

BAGPIPE

OFFICIAL ORGAN-THISTLE CLASS

VOL. XIV, No.2

1035 BEECHVIEW DR., WORTHINGTON, OHIO

MAR., APR., 1961

PRE SEASON SPECIAL ISSUE

Schedules - Fitting out - Rulings

Rulings

by Dave Minton (28)

Several items requiring rulings by the Chief Measurer came up at the 1960 Nationals in Detroit. George Devlin passed these along to me with his recommendations and comments. I agree with his recommendations and rule accordingly. I wish to reserve comment and judgment on the last paragraph of Item 1 until I have had more time to study the situation.

1. "Extra buoyancy (in addition to forward and aft required flotation).

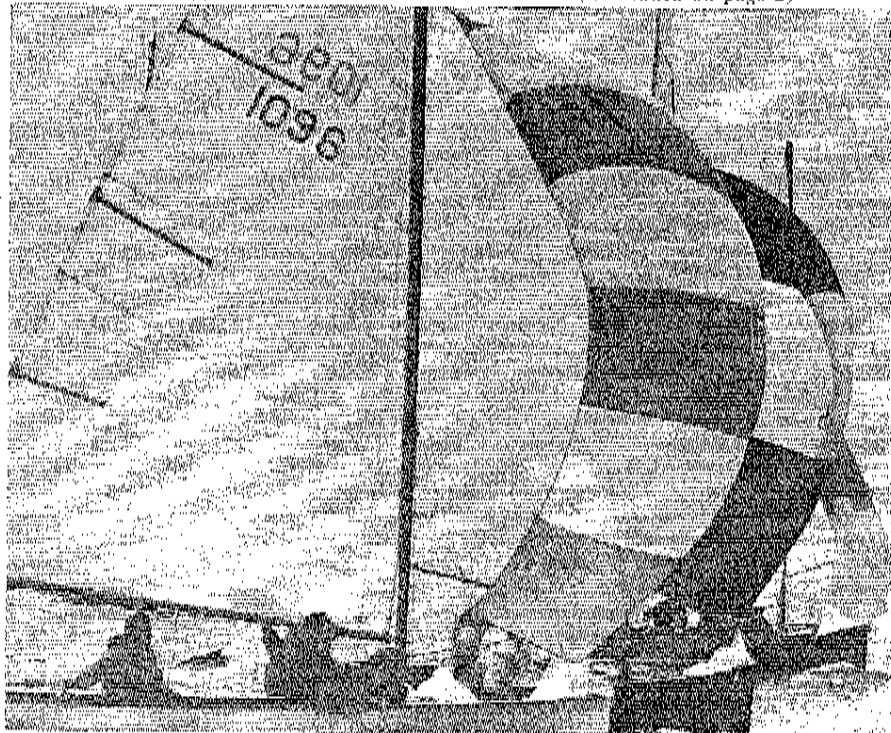
Although no boat was so equipped, several people mentioned this to me, wanting to put additional flotation under the seats.

It is my recommendation that the following ruling be adopted in this regard: Supplemental flotation of any type, other than inflated tanks, may be placed under the seats, but seats may not be widened nor the buoyancy extended beyond the ver-

tical plane of the inside edge of the seats.

I realize that permitting such additional buoyancy might facilitate getting a Thistle back into a race after a capsized more rapidly than one not so equipped. However, offsetting this would be the additional safety and the fact that the volume of water which can be contained within the hull when submerged

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Spring will soon be here—shortly thereafter tensions begin building as we get ourselves into tight spots like the lead boat shown above with spinnaker partly collapsed.

St. Petersburg Times Photo

Fitting-Out

by Jim Hendrickson (21)

This is the time of year when most skippers start thinking about getting their pride and joy ready for the coming sailing season. In making this preparation for several years, the following is a list of the things we have found to be important towards the avoidance of breakdowns and achieving top efficiency of the gear when racing; further, some of the suggestions are made as a result of inspecting Thistles other than our own. The term "we" is used because BTAC JAC'S crew, Joe Shapherd, has been as important in this respect as the skipper.

In general, all moving parts of hardware should be cleaned and lubricated, and, all fastenings should automatically be inspected; any comment made to specific fastenings is due to particular trouble that has been noted there. If your boat has been stored under conditions that have caused it to be dried out, then, looseness will occur with all fastenings. This condition can be anticipated, and should be avoided like the plague at the time winter storage is made. Unless the drying-out is extreme, structural fastenings in the hull will make up; hardware securing fastenings generally need moderate tightening.

The bowplates on most Thistles have one or more grooves worn in the aft side of the slot through which the forestay and jib tack connection pass. In fact, several bowplates have been noted with excessively deep grooves. This condition should be corrected, and measures taken to prevent a re-occurrence; there are several simple easy ways of accomplishing this. The toggle bar rivet should be carefully inspected for wear; the entire rig is supported by this single rivet, so it is important. The jib tack connection wire is subject to wear where it passes through the toggle bar; so, this point needs checking.

In the front grating area there is much to be checked; tank for leakage,

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THE BAGPIPE

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of the Thistle Class

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a district cannot change its quota by a flurry of last minute activity in getting in registrations and dues at the last minute before the Districts are sailed.

District secretaries, please note! If you want the maximum representation in your district at the Nationals, make sure that dues and registrations for the Thistles in your territory are in the hands of our national secretary, Honey Abramson, as soon as possible. Failure to register or pay dues by the July 1 deadline will mean just that many fewer boats from your district can go to the Nationals.

One Thistler, a really good skate, Goofed when he paid his dues late. To the Nationals he went. But his time was all spent On the dock lamenting his fate.

Dues:

Regular Member	\$6.00
Co-owner	3.00
Associate	3.00
Sustaining	5.00

Penalty after March 31 — 50¢

Cut off date — July 1

Measurement Committee Approved

At its St. Petersburg meeting in January, the Governing Board approved the Measurement Committee appointed by Chief Measurer, Dave Minton. The committee is as follows:

Dave Minton (28) Chairman
Doug Westin (777)
Bill Nexsen (113)
Evans Harrell (949)
George Devlin (108)

This committee is provided for by the TCA constitution and replaces the former Development Committee. Dave pointed out that the TCA is definitely not a development class and that the Development Committee provided for in the TCA constitution was for the purpose of developing fleets. The functions of the Measurement Committee are to advise the Chief Measurer and to draft appropriate proposed constitutional amendments for ratification at a subsequent Annual or Special Meeting.

Change of Address

The editorial offices of BAGPIPE have moved again. However, this should be the last time for quite a while. New address: 1035 Beechview Drive, Worthington, Ohio. Telephone number: TUX-odo 5-1538. Please change your records accordingly.

The Bagpipe

Art Contest

Will members planning to submit paintings for consideration by Yachting magazine as a possible front cover please note the following:

1. Due to an error BAGPIPE reported incorrectly the proportions of paintings to be submitted in the last issue. The correct proportions should be 17 inches wide by 14½ inches high. This is twice the actual size of Yachting covers.
2. Paintings should be sent to Bob Kronenberg, 108 East 81st St., New York 28, N.Y.
3. All paintings should be sent in by May 1.
4. It would help things rather substantially if you would drop a note to Bob Kronenberg indicating your intent to submit an entry in the contest.
5. Good luck!

RULINGS (Cont'd)

would be more comparable to that of the recently approved Fiberglass Thistle.

I have heard reports of considerable concern resulting from a race in which a Fiberglass Thistle capsized and was righted, and then balled out to finish well up in the middle of the fleet. People I have talked to about this feel it is not only because of the additional flotation under the seats, but also the large amount of buoyancy forward and low down in the fore peak. It would seem in order to give the wood boat the same advantage by permitting the removal of the forward tank under the grating and substituting a tank under a platform similar in size and shape to that in the Fiberglass Thistle. It appears to me that this would be a rather major modification of a wood Thistle, and, unless done in such a way as to permit adequate ventilation, might result in considerable problems with dry rot.

2. Lower fitting on transom for rudder (pintle or gudgeon).

On several of the boats at the Nationals the standard lower pintle with shoe extending forward along the keel had been removed, this fitting being replaced by the standard gudgeon, which, of course, has no shoe running along the keel. Bill Schock advises me that a standard shoe type pintle is not suitable for the Fiberglass, since there is no

(Continued on page 6)

July 1 Cut Off Date

Who can sail in the Districts? Which boats are eligible to go to the Nationals?

These two questions will be receiving more and more attention from your fleet as the season beginning approaches, and as schedules are drawn up. The last issue of BAGPIPE indicated the methods by which representatives from the district eliminations are picked to go to the Nationals, but how about people to go the Districts?

During the last National meeting it was decided that the cut off date for registered and dues paid boats would be July 1. This means that the number of boats authorized to sail in the Nationals from any given district is dependent upon the total number of registered and dues paid boats in that district that are officially on the register by July 1. This also means that

FITTING-OUT (Cont'd.)

tank and locker for proper securing. Screw holes become worn out with removal and re-installation of these items, and other strains, for instance, crews putting their feet inside the locker while trying for a comfortable hiking position, etc., over the years create a securing problem. (We realize that many of our little home remedies for pesky little problems that crop up with age in a boat, will be wasted in some quarters; but, you newer boat owners should just be patient, they'll come along your way in due time.) Other securing methods that are superior can be adapted, such as, flat head brass machine bolts inserted through holes drilled and countersunk in the gratings at proper location to enter holes in light weight stainless brackets fastened to the corners of the tanks. The tanks are held in place by wing nuts that turn on the bolts. Two more bolts inserted in holes drilled and countersunk through the mast thwart and through the top of each locker are sufficient, and wing nuts turned on the bolt ends inside the locker complete the job.

The centerboard hoisting gear and boom vang attachment and gear should be checked for fastenings and wear to all parts. These items are subject to heavy strain in use and must be in top condition. Any other specialized fittings in this area also deserve attention.

The shroud fairleads bear consideration for wear and fastening; also, most boats have a weathering and deterioration in the gunwhales in this area, because the cover does not protect it. A thin piece of stainless can be adapted to fit under the fairlead and project over this area; or, better yet, fabricate a new fairlead with a large enough base to do the job.

The chainplates require a double inspection; first, the fastenings should consist of, at least two bolts; second, the distance from the safety pin holes in the chainplates to the fairlead hole in the gunwhale should be checked and starboard compared to port; if not the same, your mast will not step squarely in your boat; and, this is not as uncommon as might be thought. One plate may be lower than the other, or, one may have been tumbled and for end when installed. May we observe that the shroud pin holes in the standard chainplate are on 3/8" centers; this is too much for proper mast rake adjustment in many cases; an intermediate adjustment of 3/16" can be

achieved by drilling another row of holes, staggered with the original row, and is well worth the effort.

There is much gadgetry amidship in a Thistle; most of it of the trimming variety, and all worthy of check for wear and proper operation, under load. Jib fairlead mounting tracks tend to work loose with time, snubbing winch ratchet springs do require replacement, and, teeth on fibre cam-action cleats need sharpening. Mainsheet swiveling leads with cam cleats are a liability, if there is any flaw in their operation. All plain wood jamb cleats should be checked for wear because the day comes when they fail to hold. Hiking equipment requires minute inspection, connections bend and stretch, and strap stitching rots; the strain here and results of any subsequent failure is obvious. Failure of a hoisting bridle connection is a wee bit hard on the boat; so, don't treat this lightly, and don't conclude that a nice shiny proper weight factory made deckstrap absolves you of worries. We had one stretch and pull over the fastening heads on the Blac Jac; so, please check yours.

The treatment suggested for the front tank works equally as well for the rear tank. Transom traveler track can and will work loose with time; incidentally, if your slide tends to bind, and is stainless, the odds are that replacing it with a brass one will solve the problem. The mainsheet blocks are not without fault; the sheaves can and do split. The attaching shackles are subject to being bent and twisted; the shackle that secures the double block to the boom tang is often badly cut by the tang; and as a result of this several cases of failure have occurred; particularly where shackles are plated brass rather than stainless.

The rudder and fittings are subject to much strain. Back of the lower rudder fitting (gudgeon) a split is often started in the rudder blade. In most cases a 2 1/4" to 3" screw driven into the blade at this point will arrest the splitting; along with this the tangs of the fitting should be checked for tightness, either through bolting or riveting is recommended. The pin in the lower transom fitting (pinle) is often slightly loose. A 1/16" diam. hole drilled through the back edge of the casting, far enough forward to go through the pin, and, on into the casting again will permit the driving of a small brass securing pin. This will prevent the ultimate loss of the pinle pin some windy day and the

resultant broken rudder, badly scarred transom, loss of the race, and possible capsize.

The fit of the tiller in the rudder head should be snug; chances are that the stainless cap has stretched somewhat and the fit is loose. You can't successfully drive a race car with a sloppy steering assembly either. Hiking sticks, (tiller extensions) and their connecting bolts are known to break; some are sloppy too; quite often attention is in order here also.

Centerboard slot gaskets need periodic replacing; if in doubt, replace. They should last four to five years; if yours go fast, check the edge of the slot. It should be rounded to prevent the shearing action as the board is raised. If the gaskets terminate too close to the forward edge of the slot, then they will become stretched and distorted by the board in the full down position. The forward edge of the centerboard slot itself should be checked for wear, this can be excessive, and it is desirable to have this protected by a metal plate. If badly worn, the area should be built back to proper dimension before covering.

If the centerboard itself needs attention, it is probably quite obvious, so no comment here, except just keep it legal, or the gobins will get you!

The mast alignment and diamond tension should be carefully checked, if this isn't "in tune", drop all else and go to work! The winches and sheaves should be "free" and lubricated. Halyards require careful end to end inspection, if there is any detail that is doubtful, replace! The separating plate between the jib and spinnaker halyard sheaves should fit securely, not bind the sheaves, and, in no way cause halyard chafe; many plates fail to meet at least one of these requirements. Slays can be damaged, so it's a good precaution to give them the once over, particularly at the swaged terminals. The spinnaker fittings both on the mast and pole should be in top condition.

If the butt of the mast indicates contact with the mast step anywhere other than on the tenon, then the downward thrust of the mast is not being taken totally on the tenon, and the condition for likely breakage exists. This should be corrected; a large brass washer dropped into the mast plate hole, or, the removal of some wood from the mast butt in area of contact will do. The latter is not suggested except where the contact is limited

(Continued on page 5)

Regatta Schedules—1961

Now is the time to begin planning for the greatest yet summer of This-ling. This special issue lists as many invitationals and championships as could be set by press time. Additional dates will appear in later issues of BAGPIPE.

Each listing shows the date, the event, and who to contact for reservations... and you should let 'em know in advance or you may miss out on the steaks. Then, too, schedules do change occasionally and you might miss the race.

NATIONAL CHAMPIONSHIP

Aug. Racine, Wis.
27-28 Ed Zimmers
1419 1/2 Villa St.
Racine, Wis.

REGIONAL CHAMPIONSHIPS

July 1st Pacific Coast Championship
Huntington Lake, Calif.

15-16 Jack Howard
6687 E. Park Circle Dr.
Fresno, Calif.

Aug. Atlantic Coast Championship
Perth Amboy, N. J.
12-13 Bob Duff
2456 Hill Rd.
Westfield, New Jersey

July Great Lakes Championship
Erie Y. C.
22-23 Frank Russell
920 E. 36th St.
Erie, Pa.

DELTA

April Shreveport Y. C., Cross Lake
22-23 W. J. Hagner, Jr.
Rt. 1, Box 347
Cotton Valley, Louisiana

May Spring Regatta, SYC
5, 6, 7 Marshall Martin, Jr.
6002 Yarbrough Rd.
Shreveport, Louisiana

June Districts, Eagle Mt. Lake
3-4 Eugene George, Jr.
3218 Churchill Dr.
Austin 3, Texas

Lake Travis Regatta
10-11 Allen Seayright
2307 Greenlee
Austin 3, Texas

Galveston Bay Regatta
17-18 Mnc Caldwell
6434 Belmont
Houston 5, Texas

Lake Concho Regatta
24-25 Bruce H. Fisher
Box 501
San Angelo, Texas

Sept. Lake Concho Regatta
2, 3, 4 Bruce H. Fisher
Box 501
San Angelo, Texas

CENTRAL ATLANTIC

June Severn S.A. Regatta
17-18 B. G. Weil
203 Hanover St.
Annapolis, Maryland

July Baltimore Y. C.
1-2 B. G. Weil
203 Hanover St.
Annapolis, Maryland

Districts, Annapolis Y. C.
8-9 B. G. Weil
203 Hanover St.
Annapolis, Md.

Cambridge Y.C.
28 B. G. Weil
203 Hanover St.
Annapolis, Md.

Aug. Miles River Y.C.
5-6 B. G. Weil
203 Hanover St.
Annapolis, Md.

Sept. West River Sailing Club
2-8 B. G. Weil
203 Hanover St.
Annapolis, Md.

Maryland Y. C.
9-10 B. G. Weil
203 Hanover St.
Annapolis, Md.

President's Cup
22-24 B. G. Weil
203 Hanover St.
Annapolis, Md.

LAKE ERIE

June Dam Fall Regatta
10-11 Marlin Abramson
226 E. 17th Ave.
Columbus 1, Ohio

OICYA
17-18 J. B. Posey
1766 Lexview Circle
Mansfield, Ohio

Cowan Lake Invitational
24-25 B. R. Hatfield
860 Ingram Rd.
Cincinnati 18, Ohio

July Lake Erie Districts
15-16 J. T. Garret
4766 Wallingford St.
Pittsburgh, Pa.

Sandusky Bay Regatta
29-30 Jack Sampson
Box 2287
Sandusky, Ohio

Cleveland Y. C.
29-30 Joe Ehrler
2441 Elmwood Dr.
Westlake, Ohio

Sept. Mohican Invitational
2-3 J. B. Posey
1766 Lexview Circle
Mansfield, Ohio

Atwood Harvest Moon
9-10 Gary Spahr
Box 211
Magnolia, Ohio

Sandusky Invitational
28-24 Jack Sampson
Box 2287
Sandusky, Ohio

Oct. Ohio Valley Championship
7-8 James M. Barker
941 Ellison Ave.
Louisville 4, Ky.

LAKE MICHIGAN

May Ivy Club Invitational
27-28 Geo. B. Dickison
708 Jefferson Bldg.
Peoria, Illinois

June Whale of a Sail
24-25 Bob Underhill
75 Chafford Woods
St. Louis 17, Missouri

July Districts
1-2 Carlton Condit
426 So. Grand Ave. W.
Springfield, Illinois

Inter-City Regatta
16-16 Gene Kessinger
82 Woodhill Court
Decatur, Illinois

Aug. Milwaukee to Racine distance
race
12 Ed Zimmers
1419 1/2 Villa St.
Racine, Wisconsin

Racine Regatta
18 Ed Zimmers
1419 1/2 Villa St.
Racine, Wisconsin

Sept. Midwest Regatta
Springfield, Ill.
2, 3, 4 Carlton Condit
426 So. Grand Ave. W.
Springfield, Illinois

LONG ISLAND SOUND

July Districts
Blue Pt., N. Y.
29-30 Raymond D. Melick
56 Coles Ave.
Amityville, N. Y.

Aug. Great South Bay Cruise Week
31-Aug. 5 Raymond D. Melick
56 Coles Ave.
Amityville, N. Y.

Sept. Great South Bay Invitational
Blue Pt., N. Y.
16-17 Raymond D. Melick
56 Coles Ave.
Amityville, N. Y.

Milford East Chance
23-24 A. Walter Stubner
360 Naubac Ave.
Glastonbury, Connecticut

MICHIANA

June Gogueac Lake Invitational
Battle Creek
17-18 D. J. Pearson
Gogueac Yacht Club
Battle Creek, Mich.

July Michiana Regatta
Cassopolis, Mich.
8-9 P. L. Borrough
739 Country Club Lane
South Bend 15, Indiana

Sept. Diamond Jubilee
Cassopolis, Mich.
9-10 P. L. Borough
739 Country Club Lane
South Bend 15, Indiana

Naptown Regatta
Indianapolis
23-24 Bernard C. Brisman
1834 E. 91st St.
Indianapolis, Indiana

NEW ENGLAND

July Districts
8-9 Edmund Payne
151 Quincy Ave.
Winthrop 52, Mass.

Quincy Bay Race Week
16-19 Douglas MacGregor
34 Emerson Rd.
Winthrop 52, Mass.

Marblehead Race Week
22-29 Edmund Payne
151 Quincy Ave.
Winthrop 52, Mass.

Oct. Boston Harbor Fall Regatta
7-8 Douglas MacGregor
34 Emerson Rd.
Winthrop 52, Mass.

NEW JERSEY

June Heather Bowl
Edgewater Park
17-18 John Kira
1621 Exton Ave.
Trenton, N. J.

Governors Cup
Riverton
24-25 John Kira
1621 Exton Ave.
Trenton, N. J.

July Lake Hopatcong Open
8-9 Dorothy Flood
125 Northfield Ave.
West Orange, N. J.

Red Grant Regatta
Perth Amboy
15-16 Bob Duff
2456 Hill Rd.
Westfield, N. J.

Richmond County Open
Great Kills, Staten Is.
22-23 Larry Owen
145 Whitman Ave.
Staten Island, N. Y.

Districts
Great Kills
25-30 Larry Owen
145 Whitman Ave.
Staten Island, N. Y.

Aug. Cape May Regatta
5-6 Jack Sayre
R. D. #1
Cape May, N. J.

NIAGARA FRONTIER

June Tune Up Invitational
Canandaigua, N. Y.
10-11 Donn H. Parker
41 Commonwealth Rd.
Rochester 18, N. Y.

NORTHERN CALIFORNIA

June Spring Invitational
Palo Alto
10-11 Gerald Besson
1074 Riverside Dr.
Los Altos, Calif.

Districts
Folsom
24-25 Gerald Besson
1074 Riverside Dr.
Los Altos, Calif.

Sept. Summer Invitational
Palo Alto
8-9 Gerald Besson
1074 Riverside Dr.
Los Altos, Calif.

Nov. Fall Invitational
Palo Alto
11-12 Gerald Besson
1074 Riverside Dr.
Los Altos, Calif.

SOUTH ATLANTIC

April Dixie S. C. Open
Lake Martin
16-16 T. D. Little, Jr.
1829 Robinson Hill Rd.
Montgomery, Alabama

Dauphin Island Long Distance
Race
23 Dixon Meyers
1457 Spring Hill Ave.
Mobile, Alabama

Atlanta Y. C. Open
22-23 F. A. Cleveland
4970 Long Island Terrace, N.E.
Atlanta 5, Georgia

May Cotton Carnival Regatta
6-7 John H. Todd
1085 Shrine Bldg., Box 23
Memphis, Tennessee

Admiral Farragut Regatta
18-14 Hal Frinkle
641 Temple Ave.
Knoxville, Tennessee

Dixie Regatta
Atlanta Y. C.
27-28 F. A. Cleveland
4970 Long Island Terrace, N.E.
Atlanta 5, Georgia

June Lake Lanier S. C. Open
10-11 Ed Golden
381 Cochran Dr., N.W.
Atlanta 5, Georgia

17-18 University Y. C. Open
Lake Lanier
Ed Golden
331 Cochran Dr., N.W.
Atlanta 5, Georgia

Districts
Privateer Y. C.
24-26 Jha Fairclough
3595 Finellas Lane
Chattanooga, Tennessee

Oct. Fall Regatta
14-15 Lake Guntersville Y. C.
Sam Caldwell
129 Glenview Dr.
Birmingham 18, Alabama

SOUTHERN CALIFORNIA

April Easter Regatta
Balboa
1-2 Roger Manns
P.O. Box 1746
Newport Beach, Calif.

May Memorial Day Regatta
Long Beach
27-28-30 Jack Chubb
11632 Wallingford
Los Alamitos, Calif.

June Districts
Newport Beach
10-11 Roger Manns
P.O. Box 1746
Newport Beach, Calif.

Small Boat Regatta
Coronado
17-18 Earl Gilman
Gilman Hot Springs
California

July Independence Day Regatta
Long Beach
1-2 Jack Chubb
11632 Wallingford
Los Alamitos, Calif.

Aug. SCYA Summer Championship
San Pedro
10-17 Lynn Babcock
2641 S. Patton
San Pedro, Calif.

Sept. Labor Day Regatta
Long Beach
2-8-4 Jack Chubb
11632 Wallingford
Los Alamitos, Calif.

Catalina Island Race
San Pedro
16-17 Lynn Babcock
2641 S. Patton
San Pedro, Calif.

Oct. Fall Championships
Coronado
28-29 Earl Gilman
Gilman Hot Springs
California

Nov. Turkey Day Regatta
Long Beach
18-19 Jack Chubb
11632 Wallingford
Los Alamitos, Calif.

FITTING-OUT (Cont'd.)

and light. Finally, make sure the goose-neck is not bent or sprung; we've seen a few that look a bit "tired", and doubtful.

Rooms require little! It would be nice to go for the first sail without having to scrounge up a rusty nail to secure the mainsail tuck, so why not insert and tape the tack pin in place now. Some of the boom-vang connections become weary; some healthy looking ones break also! Make sure yours is sound!

All other gear should receive a check and the necessary attention to have it ready to go. How's the supply of battens? We mean good battens, are there extra cranks, and some good spare cotter pins? Have the new lines that are required this year fixed and ready, and an oil can on hand for the season; periodic lubrication works wonders.

(Continued on page 8)

**TACTICS / FUN THIS WINTER
TRAINER / FOR EVERY SAILOR**

MINIATURE MODELS

The unique feature of this kit is that you can get your own racing class. It's a perfect gift for birthdays and crew gifts, but if someone doesn't give you this kit, don't wait, buy it yourself. Each 2" miniature is chrome plated and looks terrific. They're exact replicas, made from actual blueprints. They look port and starboard. You can use them for improving your racing tactics, racing racing, or as prizes, or decorative pieces. Our 4" commo-boat is hand painted with course signals, flags, and starting signal. The buoys, bell, can and nun are exactly like the real ones. The wind and current marks are uniquely designed. Circle your choice now: Blue Jay, Penguin, Moth, Star, Comet, Inter 14, El Toro, Rhodes 10, Highlander, 210, Jet 14, Thistle, 110, Flying Scot, Lightning, Flying Dutchman, Y Flyer, Dyer Dink, Spinnaker, Lee Yaent. Order today. You'll be very pleased you did. (By mail only.)

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NAME.....
ADDRESS.....
CITY.....STATE.....

RULINGS (Cont'd)

backing for the screws in the tabular reinforcement along the keel. Therefore, he has been using the gudgeon fitting bolted through the transom. I recommend the following ruling be adopted: 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 Fiberglas Thistles, "Fiberglas build-up") must extend clear to the transom.

3. Adjustable spinnaker pole fitting on mast.

Three masts brought to the Nationals were fitted with a track and sliding eye for attaching the spinnaker pole. Several other boats had two of the standard fittings screwed to the forward face of the mast at different heights from the sheer. An informal poll at the general meeting showed 10 people for adjustable spinnaker pole fitting, 28 against.

I recommend the adoption of the two following rulings:

a. Not more than two eye fittings for attaching spinnaker pole may be attached to the mast. Such fittings must be permanently attached. Height from the sheer line is optional.

b. Adjustable eye for attaching spinnaker pole on mast is not permitted.

4. Over-all length of boom.

The official plans indicate the over-all length of the wood portion of the boom at 11' 9". With the standard reefing fitting and gooseneck, this would put the end of the boom at approximately 11' 11" from the

aft face of the mast at the point where the gooseneck is attached. The plans also indicate that the groove is cut through to the outboard end of the boom. If all booms were built to these dimensions, this would be in agreement with the official sail plan. However, somewhere along the line, and going back many years, Douglass and McLeod manufactured a number of booms which were longer, although generally in such instances the groove was stopped off at a point which would keep it within the 11' 11" maximum permitted on the sail plan. To the best of my knowledge, the end of the longest standard boom would extend to 11' 12 3/4" from the aft face of the mast when inserted on the standard gooseneck. I believe that some extension of the boom beyond the maximum limit of the groove is desirable to permit the attachment of an eye or hook around which to lead the clew out-haul. The extension of more than about 1 1/4" would, however, result in a larger forward thrust component from the main sheet tackle and would further tend to jamb the main sheet tang when reefing. I therefore recommend the following ruling be adopted: The distance from the aft face of the mast at point of attachment of the gooseneck to the after-most part of the mainsheet tang attachment may not exceed 12' 1/2" and the aft end of the sail slot may not exceed 11' 11" measured from the same point on the mast.

The above ruling would permit a nominal increase in the length of the wood portion of the boom from the present 11' 9" to approximately 11' 10" or 11' 10 1/4".

5. Adjustable main clew out-haul.

One or more boats at the Nationals were equipped with out-haul hardware operated from a point well forward of the end of the boom, thus permitting adjusting the length of the foot of the sail even while on a reach or a run.

I feel that a definite ruling is desirable on this item. In line with the ruling to disallow adjustable headstay fitting other than standard toggle, it would seem only consistent to outlaw any method of adjusting the clew out-haul at a point farther than 12" from the aft end of the boom.

6. Tiller extension.

About a year and a half ago I told James C. Miller, #1233, that the length of the tiller extension is optional. Somehow I omitted to pick this up in the summary rulings submitted to THE BAGPIPE. I do feel that the length of the tiller proper should be maintained in accordance with the plans in order to avoid freak contraptions.

7. Shims or pads.

Likewise, I omitted to include in the summary of rulings the one adopted at the 1959 Nationals at St. Petersburg permitting shims or pads either on the inside of the centerboard trunk or on the centerboard for the purpose of holding the centerboard more rigidly and more definitely in the fore and aft and vertical plane of the boat, with the further provision that such shims or pads did not operate to "cock" the board.

CUSTOM TAILORED THISTLE COVERS

Thistle boat covers made of lightweight VINYL COVERED NYLON, longer lasting, easier to clean, reflects damaging sun rays. Made in two types:

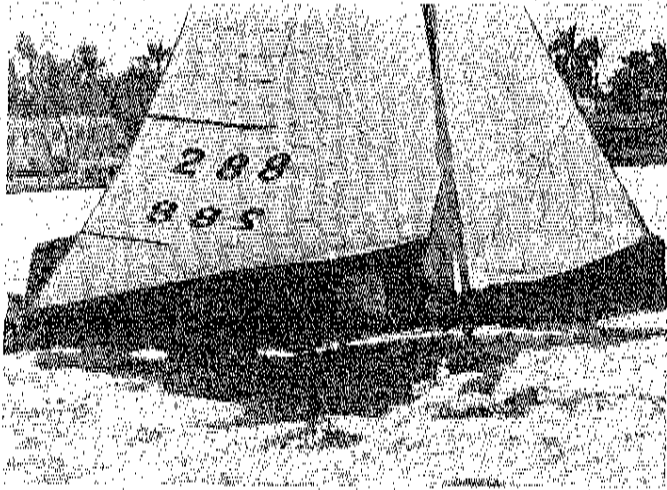
No. 1—Has detachable spray cover using zippers to attach.

No. 2—One piece with full length zipper running from mast to bow.

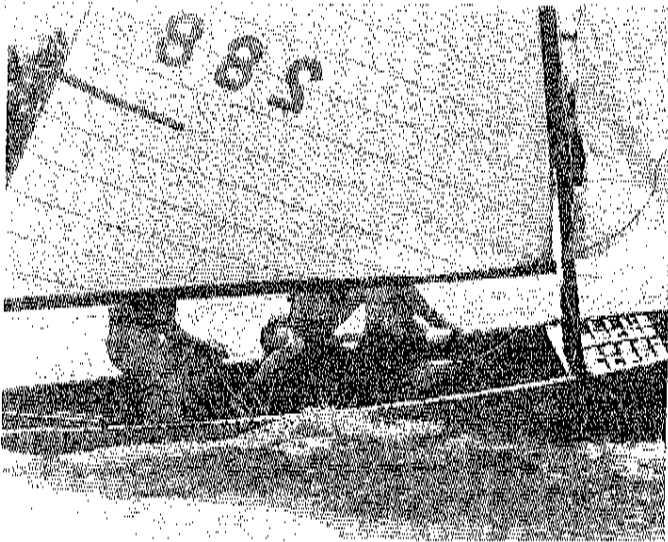
Available in two colors: White or Seafoam Green.

No. 1 or No. 2—\$75.00 plus postage.

WACO MARINE PRODUCTS
5842 Rhodes Avenue
St. Louis 9, Missouri
FLanders 2-7609



"Dear, would you mind stepping over to the high side for a moment?"



Is this a righting technique or how to abandon ship?



Maneuvering over, time to bail. This 3-picture sequence was taken during the Sunshine Regatta held at Miami Yacht Club. No. 288 is skippered by Fred Edwards; crew is wife, Alice and Harold Moran (former owner). Final result: the crew does the bailing, the wife gets the blame, the skipper got his pants wet.

Measurer's Memo

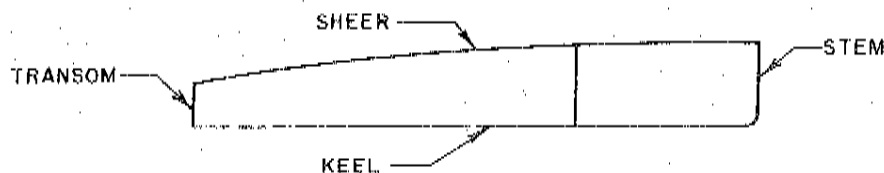
by Dave Minton



The Lines of the Hull

The accompanying drawing shows the general lines and offset dimensions of the Thistle hull. It is a much simplified version of the Official Plans which were designed by Gordon K. Douglass and copyrighted in 1946 by Douglass & McLeod, Inc. This drawing has less than one-fourth of the detail given in the Official Plans, but it illustrates quite clearly that a large number of dimensions establish the lines of the Thistle. The tolerances of these dimensions are \pm or $-$ $\frac{1}{4}$ inch for the heights above the base line and \pm or $-$ $\frac{1}{4}$ inch for the half breadths.

Several members of the Class have asked about the Measurer's frequent references to the Official Plans when our measurement certificates do not require so many detailed measurements. If you look at your measurement certificate, you will find that the measurement data sheet has but 6 dimensions to establish the lines of the Thistle hull: the L, S, T, B, D, and X dimensions. These are but check dimensions, only for ease of check measurement on the assumption that the hull lines in general will agree with those of the Official Plans. If one were to rely on these 6 dimensions alone, we could have a large variety of shapes such as the would-be-Thistle sketched here.



Houston Midwinter Produces 3-Way Tie

Final Results Settled By Coin Flip

Name	No.	1st	2nd	3rd	Pts.
Geer	1134	3	1	2	15½
English	1323	1	2	3	15½
George	1125	2	3	1	15½
Ankers	450	4	4	4	9
Doak	484	6	5	5	5
Searight	22	5	6	DNF	3

West Coast Midwinter Regatta

Cabrillo Beach Yacht Club
Long Beach, Calif.

No.	Name	1st	2nd	3rd	O.A.
1043	Allen	2	1	3	1
471	Glazier	1	6	1	2
1075	Chubb	3	3	4	3
595	Babcock	5	2	6	4
1072	Harvey	4	9	2	5
663	Coors	6	8	5	6
1015	Althaus	7	5	DNF	7
1280	Mann	8	7	7	8
73	Littlejohn	9	5	DNF	9
1311	Weber	10	DSQ	8	10
291	Berke	DNF	DNF	DNF	11

This sketch looked so strange that I found it necessary to label the stem, transom and keel. But the check dimensions are to scale! This is obviously an exaggerated case since our hulls are molded over standard shapes which have been carefully prepared, and will not permit much deviation.

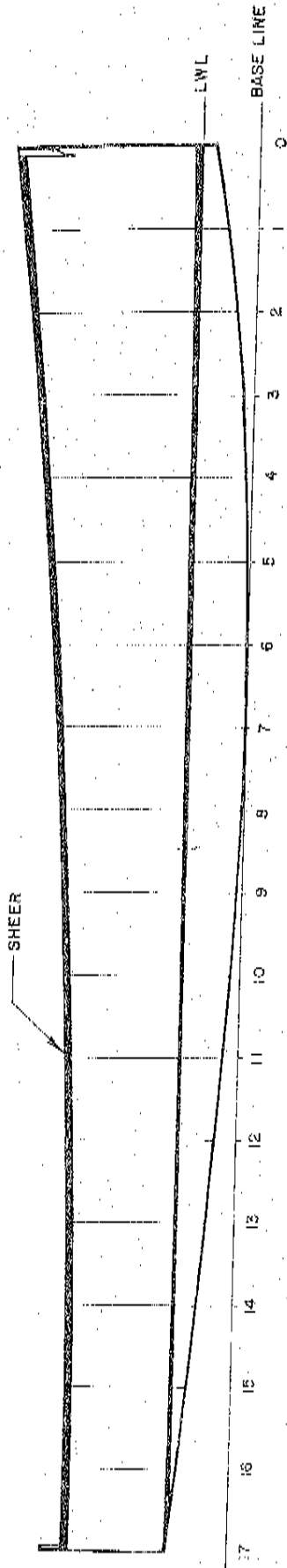
It is possible, however, to materially change the lines of a hull by deviating from the specified shape of the bottom edge of the centerboard trunk, the shape of the seats, seat supports, and thwart, and the placing of the gunwales. Such deviations might not be revealed by the check measurements but might make the hull look unusual. Such a hull is subject to protest, re-measurement, and disqualification under the requirements of the Class Official Plans and Specifications.

A Thistle must look like a Thistle to be a Thistle. The specification of the Official Plans will govern when appearance is not conclusive and when deviation from the plans is suspected. It is to the best interests of each of us that, when deviation from the Official Plans and Specification is noted, a protest in writing be filed with the Governing Board, National Race Committee, or Chief Measurer as provided for in the Bylaws (Article VI, Paragraph 4).

FITTING-OUT (Cont'd.)

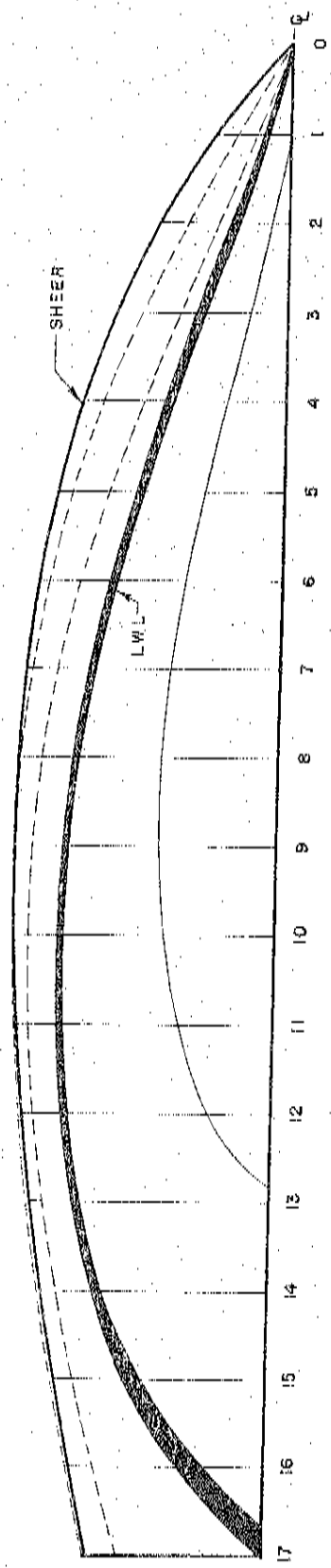
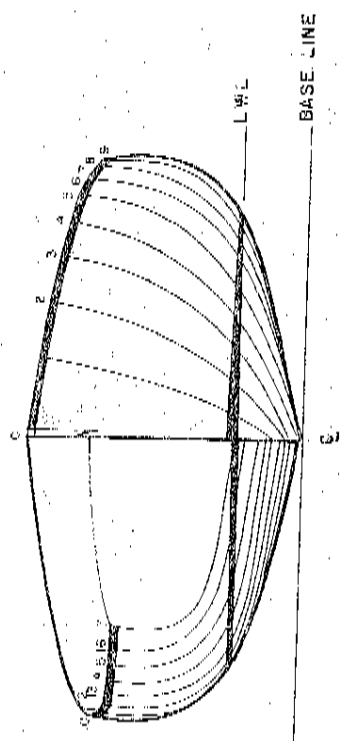
In checking over your hardware, particularly the trimming variety consult your crew; most of it is used by him, or, her. Your crew can tell you what could use attention, or, improvement. This is the time to take a fresh look at all your pet gadgetry; perhaps, a whole new approach in some department will pay dividends. Remember, if it is important for it to be adjustable, make sure it is adjustable, quickly and easily. If it is not important, then eliminate that feature.

Lastly, this is the time to simplify your gadgetry, as well as, to make sure it functions properly. Your boat may have just what is needed, and, no more; good! Keep it that way; however, this is the time to give it consideration. There are a number of Thistles these days that make one think, as he peers into them, that he might be looking at an automatic chicken picker, not an efficiently equipped sailboat! Your attention to detail now will pay dividends many times over this season in the confidence you will have, freedom from breakdowns, and in the sheer pleasure of sailing a smoothly functioning boat. Happy Thistling!



STA	Keel(1)	Sheer Top	Transom Top	LWL(2)	Sheer(1)
0	6"	35 5/8"		27 3/8"	1 1/2"
1	4"	34 3/4"		6 7/8"	10 3/8"
2	2 1/2"	33 1/2"		6 7/8"	17 3/8"
4	5"	30 3/4"		15 5/8"	27 3/8"
6	0	28 3/4"		34 3/8"	33 1/8"
8	1 1/2"	27 1/2"		27 1/2"	35 3/8"
9	3"	26 1/2"		28 3/4"	35"
11	2 1/2"	25 3/8"		28 3/4"	32 3/8"
13	4 5/8"	24 3/4"		26 1/2"	28 3/8"
15	6 3/8"	24 3/8"		17 3/8"	28 3/8"
17	9"	24 3/8"	27 5/8"		24"

(1) Measurements to outside of steel.
 (2) LWL is 8 1/2" above baseline.



HULL LINES

Classified

Rates \$1.00 for 4 lines and 30 cents a line thereafter.

WANTED: Spinnaker. Please give maker, weight, color, age, and cut. W. H. Swift, Rt. 1, Box 354, Richland, Wash.

SALE: Thistle #552. Perfect condition with c.b. winch, Ulmer Dacron main and jib, varnished interior, cover. Always kept under cover and out of water. \$900. K. Harbaugh, North P.O., Virginia.

FAMOUS BELLO BAILER bails your Thistle while sailing or on trailer. Very slight drag. Only \$13.95 postpaid. Westin's Boat Shop, River Rd., Sayville, N.Y.

WANTED: Thistle, equipped for racing, synthetic sails, spinnaker, trailer. Don Horton, 3021 Edwin Ave, Fort Lee, New Jersey. WI 4-6835.

FOR SALE: Schock fiberglass Thistle #1281. Brand new, never in water. Two masts, wood and aluminium. Complete with Baxter & Cicero main, jib, spinnaker, mooring cover, hiking straps. Beautiful fittings. Quality built throughout. With deluxe Tee-Nee trailer. Worth over \$2800. For sale \$2250. Bernard L. Lewis, 211 Cleveland Dr., Croton-on-Hudson, N.Y.

FOR SALE: Thistle #101. Varnished inside and out, with racing finish bottom. Two suits of Boston sails, 1 nylon, 1 cotton, and 1 nylon spinnaker. Two rudders, 1 fixed, other adjustable. Very good condition. \$750. H. P. Gilbride, 18 Radnor Circle, Grosse Pointe Farms 36, Mich.

FOR SALE: Thistle 1228. National Champion 1959, Third Place 1960. All equipment & sails. Jerry Jenkins, 5 E. McNichols, Detroit, Mich. TO 9-1012.

THISTLE INSURANCE: All risk coverage including racing, spinnaker and trailering up to 500 miles. Claims handled by fellow Thistler and yard of your choice.

Jack Wanenmacher, Agent
Thistle No. 25
9212 Miles Avenue
Cleveland 5, Ohio
BRoadway 1-2234

FOR SALE: 1070 always dry sailed. Natural finish, refinished inside & spars, new rigging, new sails "60". Schock trailer with traveling rig. Perfect condition, many extras. \$1875. R. Smolley, 5100 5th Ave., L.A. 43, Calif. AX 1-9752.

FOR SALE: Sails --Ratay Dacron main and jib used one season. Also spinnaker in excellent condition. \$125. Andrew Moore, 16 Holden St., Dorchester 25, Mass. AV 8-4633.

WESTIN CENTERBOARD WINCH fits between mast stanchions, nylon bearings, 8 to 1 ratio, all parts and instructions supplied. \$23.75 postpaid. Westin's Boat Shop, River Road, Sayville, N.Y.

SALE: Thistle 452 perfect condition, white topsides, varnished inside, custom cover, Boston cottons, all gear. \$1,200. E. Boyer, 2404 Channing Rd., Cleveland 18, Ohio. ER 1-5622.

ULMER 8.5-oz. Orlon main and jib. Full size, medium-flat draft. \$50. T. M. Buermann, 60 Church St., Syosset, L.I., N.Y. WA 1-2317.

A BUY! Thistle 570 and TeeNee Trailer. Race ready with sheets, Boston Dacron sails, nylon spinnaker, pole, paddle, anchor, cushions, c.b. winch, vang, traveller, jam cleats, hiking straps, and cover. \$1350. C. P. Carpenter, Mellon Institute, Pittsburgh 13, Pa. Week days: FA 7-1020. Home CH 1-7896.

SALE: Thistle 582, excellent condition. 2 suits synthetics, spinnaker, c.b. winch hiking straps. Halyards & custom cover new 1959. Dry sailed, hard racing bottom finish. \$1200. H. Wickenhiser, 8 Chelsea Rd., White Plains, N.Y.

THISTLE 1219 with Dacrons, nylon spk., c.b. winch, jam cleats, hiking straps, vang and traveler. Complete with trailer and cover. \$1675. Dr. W. D. Jacoby, Miamisburg, Ohio.

SALE: Thistle 183. Varnished inside, white topsides and fiberglassed bottom. One set of Ulmer dri-sail Dacrons, nylon spinnaker, and a set of cottons. Cover, jam cleats, traveler, lockers, and trailer. \$1,100 or best offer. Robert W. Palm, 16 Wesley Drive, Leicester, Mass.

WESTIN REEFING WINCH attaches to mast, one crank operates both reefing winch and main halyard simultaneously. \$14.95 postpaid. Westin's Boat Shop, River Rd., Sayville, N.Y.

THISTLE 951 for sale. Completely rigged for racing. Morgan Dacron sails & spinnaker. Good racing record. John Rauff, 1450 Cottingham Court, Columbus 9, Ohio. BE 1-6685.

THISTLE CLASS ASSOCIATION
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COLUMBUS, OHIO

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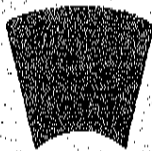
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