidate receiving the greatest number of votes shall be considered elected. Nominations shall be made by the Nominating Committee. In addition, nominations may be made by any active member, provided the nomination is received by the Nominating Committee 30 days prior to the scheduled date of the election (normally the Annual Meeting).
3. The following officer shall be appointed by the President at the time he/she takes office. He/she shall serve on the Governing Board without vote. This appointment shall be approved by the Executive Committee which shall also set the amount of pay, if any.
- (a) *Secretary-Treasurer*.

Article XI - REGIONAL AND DISTRICT OFFICERS

Duties and Method of Selection:

1. The Regional Vice Presidents of the Thistle Class Association shall have the following duties:
- (a) To coordinate the activity of the Thistle Class Association in their region, including scheduling of Thistle Class regattas.
 - (b) To sanction and to supervise the Interdistrict regatta.
 - (c) To provide interpretation of TCA specifications, measurement rules, and Chief Measurer’s Rulings as required for conduct of the Interdistrict regatta. Such interpretation shall not have force beyond the Interdistrict regatta.
 - (d) To provide counsel and guidance to the District Governors within their region.
 - (e) To provide training for new District Governors.
 - (f) To promote communications within their region.
 - (g) They shall be a member of the Governing Board.
2. A Vice President for each region (defined in “Information”) shall be appointed by the President after consultation with the District Governors in the region. This appointment shall be approved by the

- Executive Committee. The term of office shall be from October first to September thirtieth.
3. The District Officers of the Thistle Class Association shall consist of the following:
 - (a) *District Governor* - The District Governor shall be a member of the Governing Board and have general supervision over all Thistle Class activities in the District
 - (b) *Alternate* - The Alternate shall officiate during any prolonged absence of the District Governor. Should the office of District Governor become vacated, the Alternate shall become Governor for the unexpired term.
 4. The District Governor shall be elected by vote of the Fleet Representatives. The election must be held in advance of the Annual Meeting, and the Governor elected shall serve during the ensuing year, from October first to September thirtieth. The person receiving the second greatest number of votes shall be the Alternate. The retiring Governor shall forward the names of the new Governor and Alternate to the Association Secretary immediately after their election.
 5. If any District fails to hold an election as provided for above, a Governor for such District shall be appointed by the Executive Committee.

Article XII - GOVERNING BOARD AND EXECUTIVE COMMITTEE

Duties and Method of Election:

1. *The Governing Board* - The Governing Board shall serve one year, from October first to September thirtieth, and shall consist of all Executive Officers, the immediate Past President, the Regional Vice Presidents, and the District Governors. Majority vote shall decide all issues, if not otherwise stipulated. The Governing Board shall interpret the Constitution and By-Laws, shall conduct all business and determine policy of the Association, shall serve as the last Court of Appeal in disputes over Constitutional rights. The Governing Board has the power to enforce its decisions by suspension of entire Fleets or individual members. Its rulings shall be binding and final. The Governing Board may amend the By-Laws but not the Constitution.
2. *The Executive Committee* - The Executive Committee is a sub-committee of the Governing Board, empowered to act in the name of the Governing Board in matters requiring prompt action and personal discussion. The Executive Committee shall consist of the President and two or more Governing Board members appointed by the President and approved by three-quarters of the Governing Board. The President shall serve as Chairman. The Executive Committee shall sanction or ban races or other activities, shall pass on the eligibility of committees, shall grant charters, fill vacancies in office subject to ratification by the Governing Board in case such vacancies are being filled by a member or members of the Executive Committee, impeach Fleet and Association officers subject to ratification by three-quarters of the Governing Board when a Governing Board Officer is involved, suspend members guilty of gross violation of rules or unsportsmanlike conduct for a period not exceeding its term of office, approve the purchase and sale of securities, and approve depositories.

Article XIII - COMMITTEES

1. *Measurement Committee* - The Measurement Committee shall serve under the chairmanship of the Chief Measurer. The Measurement Committee shall be appointed by the Chief Measurer and approved by the Governing Board. The Measurement Committee shall review all matters referred to it by the Chief Measurer and report thereon to the Association at the next Annual Meeting with their recommendations. If so instructed by the Association, the Measurement Committee shall draft appropriate proposed amendments for ratification at a subsequent Annual or Special Meeting.
2. *National Race Committee* - The National Race Committee shall serve as the organizing authority for the Nationals. The National Race Committee shall be appointed by the President at least six months before the series, and shall consist of an odd number of members, at least five. Included shall be the Governor

of the District in which the series is held, the Secretary of the Fleet sponsoring the series, and at least three members of the Board of Governors. The President shall appoint a Chairman.

The National Race Committee shall have authority, superseding the Board of Governors, over all matters pertaining to the series. The committee shall serve until 24 hours after the last race, or until all matters pertaining to the series have been settled.

The Chairman shall appoint a Principal Race Officer to conduct the series. He/she shall also appoint an independent and impartial jury to hear and rule on all protests. No competitors may serve on this jury, and it is suggested that at least one USSA certified judge be included.

Competitors shall not be denied the right of appeal, according to USSA procedure. The results shall be accordingly changed, except that in the event a competitor appeals an unfavorable protest, and the race involves a qualifying race for the Championship Division, and the competitor is placed in the President's Division, the results of the regatta shall not be changed.

3. The following committees may be appointed by the Executive Committee and their duties are as defined below:
 - (a) *The Budget Committee* - The Budget Committee shall consist of the President and Secretary-Treasurer of the Association. This Committee shall prepare a budget for the ensuing year. As soon as approved by the Governing Board, the Budget shall be published.
 - (b) *The Development Committee* - The Development Committee shall be given full responsibility for developing new fleets.
 - (c) *The Publicity Committee* - The Publicity Committee shall be responsible for matters concerning publicity.
 - (d) *The Amendments Committee* - This Committee shall process all proposed amendments to the Constitution in the prescribed manner.
 - (e) *Special Committees and/or Officers*, including Thistle Race Committees for sanctioned events, may be appointed at any time by the Governing Board.
4. *Nominating Committee* - The President shall appoint at least six months before the Annual Meeting the Nominating Committee consisting of three past elected National Executive Officers. The Nominating Committee shall nominate one or more active Members for each elective office.

Article XIV - HONORARY OFFICERS

1. (a) Commodore - The Commodore is recognized for service to the Thistle Class Association.
(b) Vice Commodore - The Vice Commodore also is recognized for service to the Thistle Class Association.

Article XV - MEETINGS

1. The Annual Meeting shall be held during the period of and in the vicinity of the National Championship Series, if possible. Special meetings by order of the Governing Board or upon demand in writing by twenty-five percent of the fleets, must be held. Time and place of all meetings must be fixed by the Executive Committee.
2. Notice must be sent to the last recorded Secretary of each fleet in time to permit action by delegate or proxy. If a Special Meeting is called, the purpose thereof must be plainly stated in such form as to permit voting by mail. No other business than that stated can be transacted.

Article XVI - DELEGATES

1. The membership of each fleet shall be responsible for the selecting and instructing of a delegate. If unable to send a delegate, the Fleet shall assign a duly-authorized proxy to present the fleet's views and cast its votes at all meetings. The delegate or proxy shall be certified in writing by the Fleet Secretary.

2. Any number of alternates or proxies may be named, but the first in order present shall be the only one entitled to cast the fleet's vote. Only those alternates or proxies properly certified in writing by the proper fleet officers shall be recognized.

Article XVII - QUORUM AND ROLL CALL

1. One-half of the Fleets in good standing shall constitute a quorum at meetings.
2. If a quorum exists at roll call, it exists throughout the session.

Article XVIII - VOTING

1. Each fleet shall be entitled to cast one vote for each Thistle Class sloop enrolled in said fleet which has been properly recorded with the Association by an active member in good standing, but no fleet is entitled to more than 33-1/3 percent of the total number of votes cast. No more than one vote shall be allowed for any one member no matter how many Thistle Class sloops he may own. Membership books close thirty days before any meeting, or as ordered by the Executive Committee.
2. Members may be heard, but only accredited delegates, proxies, alternates, and isolated members shall vote on motions. All entitled to vote MUST vote on each motion unless excused by the Chairman. A majority of votes cast shall decide all questions not otherwise stipulated, and the Chair shall cast the one deciding vote in case of a tie and may also fix a time limit on speakers and debate on motions.

Article XIX - IMPEACHMENTS

Any member may be expelled only by three-fourths vote at an Annual Meeting. (For impeachment of officers, see Article XII, Section 2.)

Article XX - AMENDMENTS

1. The Constitution, Specifications, and Rulings may never be suspended but may be amended at any meeting by two-thirds of the votes present.
2. The Governing Board may amend the By-Laws at any time, by an affirmative vote of three-fourths of its members, calculated to the nearest whole number. If the three-fourths count comes to a figure in which the fraction is one-half, then the result is rounded to the nearest even number. Example: 13½ becomes 14, and 14½ becomes 14.
3. The basic principles of Articles III, IV, V and VI cannot be changed, nor can an amendment be passed which shall render ineligible a former Thistle sloop or active member whose eligibility was established under the then-existing rules of this Association and whose status cannot be changed to conform to the proposed amendments, nor shall retroactive legislation be passed affecting active members' fleets' constitutional rights, except by a three-fourths vote of the total voting strength of all fleets in good standing in the Association. If not present, a referendum may be ordered.
4. All proposed amendments, at either Annual Meetings or a Special Meeting, must be included in the notice thereof which shall be mailed to the general membership not less than thirty days prior to the date of the meeting.
5. The Executive Committee shall have the power to simplify, clarify, or correct the language of any article if the intent or purpose remains unchanged.
6. Proposed amendments to the Constitution and changes in the Specifications may be submitted to the Amendments Committee only by Fleet or Governing Board action.

Article XXI - ORDER OF BUSINESS

Annual Meeting

1. Call to Order
2. Roll Call of Fleets
3. Minutes of Last Meeting
4. Reports of the Officers
5. Ratification or Revocation of Charters
6. Ratification of Executive Committee Rulings
7. Unfinished Business
8. Instructions to Measurement Committee
9. New Business
10. Election of Officers for the New Year
11. Adjournment

Special Meetings

1. Roll Call
2. Special Business
3. Adjournment

Article XXII - DISSOLUTION

In the event the Association shall dissolve, the Board of Governors shall, after paying or making provision for the payment of all of the just liabilities of the Association, dispose of all of its assets to such organization or organizations organized and operated exclusively for charitable or educational purposes as shall at the time qualify as an exempt organization or organizations under Section 501(c)(3) of the Internal Revenue Code as amended, as the Board of Governors shall determine.

Thistle Class Association Bylaws

Article I - FLEET BUSINESS AND MEETINGS

1. The Annual Meeting of each Fleet shall be not later than January 1 of each year, and results of the election of Fleet Officers shall be filed with the Association not later than two weeks after this election.
2. The official language between the Fleets and the Association shall be English.

Article II -MEMBERSHIP, ELIGIBILITY, DUES AND FEES

1. *Dues & Fees*

- (a) (1) Thistle Class Association annual dues shall be:

Family Membership	\$55
Active Members	\$45 (Includes owners and non-owners)
Associate Members	\$20
Junior Members	\$15
Contributing Members	\$75 (Members supporting the Class with additional contribution)
Sustaining Members	\$150 (Members supporting the Class with additional contribution.)

- (2) Thistle Class Association Fees shall be:

Registration/measurement	\$10
Plans	\$15
Royalty paid labels	\$15
Measurement protest filing	\$15

- (b) Use of Dues. Annual dues shall be used in the following manner: ten dollars of each member's annual dues shall be for the Thistle Class magazine BAGPIPE, which is published six times a year. The remaining money shall be used for administrative costs and other costs as designated by the Class officers.
- (c) Due Date. All dues for all classes of membership are due in January of each year. Dues shall be deemed delinquent after February 15 except for new incoming members.
- (d) Payment of Dues. Dues of all except unattached members shall be collected by the Fleet Secretary and forwarded to the National Secretary-Treasurer. District dues of all except unattached members shall be collected by the Fleet Secretary and forwarded to the District Governor. Unattached members shall forward their dues directly to the National Secretary-Treasurer.
- (e) District and Fleet Dues. District and Fleet dues are optional. Each District may elect to establish annual dues to be required of all R&D Thistles in the District. If any, they shall be collected and retained by the local District or Fleet.
2. *Fleet and District Membership.* The boat's Fleet and District shall be determined by the Fleet membership or the residence of the Active Boat Owner Member.
 3. *Junior Member.* A Junior Member, as defined in the TCA Constitution, Article IX, Sec. 3, may skipper a Thistle in a chevron event. The boat sailed must be a registered Thistle which he/she need not own. The Junior member must join the TCA at or before registration for the event. A Junior Member may qualify for the National Championship by a) winning the Junior National Championship or b) by qualifying in the District Championship, Inter-District Championships, or Mid-Winter Championships as prescribed in Bylaws Article XIII-9, steps 2a-2d. In determining whether non-Junior Members have placed within the quota from qualifying events, Junior Member skippers are not counted.
 4. *Family Membership.* Under this type of membership, an Active Boat Owner Member's immediate family are regarded as Active Members. Immediate family is defined as husband and wife, children

and step-children under the age of 21. For the purpose of voting, a family may designate one family member to represent each Thistle Class sloop owned by the family. All defined family members may skipper Thistles in sanctioned events. The boat's District shall be determined by the Fleet membership or residence of the Active Boat Owner Member.

5. *Membership cards.* Upon receipt of dues, the Secretary of the Association shall issue official membership cards. These cards shall show the class of membership (Active Member Boat Owner, Active Member Non-Boat Owner, Associate Member, etc.). The membership cards shall show the number of the boat(s) if applicable, and shall be stamped "Registered Boat" if the Secretary's records show that a Measurement Certificate has been issued. These notations are essential if the skipper plans to compete in Fleet, District, or other sanctioned events, including the National Championship.
6. *Eligibility.* Dues of all participating skippers (including Active Boat Owners, Active Non-Boat Owners and Family Members), except Junior Members, must have been paid and the registration of their boats completed before their District Eliminations, and not later than July 1, to be eligible for the District Eliminations and National Championship of that year.
 - (a) *Exception.* A skipper who has qualified for the Nationals and wishes to sail a newly-acquired boat in the Nationals may receive an extension of time to measure the newly-acquired boat providing permission is requested and measurements completed by the close of Nationals registration.
7. *Crews.* It is desirable but not obligatory that crews of Thistles be Active Class Members.
8. *Chartering.* An Active Member Boat Owner or Active Member Non-Boat Owner in good standing may charter a Thistle and sail in any event in accordance with the Bylaws using the charter boat's sails or their own. During the registration process, the chartering member must inform the event's Thistle organizing chairperson of his/her intent to charter and provide the chartered boat's hull number and the number of the sails to be used.
9. *Intent.* It is the intent of this article to promote the growth of the Thistle Class by allowing sailors to easily become Active Members and learn to enjoy the Thistle. The TCA assumes that Active Members who borrow boats will make their own arrangements for financial consideration, insurance issues, etc. with the boat owner.

Article III - RENEWAL OF CHARTER

Each Fleet is required to file an annual report with the Association during January of each year to renew its rights and privileges under its charter. The annual report shall be submitted to the National Secretary-Treasurer on a form supplied by the Association.

Article IV - REPORTS, RETURNS, AND SUSPENSION OF FLEETS

1. If the annual report of Fleet dues and registration of members has not been received by the Association on or before June 1, the Fleet becomes mandatorily suspended. Suspension applies to members of suspended Fleets.
2. If the number of active boat owner boats in a chartered Fleet drops below 3, but the remaining members are in good standing, suspension of the Fleet will be delayed two years. The intent of this section is to give the Fleet additional time to again become a *bono fide* Fleet and to maintain communication with the National office.
3. Suspended Fleets cannot be reinstated until requirements of the Association have been fulfilled. A former member of a suspended Fleet may be reinstated as an unattached member upon payment of dues.

Article V - SLOOP'S NUMBER AND NAME

1. The official number, allocated to new sloops on application to the Secretary, shall be permanent with numbers at least two inches in height either cut or permanently installed into the keel aft of the center-board trunk. This same number shall be affixed to each spinnaker and, with the Thistle Class insignia,

- to each mainsail used by a Thistle Class sloop during its life.
2. The Secretary of the Association shall maintain a permanent record of each Thistle Class sloop, showing number, name, and ownership.

Article VI - MEASUREMENT AND CERTIFICATES

1. No yacht shall be eligible to enter any race where Thistles race as a Class until an Official Certificate of Measurement and Registration has been granted to the owner of said yacht.
2. The owner shall be responsible for the accurate measurement and registration of his yacht in accordance with the procedure set forth in Article XX.
3. It shall be the sole responsibility of every owner of a registered Thistle to maintain his boat in accordance with the approved Measurement Certificate submitted at the time of registry.
4. The Association's Certificate shall be binding upon all organizations conducting races for the Thistle Class. A yacht holding such certificate shall not be subject to remeasurement on protest of measurements unless there is reasonable evidence of alterations, erroneous measurements, or falsified measurements. Protests of measurements of a certified Thistle sloop must include a \$15 deposit plus measurement fee returnable only if sustained. A Thistle sloop is always subject to remeasurement by order of the Governing Board, National Race Committee, or the Chief Measurer.
5. Boats that have had major repair or have been extensively rebuilt shall be remeasured.

Article VII - RACING RULES

The official code of racing rules which shall govern all Thistle Class races held by the Association and units thereof, unless otherwise specified in circular or invitation races, shall be the Racing Rules of Sailing with United States Sailing Association prescriptions, except wherein they may conflict with the rules of the Thistle Class Association, in which event the latter shall supersede it. It is recommended that, insofar as practicable, the rules of the US SAILING and TCA shall likewise govern all fleet races.

Article VIII - INSTRUCTIONS

Instructions contained in race circulars and local rules in Fleet Bylaws or published notice to its members, not conflicting with Thistle Class Rules, must be observed. Verbal instructions or unrecorded rules are not official. Fleet rules shall not pertain in intersectional or inter-fleet races.

Article IX - RACING RESTRICTIONS

1. The correct number must be displayed on both sides of the mainsail in numbers not less than 10 inches high and must be displayed on both sides of the spinnaker in numbers not less than 10 inches in height placed at least 8 feet above the foot of the spinnaker.
2. The Thistle Class insignia, as specified by the Association, must be displayed on both sides of the mainsail.
3. All members of crews shall be Corinthians.
4. Except in local Fleet races, the number of persons allowed in one boat in a race shall be not less than two and not more than three. The same number shall be carried through all races of a series.
5. No dead weight can be carried as stationary or shifting ballast.
6. A Thistle must carry ground tackle, bailing device(s) with a minimum capacity of two gallons and a paddle or oar. Ground tackle will consist of an anchor, optional chain and line. Anchor and optional chain weight combined must not be less than 8 pounds. Line shall not be less than 1/4 inches in diameter and not less than 100 feet in length made up of not more than two pieces of rope plus a chain.
7. No sail other than approved jib, mainsail, and spinnaker can be used.
8. (a) Skippers in fleet series and open races must be active or unattached members.
(b) A fleet, by majority vote, may annually establish a policy permitting non-owners to compete

during that year in races open only to fleet members. The intent of this exception is to encourage TCA membership by allowing interested sailors to race Thistles under local competitive conditions.

9. The same skipper shall handle the helm of a given yacht through all races of a series or regatta, except that he/she may have his/her crew handle the helm while he/she is making adjustments or handling the spinnaker.
 - (a) At the Midwinters East Championship, two or more active or unattached members sailing together in a Thistle owned or co-owned by one of them, may alternate as skipper on a race-by-race basis. The same member must act as skipper throughout any given race. The members may alternate skippering in any order they choose.
10. It is the policy of the Association that prizes and points be awarded to the eligible skipper-also that trophies of perpetual character be inscribed with the name of the skipper.
11. Life Saving Equipment. A Thistle must carry Coast Guard approved Personal Flotation Devices for each crew member, and at the discretion of the Race Committee, each crew member must wear this equipment or be subject to disqualification. One additional "throwable" life saving device (life jacket or cushion) must be carried aboard the boat. Regarding personal safety, the ultimate responsibility for deciding whether to wear a PFD rests with the individual competitor. One whistle must be carried aboard the boat.
12. Chevron events shall include provisions for hailing OCS boats. Competitors shall accept that hailing is necessarily an imperfect process.
13. The Class will continue to permit the use of "hiking pants" as a possible exception to The Racing Rules of Sailing 1997-2000 Rule 49.

Article X - INTERPRETATION

In deciding any question, the intended meaning of the rules shall prevail. In case of an actual foul, no extenuating circumstances may be considered, but they may be considered where Class rules or restrictions require interpretation and there has been no deliberate attempt to gain an unfair advantage. Precedent and the established policies of the Association shall be taken into consideration when interpreting any rule or regulation, or where the situation is not covered by rule. The rulings of the Executive Committee, Governing Board, Chief Measurer, and National Race Committee shall be carefully preserved for reference.

Article XI - OUTLAWED RACES

Enforcement of Class Rules and Regulations is essential to the protection of all owners in a one-design class. Members are required to report to the Association any sanctioned event wherein Class rules are not respected and enforced by the organization conducting it, or where entries of ineligible yachts are knowingly accepted. A member who makes himself a party to such practice by knowingly, and after due warning, entering outlawed events, shall himself be subject to suspension.

Article XII - SANCTIONED EVENTS

Sanction. All chevron events shall be considered sanctioned. A District Governor or Regional Vice President has the authority to sanction any other event if requested to do so.

Article XIII - THE NATIONAL CHAMPIONSHIP

1. *Purpose.* The National Championship is conducted annually to determine the National Champion of the Thistle Class.
2. *Trophy.* The "Louis Carron Perpetual Trophy" is the perpetual trophy for the National Championship and will be held by the winning skipper until the next series, subject to approval and order of the Executive Committee.

3. *Site Selection.* For the purpose of the National Championship, the country shall be divided into four areas. The Great Lakes area shall include the Lake Michigan, Michiana, Middle America, and Lake Erie Districts; the Northeast area shall include the New England, Niagara Frontier, Long Island Sound, New Jersey, and Central Atlantic Districts; the Southern area shall include the Carolinas, South Atlantic, Florida, and Delta Districts; and the Western area shall include the Pacific Northwest, Northern California, and Southern California Districts. Subject to final approval of the Executive Committee, a Nationals Site Selection Committee, chaired by the First Vice President and comprised of all five Regional Vice Presidents, shall select the sites for the National Championship following a Northeast, Great Lakes, Southern, Open, and Western area rotation pattern in five year cycles. In the “open” year, the site may be selected in any area of the United States or Canada that generally meets the following criteria which are applicable to all nationals sites:
 - (a) It must be held on open water as free as possible from headlands, shoals, obstructions or aids to navigation,
 - (b) it must be held where adequate housing, launching, docking, and mooring facilities are available in close proximity to each other,
 - (c) it must be held where an active Thistle Fleet can assume responsibility for all local arrangements, and
 - (d) in an open year, the current National Champion shall be added to the Site Selection Committee.
4. *Race Committee.* The National Race Committee shall have charge of the National Championship Series (see Article XIII of the Constitution). The responsibility for arranging and providing for the proper facilities, entertainment, etc., shall rest with the Fleet on whose water the series is held. In this regard, the Fleet must cooperate with, and be guided by, the Governing Board and the National Race Committee.
5. *Date.* The National Championship shall be scheduled during the interval beginning the last week of July through the first two weeks of August. The date will be set at the Mid-Winter Governing Board meeting preceding the Nationals. The schedule of the races during the week shall be at the discretion of the National Race Committee, in conjunction with the local Fleet, in order to provide the optimum sailing conditions for the selection of a National Champion.
6. *Number of Races.* The National Championship shall consist of seven complete races. The original starting gun for Division I for the seventh race should not be fired after 3:30 p.m. (local time) on Friday. In the event of very extreme weather conditions, the total number of races sailed may be reduced, but to not less than four completed races, by the National Race Committee.
7. *Course.* The course for the National Championship shall consist of six legs. The course shall be based on either an equilateral or a right isosceles triangle. Course 1, the equilateral triangle course shall be 1.0 to 1.3 nautical miles on a side. Course 2, the right isosceles triangle course shall be 1.0 to 1.3 nautical miles between the windward and leeward marks. The starting line shall be set downwind of the leeward mark so that the first leg of the course will be approximately 0.2 nautical miles longer than one side of the triangle. The first leg of the course shall be to windward followed by two reaching legs returning to the leeward mark of the triangle. The fourth leg shall be a repetition of the upwind portion of the triangle. There shall be an offset mark at mark 4. The fifth leg shall be a return downwind to a gate set approximately 0.1 nautical miles below the leeward mark. The sixth leg shall be a windward leg 0.3 to 0.5 nautical miles in length to the finish line. The total course length shall be not less than 5.6 nautical miles of more than 7.3 nautical miles. The maximum length of course shall be sailed whenever wind conditions permit. The course cannot be changed except for movement of the windward mark of the second beat and movement of the finish line of the third beat in response to a wind shift. The course cannot be shortened after the start of a race.

When only one division is sailing on the race course, Course 3 (equilateral) or Course 4 (right

isosceles) may be used with the same second windward leg length and total course length as above. The first leg shall be to windward. An offset windward mark shall be used. This is followed by a leeward leg. Two leeward marks forming a gate shall be used. The third leg shall be to windward again, to a single windward mark. Two reaching legs then complete the triangle to a single leeward mark. The sixth leg shall be to windward to the finish line.

8. *Qualification.* Each skipper entering the National Championship Series must be a member of the Association in good standing. The skipper and boat must meet the other pertinent requirements of these Bylaws regarding ownership, eligibility, registration of the boat, and qualifying regatta participation. The skipper and crew must be registered with the National Race Committee and be retained for the series. A mandatory registration fee must be postmarked prior to six weeks before the first scheduled race in a quota year or two weeks in a non-quota year. The National Race Committee Chairman approves such exceptions with Executive Committee concurrence.
9. Qualification for the National Championship shall be as follows:
 - (a) The defending National Champion, the Class President, First Vice President, Second Vice President, Third Vice President, and the Chief Measurer are qualified regardless of quota. Their finishing position at the district qualifying event shall not be included in fulfilling the quota for that district.
 - (b) All other participants may qualify by completing both of the following steps in the current year:
 - Step 1: Race (as defined by IYRR rules) as skipper-helmsman in their District series in the same yacht to be sailed at the Nationals, except as provided for by the intent and provisions of Article II - 7 (Exceptions-New Boats) and Article XIII - 20 Charters, and,
 - Step 2a: Be certified as having qualified under the quota by their District Governor, or
 - Step 2b: Place in the top five of a sanctioned Inter-District Championship, or
 - Step 2c: Place in the top five in a Mid-Winter Championship. The finishing position of any Mid-Winter qualifier sailing at the District qualifying event shall not be included in fulfilling the quota for that district, or
 - Step 2d: Place in positions 2 through 5 in the previous year's National Championship, or
 - Step 2e: Be certified as having served as President of the Thistle Class Association. Their position at the District qualifying event shall not be included in fulfilling the quota for that district.
 - (c) The quota from the districts shall be established by the Governing Board and published in Bagpipe of the current year.
 - (d) If it is not possible to skipper in the Districts, a participant may qualify by:
 - (1) Open qualification years, no "quota":
 - aa. Sail as skipper-helmsperson at least one chevron event, MWW, MWE, or an Interdistrict event AND
 - bb. Either sail as skipper-helmsperson in 3 non-chevron regattas or sail 6 fleet race days AND
 - cc. Notify the District Governor and petition the First Vice President in writing that items aa - cc have been accomplished, noting the qualifying events.
 - (2) Restricted years, when there is a "quota": Same as above, except the skipper must finish in the top 5 places or top 25%, whichever is greater, in a chevron event that year or be a certified Past-President of the TCA.
 - (3) Special exceptions may be made for extraordinary situations where a skipper is unable to participate in the prescribed manner. The National Race Committee Chairman approves such exceptions with Executive Committee concurrence.
10. *Districts.* The District Elimination Series shall be set up by the District Governor. District

Championships are permitted to be “open” regattas with prior notification. Scoring for the District Championship will exclude non-District skippers by race or by regatta results.

11. *Measurement.* All yachts entered in the National Championship shall be subject to measurement and approval of the Chief Measurer prior to the first race in the National Championship Series. If any yachts or equipment do not come within the restrictions, or within the tolerances permitted, the use of the same shall be prohibited. Only two suits of working sails and one spinnaker will be approved for use by each contestant. Only sails bearing the numbers of the Thistle sloop in which the skipper qualified for entry may be used. Any or all yachts may be ordered re-measured by the Chief Measurer, Executive Committee, or National Race Committee.

Exception. A skipper who has qualified for the Nationals and is sailing a new boat in the Nationals and complies with Article II, Section 7b (Exception - New Boat) shall have a sail number corresponding to the hull number of his new boat.

12. *Bordes System.* The two-division, seven race Bordes System will be used for conducting the National Championship. After registration is completed, all entries will be divided into four groups (A, B, C, or D) in order to provide four groups of about equal racing ability. Using the results of the previous year’s National Championship as posted in the Bagpipe, all of the current entries who participated in the Nationals of the previous year will be listed in order, according, to their place in the final results, from first to last. The remaining entries will be added to this list, in order by boat number, from the lowest to the highest. From the list developed, boats 1, 5, 9, etc. will be placed in Group A; boats 2, 6, 10, etc. in B; boats 3, 7, 11, etc. in C; and boats 4, 8, 12, etc. in Group D.

13. Each race of the National Championship will consist of two divisions racing over the same course. The Race Committee may start the starting sequence for Division II at its discretion immediately after Division I starts. If a continuing (in excess of 5 minutes) wind shift of 30 degrees or more occurs after the start of the first Division, but before the first boat of both divisions pass the first mark, races for both Divisions shall be abandoned and restarted. If such a continuing wind shift occurs during the first leg of races of the National Championship and President's Divisions, only the race of the affected Division shall be abandoned. The mark shall be reset and the Race Committee shall start whichever Division it chooses to start. Determination of time and amount of shift is in the sole judgment of a Race Committee representative on the weather stake boat and it is not subject to protest, appeal or hearing. If such a shift occurs after the first boat in the lead Division has rounded the mark, the mark shall be reset after all boats in that Division have rounded the mark. The starting line should be as square to the wind as, in the sole judgment of the Race Committee, is reasonably possible. In changing the starting line, only one of the two markers should be moved.

14. The composition of the Divisions in each race of the National Championship will be:

First Race Division I, Groups A and B; Division II, Groups C and D

Second Race Division I, Groups A and C; Division II, Groups B and D

Third Race Division I, Groups B and C; Division II, Groups A and D

Fourth, Fifth, Sixth, and Seventh Races

Division I, The Championship Division, shall consist of the top 45 boats (after the first three races) if greater than 100 boats are registered; or the top 40 boats (after the first three races) if 100 boats or less are registered; or 50% of the total number of boats registered, whichever is less. If the latter criterion applies and the number of boats registered is uneven, then the Championship Division shall have one less boat than the Presidents Division.

15. *Time Limit.* The time limit for each race of the National Championship shall be 2.5 hours. In races 1-3, if no boat sails the course and finishes within the time limit, the race shall be abandoned for both divisions. If the lead boat of both divisions completes the course within 2.5 hours, then the race is official.

16. *Scoring.* Scoring for the National Championship shall be as described in the current RRS rules “Low Point Scoring System” with these exceptions:
- (a) For boats in the Championship Division, the series score shall be the total of her race scores in the seven scheduled races. Boats in the President's Division series shall be scored for races four, five, six and seven, with scores from the qualifying series (first three races) excluded.
 - (b) Ties not resolved by this Rule are resolved by TCA By Laws XIII 17.
 - (c) DNS, DSQ, DNC and OCS shall be scored points of one more than the number of boats registered in that Division's race.
 - (d) DNF, Retired and TLE are scored by adding the number of registered boats in that Division's race to the number of finishers, then divided by 2 (any resulting fraction shall be rounded up to the nearest whole number).
17. *Ties.* Ties remaining after the RRS rules have been applied will be resolved in favor of the boat beating the other in the last race.
18. *Protests.* In the National Championship Series, protests need not be resolved prior to the start of any race except the fourth.
19. *Team Racing.* In the National Championship, Team Racing or the act of deliberately and willfully sacrificing one's own chances of a place in a race, thereby substantially injuring or improving the chances or place of others, is barred and shall be grounds for disqualification. Covering or luffing, provided a yacht is sailed within the right-of-way rules and in a manner consistent with maintaining or bettering its own standing in a race or point score, shall not be deemed Team Racing tactics. In flagrant cases, affecting the point score among the leaders, the Race Committee shall have the power with or without protest, to order the race resailed, bar the offender from the resailed and remaining races, and recommend his or her suspension to the Governing Board.
20. *Notices.* During the National Championship Series, official notice of hearings, decisions, rulings, changes in procedure and instructions shall be served upon all parties, by daily posting on a bulletin board at headquarters during the series. By due notice, the time and place may be varied because of conflicting conditions. The responsibility of being at headquarters and seeing notices at given hours rests with the entries and officials.
21. *Youth Nationals.*
- Age:* The competitors (skipper and crew) must be under twenty-one (21) years of age throughout the entire series.
 - Membership:* All skippers shall be TCA members as specified in the Bylaws.
 - Boat:* The boats sailed in the Youth Nationals must be registered and dues paid. The boat can be borrowed, the skipper's own boat or a family boat. There is no fee for borrowing a boat. Arrangements for borrowing a boat and liability are the responsibility of the lender and the youth skipper.
 - Waivers:* It is required that all participants under the age of 18 have parental permission.
 - Date:* The Youth Nationals will be sailed the day (generally Saturday) before the Opening Ceremonies of the Nationals.
 - Number of Races:* A maximum of seven races will be scheduled.
 - Rules:* The provisions of Bylaws, Article XIII Sections 13 and 15 shall not apply to this series.
 - Course:* Course types and lengths, including the ability to shorten course, are at the discretion of the Race Committee and the National Race Committee Chairman.
 - Scoring:* See sections 16 and 17 above.
 - Awards:* The John Lowry Memorial Perpetual Trophy will be awarded to the winner. The TCA will bear the cost of all trophies and will order them along with the Nationals trophy order. The awards will be presented at the Opening Ceremonies of the Nationals. Chevrons will be awarded

as follows:

1st - 3 Green 2nd - 2 Green 3rd - 1 Green

22. *Women's Nationals.*

Qualification: The TCA Women's Nationals is open to women skippers and crew. The skipper must be a member of the TCA.

Age: There are no age restrictions. A woman who will be under twenty-one (21) years of age throughout the entire week of the Nationals can elect to sail the Youth Nationals or the Women's Nationals provided that her crew meets the same age requirements.

Boat: The boat sailed in the Women's Nationals must be registered and dues paid. The boat can be borrowed, the skipper's own boat or a family boat. There is no fee for borrowing a boat. Arrangements for borrowing a boat and liability are the responsibility of the lender and the woman skipper.

Waivers: It is required that all participants under the age of 18 have parental permission.

Date: The Women's Nationals will be sailed the day (generally Saturday) before the Opening Ceremonies of the Nationals.

Number of Races: A maximum of seven races will be scheduled.

Rules: The provisions of Bylaws, Article XIII, Sections 13 and 15 shall not apply to this series.

Course: See Section 22 above - "Course". The women's races will start 10 minutes after the Youth start.

Scoring: See Sections 16 and 17 above.

Awards: A Women's Nationals Perpetual Trophy will be awarded to the winner. The TCA will bear the cost of all trophies and will order them along with the Nationals trophy order. The awards will be presented at the Opening Ceremonies of the Nationals. Chevrons will be awarded as follows:

1st - 3 Purple 2nd - 2 Purple 3rd - 1 Purple

Article XIV - HONOR AWARDS

1. The Award insignia shall consist of colored chevrons of the following dimensions:
2. Honor Awards may be displayed as follows:
 - (a) Honor Awards may be displayed on the mainsail at any point above the second spreader.
 - (b) The chevrons shall be vertically stacked, apex upward, not more than three inches apart.
 - (c) The number of chevrons awarded shall be as follows:
 - (1) Three chevrons for the first place yacht.
 - (2) Two chevrons for the second place yacht.
 - (3) One chevron for the third place yacht.
 - (d) The following chevron colors shall denote the Honor Awards as follows:
 - (1) National Championship-gold.
 - (2) Mid-Winter East and West Championships-silver.
 - (3) Inter-District Championship-blue.
 - (4) District Championship-red.
 - (e) Each Fleet may designate its Fleet Champion by the award of a single black chevron.
 - (f) Awards rank in the following order: 1-gold, 2-silver, 3-blue, 4-red, 5-black, and 6-green or purple. Thus one blue chevron outranks three red chevrons. It is suggested that the skipper display his highest award, but only one set of chevrons, representing a particular honor award, may be displayed on the sail at one time.
 - (g) Honor awards are not made to the boat but the skipper and shall be retained by the skipper for use on any Thistle that he may sail while still a member of the Association.
 - (h) It is suggested that members of the trophy committee make physical presentation of the chevrons

when the trophy for the event is awarded.

Article XV - OBLIGATIONS

The Association shall not be liable for any debts contracted by its Fleets or officers other than expenditures authorized by the budget or upon written order of the President and Secretary.

Article XVI - LIMITATIONS GOVERNING PURCHASE OF SAILS

The acquisition of sails by the owner of a registered Thistle, for use on that Thistle, shall be limited to one suit per calendar year. The use of a sail(s) in any race in a chevron event, a local regatta, or a fleet race, shall constitute acquisition, subject to the exemptions listed below. The date of acquisition is the date of shipping out of the loft.

The sailmaker shall mark the sail with the date of shipment on the sail immediately below the royalty label.

The purchaser of a Thistle may acquire two suits of sails in the calendar year in which he acquires that Thistle. This applies to a new or used Thistle. Any sails retained by the new owner from the ownership of a previous Thistle, or acquired with the purchase of the boat, shall count as sails acquired, and shall subtract from the allowance for purchase of new sails, if such retained sails are to be put to competitive use.

If a Thistler acquires a sail, or a suit of sails, which he does not feel competitive, he may retire such sail(s) within fifteen (15) days of the date of first use, and may acquire a replacement sail. The Chief Measurer shall be notified of this action in writing prior to the acquisition of replacement sails. The intent of this paragraph is to allow new sails which are non-competitive to be retired from competitive sailing without prejudice, and is not to allow the purchase of additional suits of competitive sails. The Thistler shall certify in writing in his notification to the Chief Measurer that he has retired the sail(s) only because they are non-competitive in his opinion. This exemption procedure may not be used again within five years of the date of notification of the Chief Measurer.

Article XVII - OFFICIAL PLANS

1. Official plans for the Thistle may be obtained from the Secretary of the Association at a cost of fifteen dollars (\$15).
2. Plans are subject to annual revision only as provided in the Constitution. Responsibility of keeping advised as to these revisions rests with the purchaser of plans.

Article XVIII - PROTECTION OF NAME AND EMBLEM

No boat may properly be sold, or entered in any race as a Thistle, or at any time display the Thistle emblem upon its sails or otherwise, unless the registration fee has been paid by the owner to the Association and accepted by the Association. For the benefit of owners and prospective owners, the Association shall take whatever steps may be necessary to protect the Thistle name and emblem from unauthorized use.

Article XIX - SPECIFICATIONS

The official Specifications of the Class consist of written specifications and a series of Drawings signed by the Chief Measurer, and are considered as a portion of the Constitution. Copies may be obtained from the Class Secretary at a cost of \$10.

Article XX - REGISTRATION PROCEDURE

1. Before starting construction of a Thistle, the builder shall make application to the Secretary of the Association for an Official Certificate of Measurement and Registration. The charge for this Certificate, which specifies the official hull number, is ten dollars (\$10) which shall go to the Class

- treasury. The builder in turn passes this cost along to the original purchaser of the hull.
2. Upon completion and/or purchase of a Thistle, the boat must be measured by the owner, as provided for in Bylaws Article VI, Section 2, who will fill out the measurement sheets in duplicate containing the official number of the hull. A Thistle owner in good standing must witness the measurements and sign the measurement record sheets certifying the accuracy of the measurements.
 3. The owner shall complete the remainder of the Certificates and forward them to the National Secretary-Treasurer for approval in behalf of the Chief Measurer, and completion of the registration procedure. Second and later registrations require payment of a \$10 reregistration fee, which must accompany the Certificates mailed to the National Secretary-Treasurer.
 4. If the measurements are not in accordance with the official plans and specifications, the National Secretary-Treasurer shall refer the Certificates to the Chief Measurer for action.
 5. The Secretary of the Association shall complete the Official Certificate of Measurement and Registration, properly record the boat's name and number, and the owner's name, address, and Fleet, and return one copy to the owner.
 6. The addition of co-owners requires notification and dues payment to the Secretary-Treasurer who will add the name(s) of the new co-owner(s) to the file copy of the Measurement Certificate.

Article XXI - LICENSING BUILDER APPROVAL PROCESS

1. *Hulls* - For unapproved molds, the mold must be approved first. The Chief Measurer or his representative shall measure all stations on Sheet 1 of the Official Plans and Specifications (lines and offsets) for the hull, and items on Sheet 3 for the seat, bow and stern tank molds and the centerboard case. When the Chief Measurer or his representative determines the mold legality, he shall give "provisional status" to the builder to build a wooded boat. When the wooded boat is completed, the Chief Measurer or his representative shall measure it for legality of items in Parts and Materials, Official Measurements Sheet, Chief Measurer's Rulings, Specifications - Articles, Official Plans and Specifications Sheet 3, Official Plans and Specifications Sheet 1 (items not checked before, such as beam), plus recheck representative hull stations, and check for hull and parts quality. Checking hull stations by means of templates taken directly from the mold is very accurate, and is the preferred method. If and when legality criterion are met, Governing Board approval shall be obtained for the builder to be officially licensed. For previously-approved molds, begin the licensing process with "provisional status" so the builder can build a wooded hull. Then proceed as above.
2. *Blades* - Wood blades need no licensing approval. Glass blades do need to be measured for approval. 2 or 3 prototypes shall be made for a check of uniformity. Measure all appropriate items, then obtain Governing Board approval.
3. *Masts* - The builder obtains his extrusions from the manufacturer. Sample sections are to be sent to an appropriate checker to check for legality of mast shape, wall thickness and bend characteristics. The builder's responsibility is to ensure the extruder complies with the Specifications. The builder then assembles 2 or 3 spars. The Chief Measurer measures the appropriate items and, if OK, obtains Governing Board approval. The Thistle Class can also notify the extruder of problems needing corrections.
4. *Booms* - The approval process is similar to the mast approval process, except the booms do not require sample section tests.
5. All potential builders should be told what the Class expects as to the legality of the build, quality of build, pledge of corrections if necessary, and the measurement process.
6. Builders must meet a standard quality of construction for licensing approval.

Thistle Class Association
INSTRUCTIONS TO OWNERS

No yacht shall be eligible to enter any race where Thistles race as a Class until an Official Certificate of Measurement and Registration has been granted to the owner of said yacht. (See By-Laws, Article VI, Measurement and Certificates and Article XX Registration Procedure.)

Upon completion and/or purchase of a Thistle, or when the ownership of a Thistle is transferred or changes, the new owner shall measure and fill out the Measurement Certificate, in duplicate, with a Thistle owner in good standing as a witness, and send the completed forms to the Class National Secretary for registration, on behalf of the Chief Measurer. The charge for each reregistration is \$10.

Warning! The Measurement Certificate contains only a few of the measurements of the Thistle. It is the owner's responsibility to see that his/her boat meets all the specifications of the Class.

For reference, the tolerances of many of the check measurements are shown, but it should not be assumed that these are the only tolerances in the specifications of the Thistle; for example, the centerboard and rudder girth dimensions shown in the specifications are subject to a variation no greater than the tolerance of the check measurements. The Class Chief Measurer determines the acceptability of variation in measurements from the Official Specifications.

INFORMATION

1. The following WARNING is reprinted from the Official Specifications.

It is impossible to foresee every conceivable innovation which may be thought of in the future or mention every suggestion that has been ruled illegal in the past. When in doubt, it must be assumed that anything in connection with the boat, sails or rigging which is not clearly covered by the Official Plans and Specifications or published Measurer's Rulings, is illegal and that a ruling must be obtained from the Chief Measurer before attempting such an innovation.

2. The Constitution, Specifications and Rulings may be amended by action of the Class in Annual Meeting provided that the amendment is:
 - a. Proposed by a Fleet or the Governing Board.
 - b. Published in the Bagpipe thirty days prior to the meeting.
 - c. Subject to proper wording by the Amendments Committee.
3. The By-Laws may be modified by the Governing Board.
4. Measurer's Rulings may be adopted by the Governing Board and shall become part of the Constitution when properly proposed by the Chief Measurer within the limits of his office as defined in the Constitution.
5. The specifications are a series of written specifications and a series of drawings owned by the Class and remaining in the custody of the Chief Measurer.
6. Official plans are the property of the official builders and are designed as an aid to an owner to build

a Thistle from a kit. Official plans may be obtained from the Class Secretary for \$15.

7. *Fleet Secretary's Guide* (On national level)

- a. Report to TCA results of the election of fleet officers within two weeks after said election at the fleet annual meeting.
- b. Collect and forward dues to the national office with the Annual Report which must be filed during January on a form supplied by TCA.
- c. Certify to the District Governor the yachts qualified for the District Elimination Series.

8. *Guide to Running Blue Chevron Events*

General:

- a. The regatta shall be solely for Thistles.
- b. The regatta shall be sailed in open water, as free of headlands and other "local knowledge" factors as possible.
- c. With the exception of the Mid-Winters, the regatta shall be rotated among the districts that make up the Region in which the championship is held. The district rotation for the various regions shall be as follows: Atlantic Coast: Central Atlantic, New England, Long Island Sound, New Jersey. Central Southern: Delta, Middle America. Great Lakes: Lake Erie, Michiana, Niagara Frontier, Lake Michigan. Pacific Coast: Southern California, Pacific Northwest, Northern California. South Eastern: Florida, Carolinas, South Atlantic.
- d. The regatta shall only be conducted by clubs with an active Thistle fleet and this fleet must assume complete responsibility for the conduct of the regatta.
- e. The club must have adequate and safe launching and mooring facilities.
- f. The club must allow all R&D Thistles to launch, moor, and compete.
- g. Only two suits of working sails and one spinnaker will be approved for use by each contestant.
- h. Charters will be permitted subject to the intent and provisions of By-Laws Article XIII - 2O, Charters.

Race Conduct:

- a. A minimum of three races shall be scheduled with two on Saturday and one on Sunday. This affords an opportunity for makeup races on Sunday afternoon.
- b. The line must be as nearly square to the wind as possible-there must be no conscious effort to favor either end of the line.
- c. All marks must be taken to port.
- d. The course will be laid out as described for the National Championship.
- e. Marks will be of the "carry out" variety and stationed by two well identified stake boats.
- f. Scoring, shall be done on the low point basis in accordance with the scoring; system used in the National Championship.
- g. A minimum of two races must be sailed in order for the top five overall finishers to qualify for participation in that year's National Championship under the provisions of the By-Laws, Article XIII, 9, (b), Step 2b.

Administration:

- a. By December 1, the fleet sponsoring the Interdistrict Regatta shall issue a report to their District Governor including:
 - 1) Date

- 2) Location
 - 3) Race Committee capabilities
 - 4) compliance with all provisions herein or details or any exceptions requested.
 - b. By January 1, the District Governor shall forward his recommendations to his Regional Vice President.
 - c. By February 15, or prior to the Governing Board meeting at the Mid-Winters, the First Vice President, after resolving any differences such as conflicting dates, exceptions to the above, etc. shall forward his recommendations to the Executive Committee for regatta sanction and Bagpipe notification.
9. *District Governor's Guide.* This guide outlines the major areas of responsibility. A more complete guide is sent to each District Governor upon his election.
- a. Governing Board Member - attend or provide proxy at meetings.
 - b. District Supervision.
 - 1) Host annual meeting, elect new Governor and advise National Office.
 - 2) Publicity and Communications, periodic newsletters to fleets, report regatta dates to Bagpipe.
 - 3) Confirm locale and dates of District Championships, rotating through the fleets. Check R&D status of all entrants. Course shall be as near as possible to National Championship and standards shall follow those outlined above for blue chevron events.

OFFICIAL THISTLE INSIGNIA

OFFICER

HONORARY OFFICER

MEMBER

President - three gold stars, First Vice President - two gold stars, Second Vice President - one gold star, Third Vice President - one gold diamond, Chief Measurer - one gold bar, Regional Vice President - one blue star, Commodore - three gold stars, Vice Commodore - two gold stars, near Commodore - one gold star, District Governor - one gold oak leaf.

Each member may wear his appropriate insignia while in office. When he retires from an office he is entitled to wear the insignia of the highest rank attained except that the special device above the Thistle shall be in silver.

Hat insignia is the same as the blazer device except the outer gold circle is omitted. Flags follow same design; gold circle becomes circle of stars.

QUALIFICATION FOR THE NATIONAL CHAMPIONSHIP

Explanation of Registration, Quota, Dropdown

Registration

The By-Laws state that "dues of all participating skippers, except junior members, must have been

paid and the registration of their boats completed before the District Elimination, and not later than July 1, to be eligible for the district. Elimination's and the National Championship of that year" (By-Laws, Article II, 7).

A boat is not registered as a Thistle until the registration procedure set out in Article XX of the By-Laws is completed. Registration is completed only when the TCA Secretary-Treasurer has approved the filled-in certificate in behalf of the Chief Measurer, recorded it, and issued it to the owner. In other words, the filling out of the Official Certificate of Measurement and Registration by the owner (and having it witnessed by a Thistle owner in good standing), while necessary steps in the registration process, do not in themselves constitute registration. It is important to note that other TCA officers, such as District Governors, have no authority to make changes in the established registration procedures.

Most of the problems relating to registration involve misunderstanding of the timing provisions of the By-Laws. A Measurement Certificate being submitted for registration must be received by the Class Secretary-Treasurer so that it can be processed before the District Elimination's, if the District Elimination's fall prior to July 1, or, if the District Elimination's fall after July 1, the Measurement Certificate must be submitted so that it can be processed prior to July 1. Normally, it takes very little time for the Secretary-Treasurer to process a measurement Certificate. However, before trying to cut the deadline too close, remember that if there is an error in the measurements or if measurements are missing, the Secretary-Treasurer has no option but to return the Certificates to the owner for correction, and, if the corrected Certificates are received after the deadline, the registration process cannot be completed within the prescribed timing requirements.

Example I: The X District is holding its District Elimination series on June 7. Vaughan Vang sends his Measurement Certificates special delivery on June 6. Vaughan will not be eligible to sail in the Districts because he has not allowed time for the registration procedure.

Example II: The Y District is holding its District Elimination series on July 10. Billy Boottop has had his boat for six months but has just gotten around to having it measured. He rushes down to the corner mailbox with the certificates at midnight, June 30. Billy will not be registered before the deadline of July 1; Billy will not be eligible to sail in the Districts.

There is only one exception to the above and it is clearly set out in the By-Laws (Article II, 7(a)): "A skipper who was a dues-paid owner of a registered Thistle the preceding year and is purchasing another boat, must complete measurement prior to his/her District Championship and request an extension by June 21 if the District Championship is after June 30.

Example I: Tim Transom has bought a Thistle in mid-June, never having owned one before. He can't get it measured and registered before July 1 and applies for an exception. Tim is not eligible for exception because he has not been a dues paid owner of a registered Thistle the preceding year.

Example II: Greg Gunwale sells his registered Thistle and buys a new boat the end of June. He calls the Secretary-Treasurer to ask for more time to get the boat measured.

Greg is not eligible for exception because he has not asked for an extension of time by June 21.

The Quota

In accordance with Article XIII, Section 9 (c) of the By-Laws, the Governing Board annually establishes for each District a Nationals quota that is expressed as a percentage of dues-paid and registered boats in that District as of July 1. At its option, the Governing Board may also establish a minimum number of boats quota in addition to the percentage quota. If the Governing Board so opts, the quota for each District shall be the larger of the two quotas (percentage or minimum boat).

When determining the percentage quota, decimals equal to or greater than 0.5 are rounded up and decimals less than 0.5 are rounded down.

The Dropdown

The Governing Board also specifies a position in the District elimination standing (expressed as a percentage of the number of boats competing in the District Eliminations) to which the District may drop down in filling its quota. The dropdown applies only when it serves to broaden the base from which a District may select its quota. Whenever a District's quota is greater than the calculated dropdown, the dropdown criterion does not apply.

As above, decimals equal to or greater than 0.5 are rounded up and decimals less than 0.5 are rounded down.

Prequalifiers and the District Quota

There are two classes of prequalified skippers. The first group includes those individuals deemed essential for the conduct of a Nationals: the Thistle Class President, First, Second, and Third Vice Presidents, Chief Measurer, and the defending National Champion. This group does not have to sail in the Districts and thus is qualified "regardless of quota". The second group of prequalifiers includes those skippers who have placed in positions 2 through 5 at the previous year's Nationals, positions 1 through 5 in a Mid-Winter Championship, or in the top five or 25% (whichever is greater) of a sanctioned Inter-District Championship that has occurred before the Districts in question. This group must compete in the District Elimination series.

Group I and the Quota

If they participate in the District Championship, they are simply excluded from the final standing for the purposes of determining qualifiers for the Nationals.

Example: District A has 115 boats. The quota is 12 (10% quota, 11.5 rounded up to the next whole number). The National Champion competes along with 41 other boats. No matter where he finishes, his name is taken out of the final standings and all boats finishing below him are moved up one place. This leaves 41 boats as a base for the dropdown; 40% is 16.4, so the quota may be filled by dropping down to the 16th place.

Group II and the Quota

Group II (positions 2 through 5 at the previous year's Nationals, positions 1 through 5 at a Mid-Winters, or the top five or 25% [whichever is greater] at a sanctioned Inter-District Championship of that year) must compete in the District Eliminations. They are regarded in exactly the same way as any other participants in the Districts for quota and dropdown purposes. It is only when their final

standings fall outside the quota or dropdown that they become a special case; they can then make use of their prequalified status.

Example: District B has 124 boats. The quota is 12 (10% quota, 12.4 or 12). The Mid-Winter Champion competes along with 41 other boats. The total number of boats participating is then 42; 40% is 16.8, so the quota may be filled by dropping down to the 17th place

Situation I: The Mid-Winter Champion finishes 10th and thus falls within the District's quota of 12. (The quota may be filled by dropping down as far as the 17th place.)

Situation II: The Mid-Winter Champion finishes 14th. The top 12 finishers Plus the Mid-Winter Champion are qualified. Two skippers among the top 12 finishers elect not to attend the Nationals. The 13th and 14th finishers (14th being the Mid-Winter Champion) are thereby qualified within the normal quota. The 15th finisher is not qualified unless another of the qualified boats ahead of him decides not to attend, and the final dropdown cannot exceed 17th place.

Situation III: The Mid-Winter Champion finishes 18th. The District's quota of 12 can be filled by dropping down as far as 17th place. The Mid-Winter Champion falls outside of the quota and dropdown and becomes an additional qualifier.

CHIEF MEASURER'S RULINGS

1. **Main Sheet** - Must run between a block on the transom and a block attached to the boom within 9" of the boom end and may be led forward along the bottom of the boom through a single-sheave block attached to the boom, to a single-sheave block on the centerboard trunk cover. The mainsheet end must be attached to the transom block or within 5" of the boom end, depending upon the mechanical advantage desired.
2. **Sliding Gooseneck** - Not permitted.
3. **Main Sheet Claw on Boom** - Not permitted.
4. **Main Sheet Traveler** - Except on top of transom, not permitted. A traveler on the transom is permitted so long as the track does not extend thwartship beyond the gunwales. Bridles and horses not permitted. The transom cap may be replaced with a traveler of similar sectional dimension, provided that the top of the transom reasonably retains the same curve as shown in the Plans and Specifications.
5. **Fiberglass Reinforced With Plastic** - May be used on wood constructed Thistles, only as a substitute for the usual paint or varnish finish, or to protect and strengthen parts subject to extreme wear and tear. It may not be used as a substitute for all or part of any structural member. When a damaged molded plywood hull is repaired with fiberglass, the resulting thickness must be not more than 5/16". Fiberglass and plastic reinforcing may be applied to specification wooden parts, such as mast, boom, rudder, etc., provided wood so reinforced is not smaller in any dimension than original specifications.
6. **Bow Toggle** - Optional. Turnbuckle to fixed tang or tensioning lever may be substituted. Standard bow toggle is only device allowed for adjusting jib stay tension while racing.
Jib Tack Fittings - No part of the jib tack may be attached at a point lower than the upper face of the bow plate. The tack of the jib must be attached to or led fair by means of a pennant through a permanently installed bow plate.
7. **Buoyancy Tanks** - Required. These may be of wood construction or buoyant material such as Styrofoam. Supplemental flotation of any type may be placed under the seats, but seats may not be widened nor the buoyancy extended beyond the vertical plane of the inside edge of the seats. Bow flotation may not extend aft of the forward edge of the mast stanchion. Flotation forward of the gratings must be at least 14" below the sheer and spray must drain into the bilge. Stern flotation may not extend forward of the grating. If a block of unicellular foam such as Styrofoam is used for buoyancy tanks, artificial hollowing or cored shapes may not be used.
8. **Main Halyard Sheave Diameter** - Optional. Lead of main halyard may not be more than 3/4" aft of aft face of mast.
9. **Reefing Gear** - Optional. (See Article X - Specifications.)
10. **Hiking Posts** - Not permitted.
11. **Trapezes** - Not permitted.
12. **Any Device for Cocking the Centerboard** - Not permitted.
13. **Padding Fastened to Rail** - Not permitted.
14. **Mast Struts** - Not permitted.

15. **Any Device for Adjusting Position of Mast During a race** - Not permitted.
16. **Lower Fitting on Transom for Rudder (Pintle or Gudgeon)** - The standard lower pintle with keel shoe on the transom for the rudder is optional but, if replaced by a fitting not having a shoe along the keel, the standard keel molding (or, in the case of fiberglass Thistles, “fiberglass buildup”) must extend clear of the transom.
17. **Spinnaker Pole Fitting on Mast** - Not more than two eye fittings for attaching spinnaker pole may be attached to the mast. Height from the sheer line is optional.
18. **Over-All Length of Boom** - The distance from the aft face of the mast at the point of attachment (inside face of bolt rope slot on aluminum masts) to the aft-most part of the boom may not exceed 12’ 2-1/2”. Measuring from the same point of attachment, no part of the mainsail foot may exceed 11’ 11”.
19. **Forestays or Jumperstays** - It is not permissible to use a forestay or jumperstay in addition to the jib stay specified by the Official Plans.
20. **Leading Shrouds from Mast to Chainplates** - The shrouds must be led through the fairleads in the gunwales to the chainplates, and not directly from the mast to the chainplates.
21. **Relocation of Shrouds and/or Use of Running Backstays** - Relocation of the shrouds to positions other than shown on the Official Plans and/or the use of running backstays is prohibited.
22. **Metal Leading Edges of Centerboard** - Not more than one square inch of metal in cross section may be substituted for wood. Trailing edges must not be stiffened by any means other than coating with fiberglass.
23. **Self Bailers** - Self-bailing devices such as trap doors and tubular bailers are permitted.
24. **Flooring the Cockpit** - Flooring the cockpit with foamed plastic in an attempt to make a self-bailing Thistle is prohibited.
25. **Gratings** - Required. The gratings are one of the distinguishing features of the Thistle. Their elimination would materially alter the appearance of the Thistle.
26. **Cleats and Other Fittings** for trimming jib and spinnaker sheets may be placed at any position on the gunwale rails if no part of such hardware extends outboard of the rail or is higher than 2” above the rail. Spinnaker sheet twings are permitted and shall be the only exception to this rule.
27. **Kick-Up Rudders** are permitted if they meet the profile and measurement specifications of the standard fixed-blade rudder and are locked or pinned in the down position while racing. If the lock is released or the pin removed or sheared off, the blade obviously is no longer locked in the down position and the yacht is subject to disqualification.
28. **Device for Changing Tension of Shrouds** other than the standard toggle arrangement while racing are not permitted.
29. **Mainsail Tack Grommet** - Elimination of the tack grommet of the mainsail by loops of wire or line of any kind, whether fixed or leading to grommets in either luff or foot, is prohibited.
30. **Deleted**
31. **Spinnaker Pole** – Use of spinnaker pole is optional, but it must be attached to the mast fitting when used.

32. **Transom Trap Doors** - Permitted provided that each of the two is no more than 22 square inches in area and at no point will be closer than 3/4" to outer skin of hull. Existing drain holes do not have to be closed when transom bailers are installed.
33. **The spinnaker halyard** may be led horizontally from the mast sheave through a fairlead in or attached to the jib stay providing that the fairlead is not forward of the jib stay.
34. **Shifting Ballast** - The use of clothing or devices attached to the skipper and/or crew for the purpose of providing shiftable ballast is prohibited.
35. **The Mast Shall** be uniform in cross-section, throughout its entire length and shall be parallel sided as shown in the Specifications. Artificial bending devices other than normal specification rigging are prohibited. Spreaders must be straight and at right angles to the fore and aft axis of the mast.
36. **Centerboard Position** - While racing, the aftermost part of the centerboard rollers may not be positioned aft of a point 8' 6" from the front face of the stem (bow plate and stem molding not included). A permanent stop must be attached to the top of the trunk to limit the travel of the centerboard. The centerboard thwart may be notched provided that the notch does not exceed half the width of the thwart.
37. **Spinnaker Attachment** - Spinnaker shall have no points of attachment except at the head and the two clews.
38. **Halyards** - The jib and main halyard may be led to mast winches, hull-mounted winches or halyard hooks. The use of halyard hooks shall be limited as follows:
- Main halyard - may be mounted on mast at or below sail-entrance slot or on hull. The hook may be fixed or adjustable.
- Jib halyard - The jib halyard point of attachment may be mounted on the mast at or below the sail entrance slot, or on the hull. The attachment point may be fixed or adjustable by either lever, slide, tackle or any other method. The jib tack shall be nonadjustable and fixed to the bow plate stem or toggle. The jib tack shall be attached so that some part of the tack grommet opening is within one inch of the bow plate. In effect, adjustment of jib tensioning is allowed by adjustment of the head of the jib only.
- Jib halyard tensioning devices shall be limited to a 4:1 mechanical advantage.
39. **Fiberglass Construction** - The hull shell, vertical faces of side tank, seats, and transom may not be constructed by the utilization of "sandwich" type construction. Any interior shell stiffening other than that shown on the Plans and Specifications must be approved by the Chief Measurer.
40. **Wetting Agents** - The application of wetting agents such as household detergent, long chain polymers, etc. to under-water surfaces is illegal. This includes application of the agent directly or in a vehicle such as paint.
41. **Deleted**
42. **Hiking Straps** - Length and location optional providing they do not violate Measurer's Rulings No. 10 and No. 11. Hiking straps are to be used to hold the feet, ankles or shins. Use as hand holds at any time is illegal.
43. **Hull Corrector Weights** - shall be firmly attached to the hull, either exposed, or, if inside a tank, located immediately adjacent to an inspection port. Half of the weight shall be located at or ahead of the chain plates with the other half located at least 6' 0" aft of the chain plates. Any weight in excess of 15 pounds

shall be evenly divided and placed half in the bow and half in the stern with the two halves at least 16' 0" apart.

44. **Positive Flotation** - (See Article V, Specifications.)
45. **Circular Traveler used for a Boom Vang** - not permitted.
46. **Diamond wire** shall be a solid corrosion-resistant metal 0.072" in diameter. It shall have a minimum breaking strength of 1000 lbs. All diamond stays used on the new section mast must have terminals typical of those formerly provided stock by Douglass & McLeod.
47. **No running or standing rigging** may enter the mast above the gooseneck with the exception of the one main, one jib, and one spinnaker halyard. Halyards may exit through the side of the extrusion.
48. **Zippers** - A single wire may be substituted for a mainsail foot zipper. It shall be looped through either the tack or clew grommet or both. If looped through only one grommet, the lacing at the opposite end shall be permanently tied off once adjusted and under no circumstances shall be adjusted while racing.
49. The TCA shall not issue a Measurement Certificate to an owner of a boat, the hull of which has been built by someone other than a recognized Thistle builder.
50. The location of intersection of the shrouds with the inwales at the sheer line is to be not less than 6' 7-1/8" aft of the stem.
51. Weight may be added to excessively light boats by addition of a layer of fiberglass reinforced resin, using cloth or mat for reinforcing material, provided such layer is of uniform composition and evenly applied over the entire interior shell, except the built-in fiberglass seats, flotation tanks, and the centerboard trunk with its extensions.
52. Effective October 1, 1976, a centerboard may be constructed of a combination of wood, lead, and fasteners of not less than 3/4" thick, which may be covered with a combination of fiberglass, dynel, polypropylene, plastic resin and/or paint to an overall maximum thickness of 1". The measurements, weight, and center of gravity of such a centerboard are to be as specified elsewhere on the Official Plans and Chief Measurer's Rulings.
53. Wood-lead centerboard does not need licensed builder approval. A centerboard constructed by a Class-approved builder may be constructed of a combination of fiberglass reinforced plastic resin with core material that may be any combination of glass, fiber, unicellular foam, resin, wood, and lead, to dimensions and shape as shown on the Official Plans. The construction and conformance of such centerboards are subject to approval of the Chief Measurer or his appointed delegate.
54. **Air Tanks** shall provide adequate means for visual inspection of positive flotation.
55. **Rudder Weight** - The minimum rudder weight shall be 8 lbs. Rudder corrector weights must be permanently attached.
56. The shrouds and forestay shall have a maximum diameter of 1/8" and be constructed of 1X19 stainless steel.
57. The jib luff wire shall have a maximum diameter of 3/32" and be constructed of 7X7 or 7X19 stainless steel.
58. Any existing wood-lead or fiberglass centerboard may be strengthened with any suitable combination of plastic resin and glass fibers. Weight may be removed or added to alter the center of gravity of any exist-

ing centerboard within the limits of General Notes 4 and 5, and the measurements and weights shown on the Official Plans and in Rulings of the Chief Measurer.

59. No rigid member other than the keelson, mast stanchion and thwart seat with knee braces may be used to connect the centerboard trunk to any other part of the boat.
60. **Mast Corrector Weights** - shall be used to bring the all-up, dry-weight of the mast to 30 pounds. Such weights shall be securely fastened at some location at or above the middle spreaders.
61. **Flotation Tanks in Wood Hulls** - Bow tanks may be constructed in accordance with the Plans and Rulings pertaining to bow tanks in fiberglass boats. No structure may be used inside the tanks except for "sandwich construction" of the tank top. No part of the bow tank may be attached to the stanchions. Flotation tanks integral with the hull cannot be constructed under the seats or rear grating of the wood hulls.
62. **Floor Stringers** - One longitudinal floor stringer is permitted on each side of the keel to stiffen the bottom of fiberglass hulls only. They may extend from the transom to the bow flotation tank. They shall be essentially parallel to the keel, located no further outboard than the inside edge of the seats, and the cross-sectional area of each of the stringers shall not exceed 1-1/2 square inches. In addition, one stiffener between the forward corner of the seats and the bow tank and one stiffener between the aft corner of the seats and the transom are permitted on each side of fiberglass hulls only. On glass boats, floor stringers shall only consist of conventional fiberglass composite, fiberglass reinforced wood, closed cell foam, cardboard construction or the equivalent materials. On wood boats, only strips made of hardwood shall be permitted. Only the anti-skid strips (Part 22) shown in the Plans shall be allowed in wood hulls and they shall have maximum dimensions of 3/4X3/8 inches.
63. **Deleted**
64. **Jib Sheet Turning Blocks** - Such fittings and their attachments must not stiffen the joint between the thwarts and seats.
65. Electronic or electrical devices, such as electronic compasses and other electronic navigational instrumentation, shall not be used. Electronic starting timers and stop watches are not prohibited by this CMR and may be used.
66. Any fitting, such as a lower pintle or gudgeon or projecting tab, attached to the transom at the waterline and faired with the hull so that it has the effect of extending the waterline length of the hull aft of the transom, is prohibited. The bottom surface of such fittings must be at least 1/4" above the intersection or the transom with the hull bottom. The original, unaltered bronze pintle shown on the 1946 Thistle drawings continues to be acceptable.
67. The centerboard may be pulled down and held back by a line which may be secured. The point of attachment shall be within 2" of the top of the board. No means shall be employed that changes the angle the board naturally hangs to a more vertical angle.
68. The gratings, wood seats, thwart, 45 degree braces, stanchions and mast step thickness tolerances are 3/4" \pm 1/8". The transom and CB trunk side wood pieces thickness tolerances are 7/8" \pm 1/8". The inwale thickness tolerance shall be 3/4" \pm 1/4". The outwale thickness tolerance shall be 3/4" +1/2" -1/4". The thwart width tolerance shall be 6" \pm 1/2". The stanchion width tolerance shall be 6-1/2" \pm 1/2". The 45 degree braces width shall be limited to a maximum of 2-1/2" at their narrowest point. The 45 degree braces shall consist of any hardwood.

69. The height of the traveler track above the sheer at centerline shall be greater than 2". No part of the traveler track shall be below the sheer.
70. On boats using a traveler permitted by CMR #4, the transom height (TH) is defined as the distance between the top of the traveler track at the centerline and the keel at station 17, excluding the molding. Travelers installed in accordance with CMR #4 must be installed so that they maintain an arc as close to the original as possible.
71. **Mast Step Tolerance** A tolerance of $\pm 1/8$ " may be applied to the height of the step for the aluminum mast (part #102) provided that the actual height including shims is accounted for in all mast measurements taken from the sheer.
72. A fillet under the rail between the hull and rail to minimize glue joint failure permissible both inside and outside the hull provided that its radius is no greater 1/4". No continuous fibers can be imbedded in the radius material.

Thistle Class Association SPECIFICATIONS

Article I - GENERAL

1. Specifications, however complete, cannot anticipate every possible situation which may arise. If a point is not covered therein or governed by the dictates of common sense, a ruling must be obtained from the Chief Measurer. In interpreting wording of obscure meaning, the Chief Measurer shall consider the intended meaning rather than any technical misconception which may be derived from the wording, and shall bear in mind at all times the basic principle of the Specifications, namely, to maintain the Thistle as a standard one-design class.

The Association reserves the right to declare ineligible any yacht which does not conform, to the spirit as well as the letter of these rules and Specifications.

2. Measurements and weights in the Specifications are in feet, inches, and pounds, in accordance with the standards of the United States Bureau of Standards.
3. To be eligible for registration, the hull, spars, rigging and sails must conform strictly throughout in respect to design and dimensions to the current Official Plans and Specifications of the Thistle Class Association. Drawings are not official unless signed by the Chief Measurer. The Association's Certificate of Measurement and Registration, obtained through proper certification of measurement and payment of registration fee, entitles eligibility to the Thistle Class, although that eligibility is subject to the requirements and limitations noted elsewhere.
4. The Official Number of a Thistle must be permanently displayed in the keel aft of the centerboard trunk, with numbers at least two inches in height for future identification, before a Registration Certificate can be issued.
5. The woods used in Thistle Class sailboats shall be of any species in which the weight per cubic foot, measured at 12% moisture content, is greater than or equal to that of the mahogany or teak commonly used.

Article II - HULL CONSTRUCTION

1. All hulls shall be made by builders approved by the Governing Board of the Thistle Class Association and shall conform to the Official Plans and Specifications.
2. Hulls shall be of composite construction, such as laminated wood construction known as molded plywood construction; reinforced synthetic resin construction known as fiberglass or plastic construction; and combinations of plywood and plastic construction.
3. The minimum thickness of hulls of laminated wood construction shall be 5/16", and the minimum thickness of hulls of reinforced synthetic resin construction shall be 1/8".
4. (1) Keel and stem moldings (Part 23 and Part 84) shall be 1/2" half oval in shape and may be constructed of CRM, wood or fiberglass, or a combination thereof. These moldings may be molded into the hull at manufacture or attached subsequently.
(2) Keel and stem moldings (Part 23 and Part 84) may be faired to the hull by fillets which may not extend beyond 5/8" from the center line on either side.

Article III - HULL WEIGHT

1. Hulls shall weigh not less than 300 pounds, stripped of all removable gear such as spars, sails, rudders, centerboard blocks, movable jib fairlead blocks, buoyancy tanks, standing and running rigging, etc.

2. Permanent fittings, such as bow plate, molding, chain plates, etc. may be included in the weight.
3. Buoyancy Tanks, lazarettes or lockers, and the like, which, because of the type of construction used, are integral (not removable) parts of the hull, shall not be included in the weight. Allowance for these must be made by subtracting from the gross weight of the hull of such construction, the equivalent weight of the standard plywood buoyancy tanks, lazarettes or lockers, and the like. For this computation, the nominal weight of two buoyancy tanks shall be 15 pounds, and the nominal weight of two lazarettes shall be 9 pounds.

Article IV - ALL-UP WEIGHT

1. The all-up weight of the Thistle shall not be less than 515 pounds.
2. The all-up weight is defined as the total weight of the hull, flotation tanks, lockers (if any), centerboard, rudder, tiller, 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.

Article V - BUOYANCY

1. For hulls of laminated wood construction, securely fastened buoyancy of at least 700 pounds is required. Solid unicellular foam is required to provide buoyancy of not less than 400 pounds. Part of such apparatus giving positive buoyancy of not less than 150 pounds shall be within five feet of the bow, and a like part shall be within five feet of the stern. Inflated air bags may be used to supplement the positive flotation.
2. Hulls of reinforced synthetic resin construction must use one bow and two side seat air tanks as integral parts of the hull. Required stern buoyancy may be a solid unicellular foam block or a structural air tank typical of bow and side tank construction. Buoyancy of at least 750 pounds is required with 200 lbs. of buoyancy within 5 feet of the bow and a like amount within 5 feet of the stern. Of the total 750 lbs., a minimum of 500 lbs. positive buoyancy must be provided. This positive buoyancy if enclosed in the air tanks shall be unicellular foam or an approved equivalent. If positive buoyancy is installed outside the confines of the air tanks, only securely-fastened unicellular foam may be used. Inflated air tanks shall not be permitted.

Article VI - SPARS

1. Masts shall be made of either wood or aluminum alloy.
2. The cross section of the wood mast shall be essentially a pear shape 2-1/2"X3-3/4" as shown on the Official Plans.
3. The cross section of the two allowable aluminum masts shall be essentially as follows:
 - a. Pear shape 2-1/2"X3-3/4" typical of section shown in Official Plans;
 - b. Pear shape 2-1/2"X3-1/8" typical of section shown in Official Plans.
4. Mast rigging and dimensions shall conform to the Official Plans and Specifications.
5. Masts shall not weigh less than 30 pounds completely rigged with halyards, shrouds, stays, and spreaders.
6. Masts shall not have a center of gravity lower than 10'-0" from base (horizontal plane of sheer at mast position) of the mast.
7. Aluminum masts shall be fitted with positive flotation to provide self-buoyancy of the mast. Parts and materials list to be amended to make part #61 Halyard Winch optional in wood and 3-3/4" aluminum masts; not allowed in 3-1/8" aluminum masts.

8. Spreader tubing produced and sold to the Class shall be made from a corrosion-resistant metal with a nominal diameter of 0.375" and a minimum wall thickness of 0.060". It shall have a minimum yield strength of 125,000 PSI. Spreader tube length shall have a tolerance of +1" -1/2".
9. Bolts on mast step are not allowed as a means of changing mast bend, rake, etc.
10. The boom shall have a minimum weight of ten pounds with end fittings only. The top, bottom and side walls of aluminum extrusions shall not vary by more than 0.005" between the minimum and the maximum thickness. The nominal wall thickness shall be 0.075".

Article VII - DECKS

Thistles may not have permanent decking intended or designed to shed water. Detachable canvas spray hoods may not be used while racing.

Article VIII - RIGGING AND EQUIPMENT

1. The spinnaker pole must be used and connected to the mast when the spinnaker is set and must be used on the side opposite to that on which the boom is carried. The length of the pole shall be limited to six feet over all, including the fittings.
2. Rigging shall be essentially as shown on the Official Plans. No freak rigs shall be permitted. Permanently-bent masts, rotating masts, mast or boom bending devices, (except mast butt shims up to 3/16" and boom vang) and other contrivances will not be tolerated. Changing of mast butt shims while racing is not permitted.
3. Hiking straps are permitted. (See Measurer's Ruling No. 42.)

Article IX - FITTINGS

Some of the items of official hardware, as shown in Plans and Specifications, are required and some are optional. See Parts and Materials List for options.

No rigid device may be attached to the bow of a Thistle which projects forward of the stem molding (Part #84) more than 3/4". No rigid device which projects beyond the stem molding (Part #84) may be mounted more than 15" below the top of the stem.

Article X - REEFING

The capability of reefing a Thistle shall be optional. The luff and leach must be reefed approximately proportionally. Lowering of the head of the sail and positioning of the new tack and clew near the boom may be accomplished by any means.

Article XI - SAILS

1. Thistles may carry mainsail, jib, and spinnaker, as shown in the current Official Sail Plan. No other sails shall be permitted.
2. Each sail used must have sewn to it an official "Royalty Paid" label. Labels for sails now in use can be purchased from the Secretary-Treasurer. Labels for new sails should be furnished with sails by the sail-maker. In either event, the cost to Association members is fifteen dollars each.