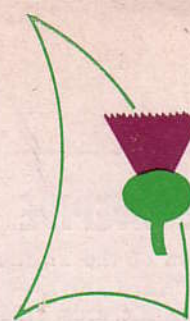


THE

# BAGPIPE



OFFICIAL ORGAN-THISTLE CLASS

VOL. XVI, No. 1

3509 WEST 97th PLACE, LEAWOOD, KANSAS

NOV.-DEC. 1962



**ST. PETERSBURG MIDWINTERS**  
**January 28 to 31**

## THE BAGPIPE

Official Organ of the Thistle Class

### PRESIDENT

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Ossining, New York

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### REAR COMMODORE

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

Active Member	\$6.00
Unattached Members	6.00
Associate Members	4.00
Sustaining Members	4.00
Co-owner other than the senior Co-owner	4.00
Late dues penalty after March 31	.50

## Bordes and Richards Tie at Heather Bowl

The seventh annual Heather Bowl Regatta at the Red Dragon Canoe Club got off to a good start October 13 with winds of 10 to 12 knots. The Race Committee headed by Ed Walsh (818) laid out two courses of four laps to cope with the cross-river northerly wind and provide exciting and challenging races in the tidal waters of the Delaware. Pete Bordes (603) and Elmer Richards

(Continued on Page 8)

## Swimming At St. Petersburg Midwinter Winners

Sinny Sinclair (211) smiles as he takes his first swim in a Thistle near the finish line of the first race in the 1962 Midwinters at St. Petersburg. Perhaps he is recalling the 1958 Midwinters which he won. For many of us who have been in Thistles only a few years it is easy to imagine that there has always been a Midwinter Championship Regatta at St. Petersburg. However, as your editor looked through the Bagpipe files it developed that Miami was the scene of a Midwinter Regatta which was first called the Midwinter Championship, in addition to the local name of the Orange Bowl Regatta, in 1948. Then in 1954 a three race Midwinter Championship preceded a three race Sunshine Regatta at Miami and the next year the Midwinters became a five race series at Sarasota. The wonderful people at the St. Petersburg Yacht Club first hosted the event in 1956 and a delightful tradition began.

In the early days of the class a separate Midwinter Meeting was held. Thistlers gathered at Cleveland in '46, '47, '48 and '51; Buffalo was the meeting place in '49 and '50; and New York became the locale beginning in 1952. It was in January of 1959 that the Midwinter Governing Board Meeting was first held in St. Petersburg at the same time as the Midwinter Championship.

December 1947 Orange Bowl Regatta  
Miami—James Schumaker (156)  
December 1948 Orange Bowl Regatta  
Miami—Jack Price (39)  
January 1950 Sunshine Regatta  
Miami—Hardy Matheson (156)  
January 1951 Sunshine Regatta  
Miami—James Schoonmaker (288)  
January 1952 Sunshine Regatta  
Miami—Chet Tingler (459)  
January 1953 Sunshine Regatta  
Miami—Chet Tingler (513)  
January 1954 Midwinter Championship  
Miami—Frank Greenman (622)  
February 1955 Midwinter Championship  
Sarasota—Bill Mangold (708)  
January 1956 Midwinter Championship  
St. Petersburg—Jack Beachem (337)  
January 1957 Midwinter Championship  
St. Petersburg—N. A. Sinclair (533)  
January 1958 Midwinter Championship  
St. Petersburg—Howard Boston (111)  
January 1959 Midwinter Championship  
St. Petersburg—Howard Boston (111)  
January 1960 Midwinter Championship  
St. Petersburg—Frank Bonsey (1096)  
January 1961 Midwinter Championship  
St. Petersburg—Skip Boston (1111)  
February 1962 Midwinter Championship  
St. Petersburg—Ed Sherman, Jr. (1252)

## Mead Wins at Guntersville

Howard Mead (1519) continued his domination of South Atlantic Thistlers by winning both races at Lake Guntersville on October 13 and 14. Seventeen boats started in the Fourth Annual Thistle Regatta. The third race was cancelled because of lack of wind.

Skipper	Boat No.	1st race	2nd race	Final Standing
Mead	1519	1	1	1
Caldwell	416	3	3	2
Martin	876	4	4	3
Winter	1501	7	2	4
Fairclough	1532	6	6	5
Lockard	1334	5	8	6
Hartley	587	2	14	7
King	1383	12	5	8
Tumlin	598	11	7	9
Pollard	1646	9	11	10
Turner	1638	8	13	11
Joe Cox	746	10	12	12(T)
Arnold	983	13	9	12(T)
Lloyd Cox	1568	15	10	14
Reque	773	14	DNF	15
Petitpren	745	16	DNF	15
Hazard	1177	17	DNF	17

## Newport Harbor Fleet 68 Begins 1963 Season

While most of us are putting our boats away for the cold winter months, Fleet 68 of Newport Harbor begins their 1963 Season with the following races: Fall Regatta, September 29 & 30; Navy Day, October 20 & 21; Fall Gold Cup, November 3 & 4; and Christmas Regatta, December 22 & 23.

Standings for 1962 are as follows:

1455-F	Pferrman	175 points
1009	Allen	172 points
1479	Smith	145 points
1280	Mann	140 points
269	Cazier	129 points
839	Sheppard	123 points
1438	Ross	118 points
1010	Ebsen	111 points
1416	Gerrie	111 points
1044	Thorne-Scholz	96 points
74	Andrews	94 points
1452-F	Hoagland	62 points
734	Cottle	50 points
1068	Budd	48 points
1043	Allen	25 points

# Measurer's Memo

By Dave Minton (28)

My recent correspondence indicates that there are several matters resulting from the TCA Annual Meeting on Staten Island last August that need clarification. Since the Chief Measurer's role at the National Championships is rather hectic and most Thistlers are individualists, this is just about standard operating procedure.

**Spinnaker Pole Fitting on the Mast.** As reported in the September-October 1962 issue of the BAGPIPE, I had made a ruling permitting the use of adjustable spinnaker pole fittings. This ruling was approved by the Governing Board but was overridden by the TCA membership at the Annual Meeting. While it is true that this leaves unchanged Ruling 22 which states that not more than two eye fittings for attaching the spinnaker pole may be attached to the mast, the legality of the use of adjustable spinnaker pole fittings is not clear. In view of the sentiment officially expressed by the Class, **I rule that adjustable spinnaker pole fittings are prohibited** and, in the future, Ruling 22 will be so amended when published. Those who have such fittings should replace them or fix the slides with wood screws so that they cannot be adjusted.

**Devices for Changing Tension of Shrouds** other than the standard toggle arrangement while racing are not permitted. This is new Ruling 37. Several Thistlers have asked whether this ruling supersedes Ruling 6 which states that the bow toggle is optional and permits the jib stay to be fastened to a turnbuckle and tang at the bow. Ruling 6 is still in force. The standard toggle arrangement is optional. Many Thistlers have abandoned the standard toggle in favor of a fixed jib stay. Ruling 37 mentioned the standard toggle arrangement because it is obvious that adjustment of the jib halliard while racing must be permitted and that such adjustment on boats employing the standard toggle will affect the tension of the shrouds and, to a small extent, the rake of the mast. **No other device for changing the rake of the mast while racing is permitted.** Turnbuckles on the shrouds are legal providing they are not of the quick-adjustment type.

**Bow Eyes.** Several Thistlers at the National Championships had bow eyes at or near the waterline. They were

so located to facilitate winching the stem onto the first roller of a trailer or to draw the boat the last few feet. Some Thistlers seeing these low bow eyes knifing through the water toward them were quite concerned about increased collision damage. At the Annual Meeting I was asked to look into the matter and make a ruling, or recommendation.

At home in quiet water at the dock I aimed my Thistle at another at various collision angles and with both boats at various angles of heel. The bow eye in any position is a lethal weapon, but it is no more so at the water line than at the normal position 5 to 6 inches below the top of the bow plate. In fact, for most positions of collision angle and heel, if I am to get hit I'd rather be hit by a boat with the bow eye at the water line than at the normal position. The midpoint of the stem is probably the worst position. The accompanying sketch taken from the Official Plans will help you visualize this.

Although the dealers in marine hardware may not like me for saying so,

I am planning to take the bow eye off of my boat as some others have done. A length of 5/16" line inserted in hole left by the bow eye and knotted on both ends makes a painter arrangement that permits the painter to be pulled into the bow bilges of the boat while under way. As to the need for a low attachment for facilitating winching onto a trailer, George Devlin solved this by drilling a hole thwartship through the stem below the waterline. His winch shackle fits this hole and permits him to completely load and unload his boat without muscle power.

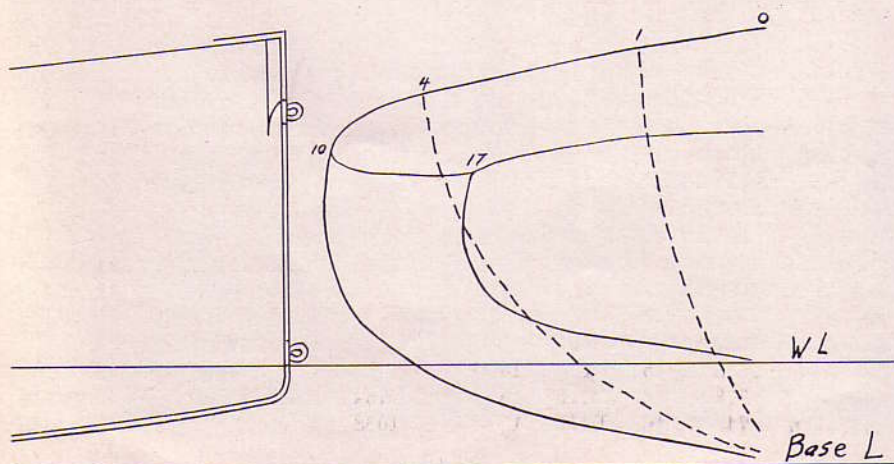
## Cottle Wins Gilman Trophy

The Gilman Fall Thistle Championships at Coronado Yacht Club has become "the regatta" of the year for Southern Californians. By gun time of the first race October 27 a nice 16-18 knot NW'ly swept South San Diego Bay. The weather end of the line was unusually jammed because of an outgoing tide. Boats were swept broadside to the line and many skippers were not aware of the situation until too late. Andy Littlejohn (73) rounded the windward mark first with a group close astern. Spinnakers were set for the long run and the decision made whether to follow close to shore against the ebb tide or jibe downwind out in the middle where the winds were heavier. Fred Smith (1479) and Allen Cottle (734) gained in the middle course though Littlejohn, who took the shore course, rounded with them. Saturday night dinner time was enlivened by the Cameron Highlander Band and Dancers. The evening literally went into orbit.

Some were still too keyed up Sunday morning and were called back to start over. John Cazier (269) took a long tack into the middle of the Bay and rounded the first mark ahead of the rest. No one could come near Cazier as he continued to widen the gap the remainder of the race.

The third race of the series found several over the line early again. Allen Cottle led the entire race with a group close astern. There was much changing of position with Callahan (918) breaking through near the finish to take a second.

Robert Coors (663) demonstrated to his airline pilot crew how to slow roll a Thistle and Roger Mann (1280) did a flip to avert a collision. Allen Cottle won the Gilman Trophy with Callahan taking the second place honors and Smith third for the series.



## Paukie's Third Skipper

This year PAUKIE (1) acquired a new skipper. Yes, the fine wooden hull in which Sandy Douglass won five National Championships has her third skipper, Stephen Klotz of Cowan Lake Fleet No. 65. It was in the May 1957 Bagpipe that this ad appeared:

### FOR SALE

Thistle No. 1, PAUKIE. In excellent condition, thought by some to be one of the handsomest boats in the class (after Blac Jac, of course). Has had pretty fair racing record. Ulmer dacron sails, almost new; fortisan spinnaker by Boston; spinnaker pole, etc. \$1350. With excellent trailer, \$1400. Gordon K. Douglass, 1316 Mentor Ave., Mentor, O.

We will let Lois Klotz tell the rest of the story.

I remember clearly the moment Harold decided he wanted Paukie. I had just finished turning the rugs in the living room and dining room, when Harold phoned from the office and said, "How would you like to own Paukie." Naturally, I was breathless and commented, "See if you can get the Brooklyn Bridge tossed in, too!" Since I had not issued an emphatic "No," Harold phoned Sandy Douglass and arranged to purchase and pick-up No. 1. This caused no end of trouble. As long as we were getting such a famous boat, we had to have a new trailer. Trailers are really harder to get than boats, sometimes. Ellie Shephard and I sat in the office of the Gator people in Fort Wayne while the welders built the "thing."

Finally Paukie (we asked permission to keep the name as we felt No. 1 would always be Paukie) arrived in Cincinnati and we sold our first boat, Thistle 172.

Paukie was really a great boat and Harold's sailing improved. However, we did have our ups and downs or should I say overs and unders. At one regatta on Cowan we sank in two races and fouled out in the third. But we improved and in the following year at the same regatta we only sank in two races. We hadn't capsized in four years but once we learned how we found it very easy and spent numerous hours practicing the technique. It was at this time Paukie was spoken of as Old Pokey.

But now Paukie has another skipper, our oldest son Steve, age 15. Steve started his sailing by crewing for us and skippering an Optimist Pram. The first year out of the Pram, Steve and two other Thistle boys, Mark and Rob Gilliland, sailed their way to the Sears finals in St. Pete, Florida.

(Continued on Page 10)

## Meet President Richards

Here is a completely self-explanatory letter that your Editor is delighted to publish in its entirety.

Dear Larry:

While we were in Staten Island, and after we were elected to our exalted positions, you asked for information about me and my "aspirations" for the class in order to introduce me in your own opening issue. Here goes - in outline form.

Personal. Age 32. Wife: Susan. Son: Andrew, 1 year old. Born and raised in New Jersey - spent part of every summer at Lake Hopatcong - Sailing interest began in high school.

Educational and Profession. BS in Civil Engineering, Lehigh Univ., (Pa.) 1951, MS in Civil Engineering, Northwestern Univ. 1952. Occupation: Foundation Engineer Associated with Moran-Proctor-Mueser & Rutledge Consulting Engineers, Consultants for heavy foundations and marine structures, 415 Madison Avenue, New York 17, New York. (Corner 48th & Madison).

Sailing Background. Learned to sail in a dinghy while in high school. Purchased an International 14 after college (1953) for day sailing. Crewed on thistle at LHYC 1955; Bought No. 724 winter 55-56: Won Fleet Championship 1957 and active ever since. Won Fleet Championship also '58 through '62. Sailed in all National Championships 1956 through 62 with varied success. 1962 - 4th place best finish. Have won a few open Regattas; two 2nd places at St. Pete, one 2nd place in Atlantic Coasts - 2nd races N. J. Districts 1961 and 1962. Seem to have a reputation as a consistent contender - but not a winner.

### TCA Background:

1962 - 1st Vice President - Member Exec. Comm.

1961 - N. J. Distr. Secretary - Chairman National Race Committee, Member Exec. Committee.

1960 - N. J. Dist. Secretary

1959 - Fleet 36 Secretary

1958 - Fleet 36 Secretary

1957 - Fleet 36 Secretary

1956 - Fleet 36 Secretary

Enclosed photo shows president at work. As I am not very attractive compared to the boat, or to my wife, I am not sending a photo of myself.

### 1963 Projections:

1. Major problem appears to be arriving at a solution for the Nationals agreeable to all.

2. President believes in controlled class growth - does not feel we should go overboard selling the boat on a national level. A good boat and class will sell itself, but firmly believes in the hard sell at Fleet level.

3. Officers should be more concerned in maintaining one design characteristics and improving class organization than pushing expansion.

As the President works in midtown New York City he would welcome calls - or visits - from traveling Thistlers who would want to talk boats or discuss a T.C.A. problem - office phone ELdorado 5-4800, Home phone 914 - Wilson 1-2081.

Elmer Richards

## Brett First At Last Mark

Roger Brett (1481), the pioneer Thistle skipper of Kansas City, won the Last Mark Regatta concluding the first season of racing by Fleet No. 105 at Lake Jacomo. Variety was featured with winds from 20 knots to nothing and weather from warm sunshine to chilling rain. Bill Walton (447) got the start of the first race in beautiful weather and winds of 10-15 and was never headed.

Larry Haupt (1367) liked the 15-20 knot winds of the second race and led from the start. Walton's chances went skidding when he had to cut behind another boat while on a port tack. He

found it impossible to unbleat the main and jib in the blast of air coming off the other boat's sails. A front gave winds of 5-10 at the start of Sunday's race but rain soon replaced the wind. Tom McPartland (1561) had the start, slid to fifth, but recovered in a photo-finish ahead of Brett as Walton won.

Skipper	Boat	1st	2nd	3rd	Final
Brett	1481	2	2	3	1
Haupt	1367	3	1	5	2
Walton	447	1	DNF	1	3
Gehlert	1130	4	3	4	4
McPartland	1561	6	6	2	5
Lindenbolt	1520	5	5	6	6
Dickinson	1141	DSQ	4	8	7
Condit	1263	DSQ	DNF	7	8

## Kelley Wins Folsom Invitational

Sacramento Thistle Fleet 97 held an invitational at Folsom Lake October 27 and 28. Thirteen boats from three fleets participated in the light winds typical of the lake. The first race started at 11:00 a.m. Saturday morning with a northwesterly that was practically non-existent. The results of this race indicated that the local Thistlers were favored by their knowledge of local conditions, but this didn't prevent Jerrie Noe (1419) of Fleet 67 from taking first. He was closely followed by Ralph Kelley (1486), the fleet champion of 97.

The next race started at 2:00 p.m. and the wind had steadily strengthened since the end of the first race and through lunch. The leeward starters stole the march on the windward boats, and the visiting competition began to show their stuff. Bill Nexsen (113) of fleet 67 handily took first, with Kelley winning the battle for second with Noe. This race was noted for its lift-hunting matches. Places changed often, by as many as three boats.

Sunday's weather was much like Saturday's, the northwesterly was light, but steady and the race committee hopefully set a long course. Once again knowledge of local conditions was helpful, but not for long. Kelley took the start and hung on to a shore lift that provided him with a nice lead that grew and grew as the race progressed. Nexsen fought his way up through the fleet and siezed the final grip on the second position. Noe was next but missed the shorten course signal and sailed around an extra mark before his mistake was realized. Irving Odgers (1456) of fleet 97 didn't miss the signal on the mark and thereby took third place.



PRESIDENT AT WORK

Name	Thistle	1st	2nd	3rd	Final
Ralph Kelley	1486	2	2	1	1
Jerrie Noe	1419	1	3	6	2
Bill Nexsen	113	8	1	2	3
Bill Faussett	1426	3	5	4	4
Irving Odgers	1456	7	6	3	5
R. C. Smith	1074	5	4	9	6
Tom Goodwin	1402	4	DSQ	5	7
Bud McKinney	1034	6	11	7	8
Art Bowden	1041	11	7	10	9
Pat Rarrick	1412	9	8	11	10
Art Glidden	1042	10	10	DNF	11
Dick Phillips	732	DNS	9	8	12
Fred Honore	1521	DNF	DNF	DNF	13