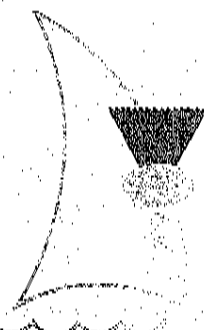


THE

# BAGPIPE



OFFICIAL ORGAN-THISTLE CLASS

VOL. XV, No. 6

3509 WEST 97TH PLACE, LEAWOOD, KANSAS

SEPT.-OCT. 1962



PETER BORDES NATIONAL CHAMPION

## THE BAGPIPE

Official Organ of the Thistle Class

### PRESIDENT

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Croton Dam Road  
Ossining, New York

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Ted Himsworth (758)  
1035 Beechview Drive  
Worthington, Ohio

### SECOND VICE-PRESIDENT and EDITOR OF THE BAGPIPE

Larry Haupt (1367)  
3509 West 97th Place  
Leawood, Kansas

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Honey (Mrs. Marlin)  
Abramson (924)  
226 East 17th Ave.  
Columbus 1, Ohio

### CHIEF MEASURER

David C. Minton Jr. (28)  
2640 Bridgeview Road  
Columbus, Ohio

### COMMADORE

Evans M. Harrell (949)  
6725 Clippinger Drive  
Cincinnati 43, Ohio

### VICE-COMMADORE

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1046 Sixth Street N.  
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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

## On Our Cover

Our new National Champion Peter Bordes sailing MAID OF PLIGH — and when we say sailing we ain't just a-kiddin'. In the short span of just three weeks Peter, his crew who are known as Moose #1 and Moose #2 (Bill Parke and Tom Whalen), and the MAID won three gold chevrons for the National Championship, three blue chevrons for the Atlantic Coast Championship, and three red chevrons for the Long Island District Championship. (Photo by Booze of Perth Amboy)

## Class Overrides Governing Board

In the annual meeting of the association the fleet representatives proved that this class is a long way from being dominated by the Governing Board. The Governing Board had accepted the Chief Measurers recommendation on the use of adjustable spinnaker pole fittings. The fleets in the open meeting promptly reversed the Governing Board and tossed out this ruling thus leaving us with the old ruling 22 which permits two spinnaker fittings on the mast.

Complete minutes of the annual meeting are as follows:  
August 23, 1962.

The Annual Meeting of the Thistle Class Association was called to order by the President, George Devlin, at 9 AM on Thursday, August 23, 1962, in the New Men's Dorm Lounge of the Wagner College in Staten Island, New York. Following the roll call of fleets present by person or by proxy, a quorum was declared. Upon motion made, seconded, and unanimously carried, it was agreed to dispense with the reading of the minutes of the last meeting, these having been published in THE BAGPIPE.

The President called for reports from the officers.

The Chief Measurer, Dave Minton, thanked those who helped in measuring for this regatta, reviewed his current rulings which were approved by the Governing Board on August 21, 1962, and pointed out that previously approved

(Continued on page 10)

## Welcome to Editor Larry

After this issue of Bagpipe a shiny new editor takes over — Larry Haupt — and we welcome and wish him much success for the coming year. May he not be plagued with typos, and may he be blessed with a printer who is always on time, and — most important — may the Thistle drivers all over the country send him lots of the raw material necessary to get Bagpipe on the street.

Two years ago when Bagpipe came into our life we were very new to the class and very new to the wonderful people who own or crew on or are married to people who own Thistles. Today we have many firm friends all over the country — some by correspondence only — some we've met on the race course in our travels. Looking back it is hard to realize what life used to be like before Thistling.

The big change that comes with Bagpipe is what happens to your mail. The mailman almost daily delivers news of Thistling from Maine to Hawaii together with pictures of people you've never met but know of, and boats going every which way. Deep in each of these letters and stories is an infectious enthusiasm for that most demanding mistress of us all — a seventeen foot temperamental collection of wood, plastic, dacron, and hardware called our Thistle.

Starting in early spring the mail brings stories that build, slowly at first, then faster as the District results come in, to the contest of the year — the National Championship. Little bits of information begin to add up.

— former champ in Michigan sells his boat — Delta District has a new champ — last year's winner is still winning regattas — a hot skipper moves to a new district and can't seem to get going — a new junior skipper begins to show up more and more often — fleet so-and-so champ gets a new boat and still keeps winning — an unknown almost clean sweeps the northern district, and so it goes until August — then five days of racing — and a new champ is crowned, and the speculation begins all over again on the next Nationals.

This is what the mailman brings each day — a little piece at a time — and this is one of the real rewards of being Editor. It can be a fun job, but like all jobs, it includes something called work, followed by the immediate reward of getting the new issue from the printer.

We'll miss working on Bagpipe at our house — and I mean all of us. My proof-reading wife — My glue-pot and scissor specialists, age 6 and 8 — and of course, the mailman. Maybe now we'll have time to cut the lawn and fix that dripping faucet in the bathroom — and, of course — get a new coat of varnish on No. 758.

To all you faithful readers of Bagpipe, don't forget to give the new editor all the help you can by sending in your stories and photos as you did for me during these two years — without which there would have been no Bagpipe. To all my corresponding reporters all over the country — thanks for your help — and from now on send your stuff to Larry.

Ted Himsworth (758).

CUT OUT THIS PAGE AND PASTE IN YOUR 1962 ROSTER

## NEW RULINGS

The Chief Measurer, Dave Minton (28), submitted to the Governing Board his recommendations on new rulings and on revisions to existing rulings or measurement articles in the By-Laws. These recommendations were adopted by the Governing Board and later adopted by the fleets in the annual meeting with one exception. This exception concerns Ruling 22 — Spinnaker pole fittings, which now remains on the books unchanged (see 1962 roster, page 28). Here are the new rulings and changes.

Rescind as ineffective and unenforceable the following rulings and pertinent portions of Bylaws now in effect:

- |                                    |  |
|------------------------------------|--|
| <b>Article XXVII and Ruling 9</b>  | (a) <b>Roller Reefing Gear</b> — Delete "Must be rigged and ready for use while racing." All other parts of the ruling to remain as written.   |
| <b>Article XXV-4 and Ruling 10</b> | (b) <b>Boom Vang</b> — Delete "— but may not be set up taut when on the wind."   |
| <b>Ruling 22</b>                   | <b>Spinnaker Pole Fitting on Mast</b> — No change in rule.   |
| <b>New Ruling 33</b>               | <b>Cleats and other fittings for trimming jib and spinnaker sheets</b> 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 inches above the rail. It is recognized that this ruling is contrary to NAYRU rule 54.2 prohibiting fittings that sheet sails outboard of the skin of the hull.   |
| <b>New Ruling 34</b>               | <b>Kick-up Rudders</b> 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. It is the intention of the association to outlaw kick-up rudders after the 1964 National Championship. |
| <b>New Ruling 35</b>               | <b>Thickness of Rudder</b> — The minimum permissible thickness of rudder blades along the thickest portion of the airfoil section from the waterline to within 5 inches of the bottom is $\frac{3}{8}$ inch. The maximum thickness is $\frac{7}{8}$ inch.  |
| <b>New Ruling 36</b>               | <b>Thickness of Centerboards</b> — The minimum permissible thickness of the centerboard along the thickest portion of the airfoil section from the waterline to within 5 inches of the bottom is $\frac{3}{8}$ inch. The maximum thickness is 1 inch.  |
| <b>New Ruling 37</b>               | <b>Devices for Changing Tension of Shrouds</b> other than the standard toggle arrangement while racing are not permitted.  |

August - 1962

## Peter Bordes Wins 17th Thistle National Championship

Peter Bordes is the new National Champion of the Thistle Class. Sailing MAID OF PLIGH (603) Peter found the right combination of wind, tide and waves to allow him to romp home with a solid 15½ point lead after five races. Topping a fleet of 67 Thistles at the Staten Island site, Peter took the three Gold Chevrons and the top silverware with a combination of two firsts, a second, a third, and one sixth.

Second place honors went to Walt Stubner in ENDEAVOR (1124) who was just ¼ point ahead of both the third and fourth place boats. Walt, together with Peter, hails from the Milford, Conn. Fleet 32.

At the end of the five race series there was a tie for the third place spot between Jim Miller (1233) of Cleveland and Elmer Richards (724) of the Lako Hopatcong, New Jersey. The National Race committee called for a sail off between these two boats and Jim Miller ended up on top to get the overall third spot in the final standings, while Elmer, the new president of the Thistle Class, dropped to fourth.

Fifth place overall was Lee Sutton sailing NORTH WIND (510) who hails from Detroit River Thistle Fleet No. 3. Lee who scored a total of 30 points under the low score system was just two points out of second place in this closest Nationals on record.

Doug MacGregor sailing his new fiberglass CABBAGE PATCH (1591) went into the last race with a one point lead on Peter Bordes as the result of his having won two races and placed second in the other two. Finishing the last race just behind Bordes it looked like the Nationals were all tied up for first place — but — there was a protest against MacGregor for a Portland starboard incident on the starting line of the last race. The protest committee, after sweating over this most important decision, ruled against MacGregor, and the resulting DSQ dropped him to 10th overall.

This same protest resulted in a major shuffling in the top five boats. Before the ruling came down, Richards was second overall, but with the MacGregor DSQ, Lee Sutton moved up a point to get the second spot, and Jim Miller moved up to tie Richards for third place. It was at this point that the National Race Committee headed up by George Hills (1573) called for the sail off.

### Warm Up

Action at the Nationals started slowly as boats started rolling in from all over the country on Saturday. There was the usual amount of confusion as masts were stepped, sails were measured and the boats were scrubbed down prior to the launching. Each boat was carefully weighed as it was launched with screams of anguish from the few who were underweight and had to take on fixed ballast under the seats.

Since the Nationals were to be sailed under the new Bordes system, the fleet was split into two groups for the warm up race on Monday. With a comfortable southwest breeze and little chop on Raritan Bay, the warm up race got under way. Tradition says that the winner of the warm up never wins the Nationals, and the tradition still holds. The two winners were Howard Mead sailing MEADIOKRA (1519) and Dave Minton in HOOT MON (28). After this spectacular display of sailing,

these two gentlemen bowed to tradition and allowed Bordes to win the Championship.

### The Races

The first race scheduled at 2:30 on Tuesday saw clear skys with winds up to 10 knots out of the southeast. The first division got off to a good start with the fleet splitting almost immediately into two groups on opposite tacks. By the time the second division got under way fifteen minutes later they could not tell which of the two groups had made out the best, and so they too split. In the first division Bruce Dunnington (1197) who had torn his spinnaker on the reach just managed to cross the line ahead of the defending champ Ed Walsh (818). The second division was won by Art Jiggell (823) with Doug MacGregor in second, and Peter Bordes third.

Wednesday the wind had shifted to the North and picked up to from 12 to 15 knots. There was a slight chop as the fleet left the dock under spinnakers for a pleasant three mile sail to the starting area. The current was dead against the wind as the first division got off to a clean start. Jim Miller (1233) Pete Bordes and Al Williams (631) fought it out all the way to finish in that order. The second division had no trouble finding the marks since they followed MacGregor the full dis-

tance. John Proctor (1222) from Pittsburgh and Ed Sherman, Jr. (1252) fought it out for the next two places with Proctor crossing the line ahead. Following the race was the long, long boat back to the club for lunch.

During the lunch hour the winds picked up and were in the 15 to 20 range with building seas. The afternoon race saw much starting line activity as the first division recalled four times for jumping the gun. They finally got away and were lead to the first mark by Marlin Abramson (924). Marlin rounded and lead a whole pack of boats way above the course as he misjudged the position of the first leeward mark. Richards was the first to see what was happening, and sailed low towards the mark to take the race followed by MacGregor, Miller and Abramson.

The second division, who had watched all the false starts, showed how to do it by a clean start the first attempt. Bordes picked up an early lead, followed by Sutton and Fracker of the home club. There was lots of excellent spinnaker work as the fleet reached along the second leg in the planing air. Close finishes were the order of the day as clusters of boats crossed the line together to give the All Girl Committee real problems in recording the finishes. Bordes took this one to place him just one point behind MacGregor.

Thursday was another picture book day with the atmosphere crystal clear and the winds out of the Northwest at 15 to 18 knots. In the first division MacGregor came through with a solid first followed by Ed Fracker and Jim Miller. In the second division, Bordes and defending champ Ed Walsh scrapped all the way around the course with Richards adding to the pressure. On the final spinnaker run Bordes was just far enough ahead to keep out of the shadow of the Richards and Walsh boats and crossed first, followed by Richards and Walsh. (see photo)

With this race over the score still showed MacGregor leading Bordes by one point. Jim Miller was third with Stubner next, then Richards, Sutton, and Walsh. The chief topic of conversation was "If Bordes beats MacGregor in the last race with no boats between them, then the Championship will be all tied up."

Friday was another perfect day. Wind at about 15 knots out of the North and just a moderate chop so that intermittent planing was possible. The

(Continued on page 5)

## 17th Thistle Class National Championship--1962

Boat No.	Skipper	Race I	Race II	Race III	Race IV	Race V	Points	Final
603	Bordes	3	2	1	1	6	12½	1
1124	Stubner	7	4	6	4	7	28	2
1233	Miller	10	1	3	3	12	28¼	3*
724	Richards	13	8	1	2	5	28¾	4 <sup>y</sup>
510	Sutton	6	10	2	9	3	30	5
823	Liggett	1	8	16	6	2	32¾	6
801	Poscy	10	5	10	8	4	37	7
1109	Fracker	8	9	3	2	17	39	8
655	Fontolieu	9	7	9	6	8	39	9
1591	MacGregor	2	1	2	1	DSQ	41½	10
818	Walsh	2	14	9	3	18	46	11
1617	McLeod	14	10	7	5	16	52	12
25	Wanemacher	14	5	14	11	11	55	13
631	Williams	24	3	8	15	9	59	14
1560	Wiley	9	6	4	8	DSQ	63	15
1222	Proctor	23	2	5	4	DNF	69	16
1234	Markellunas	18	4	13	9	25	69	17
777	Westin	16	6	22	11	14	69	18
1210	DeRue	17	24	15	13	1	69½	19
1519	Mead	5	16	17	19	13	70	20
27	Egan	5	27	8	13	19	72	21
1197	Dunnington	1	7	DNF	10	21	74¾	22
355	Phelps	DSQ	17	6	7	10	76	23
1087	Torreson	23	11	12	18	15	79	24
108	Devlin	3	23	12	23	20	81	25
1111	Boston, Skip	11	DSQ	5	10	24	86	26
1252	Sheran	19	23	11	18	DNF	86	27
1225	Dornin	21	20	7	21	22	91	28
111	Boston, Howard	15	13	10	22	DNF	95	29
761	Mainwaring	12	21	11	15	DNS	95	30
924	Abramson	29	DNF	4	5	23	96	31
970	Rostorfer	25	11	19	16	26	97	32
758	Himsworth	13	13	25	20	27	98	33
710	Wake	27	17	13	7	DNS	100	34
1357	Rupert	18	25	19	14	9	125	35
1630	Berry	DNF	12	23	12	4	126	36
1367	Haupt	17	16	DNF	12	6	127	37
160	Zimmers	28	14	18	16	12	128	38
28	Minton	8	27	14	DSQ	3	128	39
426	Vandergaag	20	18	18	17	16	129	40
124	White	DNF	12	16	22	7	132	41
1089	LaFollette	19	15	27	23	11	135	42
1029	Hilgenborff	4	19	15	DNF	22	135	43
821	Carriell	24	15	28	27	2	136	44
434	Weiss	15	26	DNF	19	1	136½	45
1375	Warsaw	6	32	26	14	20	138	46
1673	Hills	11	25	22	32	14	144	47
842	Anderson	22	22	23	21	18	146	48
198	Hale	7	30	20	17	DSQ	150	49
1153	Parker	21	31	25	24	10	151	50
905	Frissell	4	18	DNF	20	DNF	152	51
1368	Jacoby	29	21	29	30	5	154	52
1522	Fairelough	26	19	31	29	15	160	53
933	DeWitt	DNF	22	17	28	19	161	54
1123	Greenstein	DNF	9	21	31	25	162	55
925	Storm	12	20	DNF	30	26	163	56
1601	Calhoun	28	28	30	24	13	163	57
283	Hazard	30	32	27	26	8	163	58
1441	Sampson	20	30	29	29	17	165	59
1186	Artz	22	31	21	28	23	165	60
1417	Weil	16	26	24	33	28	167	61
969	Irwin	27	29	26	26	21	169	62
949	Harrell	25	23	20	34	30	172	63
121	Goetz	26	28	24	27	29	174	64
1130	Gehlert	DNF	33	28	25	27	188	65
881	Quigley	DNF	29	30	31	24	189	66
752	Hobler	31	24	DNF	25	DNS	191	67

**NATIONALS -- Cont'd**

race within the race saw Bordes get the edge early over MacGregor and these two boats proceeded to fight their own battle while the rest of the fleet fought theirs. Dr. Bob DeRue of the Sandusky club was first to the weather mark, and picked up a huge lead over the rest of the fleet, to win the race going away. In the early stages Jim Miller seemed to have fallen back to mid-fleet, and Ed Walsh dropped way back. Liggett and Sutton with Dennis Posey were fighting it out at the top of the pack, followed by Richards. Following the gun for DeRue the top boats crossed with Liggett second, then Sutton, Posey, Richards, Bordes, MacGregor and Stubner. Miller salvaged a little by pulling up to 12th, while Walsh dropped down to 18th. It was at this point that Bordes and MacGregor were tied for first — and then came the word that there was a protest against MacGregor which resulted in the shuffle in the top five boats to tie Richards and Miller for third place overall.

**The Sailoff**

When the announcement was made that a sailoff would be held between Miller and Richards for third place there was a mad rush as everybody dropped whatever they were doing and ran down to the dock to get on a spectator boat. Anything that would float was immediately loaded with Thistlers and headed out with the committee boat to see our own private America's Cup. The winds had picked up to about 18 and there were plenty of waves. The view from the spectator boats showed these two lonely Thistles in that huge ocean slamming their way to the starting area, their crews huddled together on the rail in full foul weather gear. The line and marks were set, and the fifteen minute gun sounded.

For the first thirteen minutes the two boats stayed away from each other as they made timing runs to the line, and checked the starboard and port tack courses. At thirty seconds they were together to windward of the committee boat with Miller leading. They reached down the line and crossed smartly on the gun with Richards in the windward slot. Miller quickly got into the safe leeward position and Richards promptly tacked. Miller held his course for a short while, and he too tacked onto port. The two boats held their course until they were able to lay the mark and then flopped to starboard. As they rounded Miller had a lead of just five seconds over Richards.

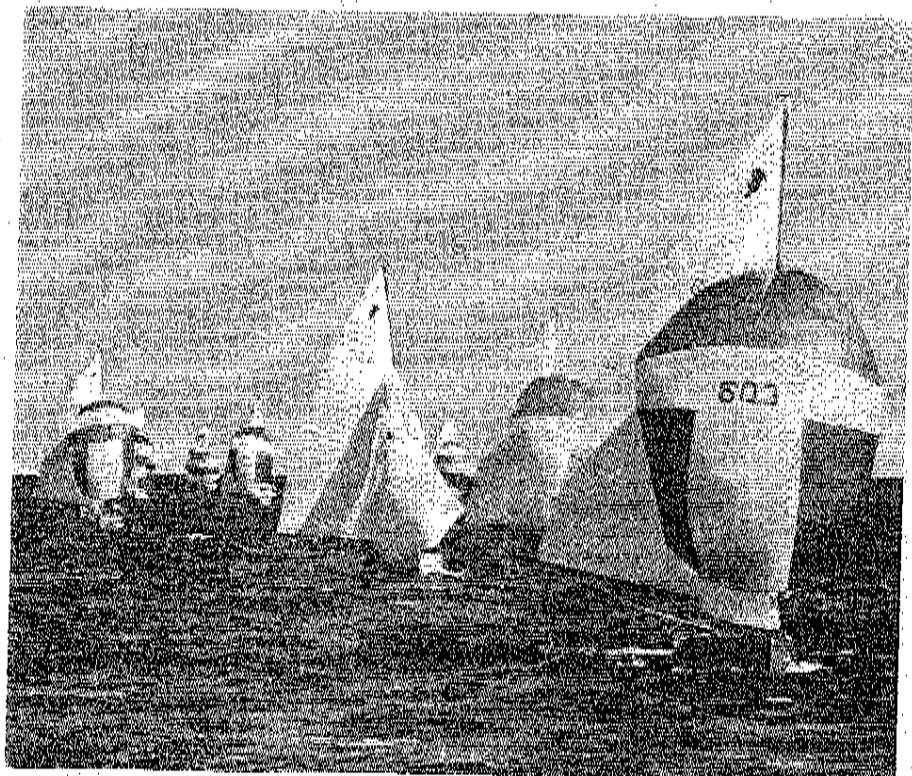
Miller rounded into the reaching leg on the low side and Richards stayed higher. The two boats were surfing into short planes, and Richards was able to plane past Miller to lead at the next mark by three seconds. Richards rounded and popped his spinnaker immediately, but he got into difficulty because his topping lift had fouled on the diamond stay. He fell low to keep his kite filled while correcting the trouble and this was all that Miller needed.

Miller went up to windward and then he too hoisted his spinnaker and zipped out into the lead. With beautiful kite handling Miller increased his lead and was 29 seconds ahead at the next mark as he rounded into the beat. Miller started the beat on the starboard tack and Richards attempted to split tacks by going to port. Miller delayed about ten seconds, and then he too flopped to port to cover. The two boats held the long port tack and then tacked for the mark with Miller rounding 34 seconds ahead having picked up five seconds on the beat.

Miller rounded and up went that blue and white kite as he elected to stay on the starboard tack for the final run. Richards after rounding jibbed and set

his kite for the port tack run hoping to pick up extra speed by downwind tacking. Miller made no attempt to cover as he stayed on the rhumb line for the finish. Both boats were surfing down the waves as they ran down opposite sides of the final leg. Richards executed a beautiful jibe to the starboard tack and reached in to the line, but his longer course didn't pay off. He crossed 39 seconds behind Miller having lost 4 seconds on the final run.

As Elmer Richards crossed the line the National Championship came to an end for 1962 — one of the tightest Nationals in history — and one of the best too. The weather Gods were very kind to us — the All Girl Race Committee did a magnificent job under the direction of Emily Reynolds. The National Race Committee handled their difficult job with dispatch under the guidance of George Hills. The Protest Committee had some real sticky ones to handle and handle them they did directed by Bob Kyte. The Richmond County Yacht Club is to be commended for their doing a wonderful job of handling the 67 competing boats and all the arrangements necessary to make this, the 1962 National Championship, the best yet.



Fourth race final leg of the course shows Bordes in the lead with the defending champ Ed Walsh on his tail with our new president Elmer Richards between them. (Photo by Boozie)

# National Championship

**SECOND**

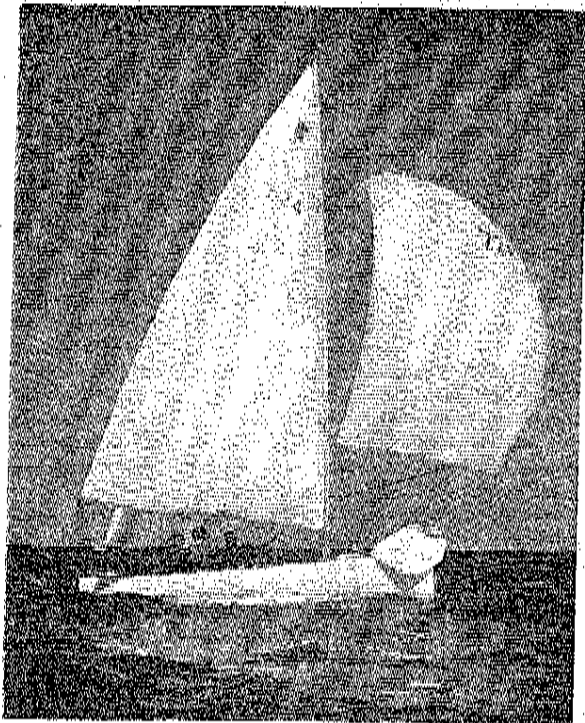


WALT STUBNER  
MILFORD, CONN.



**THIRD**

JIM MILLER  
CLEVELAND, OHIO



**FOURTH**

ELMER RICHARDS  
LAKE HOPTACONG, N. J.



**FIFTH**

LEE SUTTON  
DETROIT, MICH.

## Thistle Class National Championships Trophy Awards

RICHMOND COUNTY YACHT CLUB—AUGUST, 1962

### Awards for Final Position

1—Peter Bordes—Carron Perpetual Trophy, Carron Keeper, Blue Flag, 3 Gold Chevrons.

1 (crew)—Bill Parke—Crew Bowl, Tom Whalen—Crew Bowl.

2—Walt Stubner—Seneca Bowl (Perpetual), Carron Keeper, Red Flag, 2 Gold Chevrons.

3—Jim Miller—Fairhope Trophy (Perpetual), Carron Keeper, Yellow Flag, 1 Gold Chevron.

4—Elmer Richards—St. Petersburg Trophy (Perpetual), Carron Keeper, Green Flag.

5—Lee Sutton—Richmond County Trophy (Perpetual), Carron Keeper, White Flag.

### Awards for Individual Races

1st Race—Div. I—1—Bruce Dunnington—Ulmer Trophy (6 months), Keeper Goblet, Blue Pennant—2—Ed Walsh, Red Pennant—3—George Devlin, Yellow Pennant.

1st Race—Div. II—1—Irv Liggett—Ulmer Trophy (6 months), Keeper Goblet, Blue Pennant—2—Doug MacGregor—Red Pennant—3—Peter Bordes—Yellow Pennant.

2nd Race—Div. I—1—Jim Miller—

Racelite Trophy (6 months), Keeper Goblet, Blue Pennant—2—Peter Bordes—Red Pennant—3—Al Williams—Yellow Pennant.

2nd Race—Div. II—1—Doug MacGregor—Racelite Trophy (6 months), Keeper Goblet, Blue Pennant—2—John Proctor—Red Pennant—3—Ed Sherman Jr.—Yellow Pennant.

3rd Race—Div. I—1—Elmer Richards—Boston Trophy (6 months), Keeper Goblet, Blue Pennant—2—Doug MacGregor—Red Pennant—3—Jim Miller—Yellow Pennant.

3rd Race—Div. II—1—Peter Bordes—Boston Trophy (6 months), Keeper Goblet, Blue Pennant—2—Lee Sutton—Red Pennant—3—Ed Fracker—Yellow Pennant.

4th Race—Div. I—1—Doug MacGregor—Airroller Trophy (6 months), Keeper Goblet, Blue Pennant—2—Ed Fracker—Red Pennant—3—J. Miller—Yellow Pennant.

4th Race—Div. II—1—Peter Bordes—Airroller Trophy (6 months), Keeper Goblet, Blue Pennant—2—Elmer Richards—Red Pennant—3—Ed Walsh—Yellow Pennant.

5th Race—Div. I—1—Bob DeRue—

Douglas & McLeod Trophy (6 months), Keeper Goblet, Blue Pennant—2—Irv Liggett—Red Pennant—3—Lee Sutton—Yellow Pennant.

5th Race—Div. II—1—Herb Weiss—Douglas & McLeod Trophy (6 months), Keeper Goblet, Blue Pennant—2—John Carriell—Red Pennant—3—Dave Minton—Yellow Pennant.

### Special Awards

Lowest total score last 3 races—Peter Bordes—President's Trophy (perpetual).

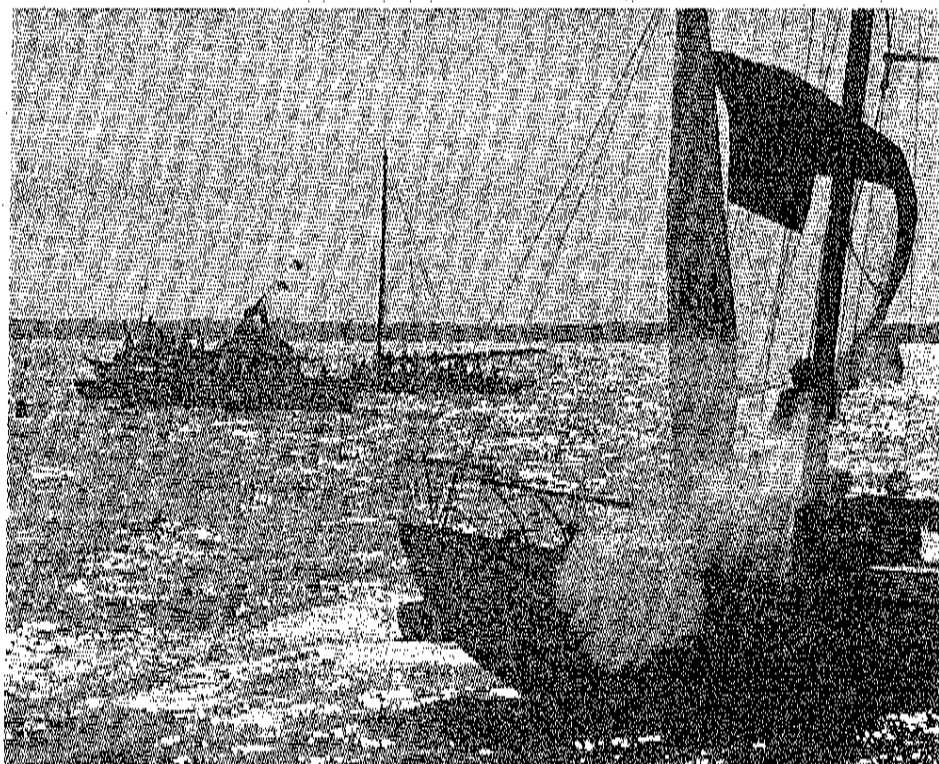
Highest average finish in last three Nationals—Peter Bordes—Barnett Trophy (keeper).

Highest overall finish for skipper sailing in his first National Championship—Jim Miller—Novice Trophy (perpetual), Novice Trophy (keeper).

Highest overall finish for skipper under 18—Bob White—Junior Trophy (perpetual), Junior Trophy (keeper).

Skipper coming the greatest distance—Larry Haupt—Long Distance Trophy (keeper).

Skipper with lowest finish who completed all races without disqualification—Johnny Goetz—Last Place Trophy (keeper).



Doug Mac Gregor in CABBAGE PATCH gets the gun in the fourth race to put him one point ahead of Bordes at this time. There was one race to go however. . . . (Photo by Booze)

## GOVERNING BOARD MEETS

### Vang and Reefing Rules Changed

The Governing Board met for a morning session at the Richmond County Y.C. and set a new record by completing their deliberations in under two hours. Of major importance to all Thistlers were the new rulings that were adopted and the modifications to the existing rulings on the vang and the roller reefing gear. The old rule that did not permit the use of the vang while beating has been rescinded, and it is no longer mandatory to have the roller reefing gear set up while racing, but reefing gear is still necessary as part of the equipment of a Thistle. The new rulings are printed elsewhere in this Bagpipe, and here are the minutes of the G-Board meeting.

August 21, 1962

#### THISTLE CLASS ASSOCIATION

##### GOVERNING BOARD ANNUAL MEETING, AUGUST 21, 1962

Reading of the minutes of the mid-winter meeting held at St. Petersburg February 6 was waived.

The President reported on action taken by the Governing Board by mail ballot on the following matters:

1. Approval of the Bordes system for conducting the National Championship series: 18 ballots sent, 17 replies received - all in favor.
2. Waiving of deadline because of extenuating circumstances for registration of Thistle 1630 to permit this Thistle to sail in the National Championship series: 18 ballots sent, 17 replies received - all in favor.

The President also reported on action taken by the Executive Committee by mail ballot on the following matters:

1. Approval of fleet charter for West O'Hatteras Fleet #104: 5 ballots sent, 5 replies received - all in favor.
2. Approval of fleet charter for Kansas City Fleet #105: 5 ballots sent, 5 replies received - all in favor.

Also, the President reported that he had given sanction to the Pacific Coast Yachting Association's "Pacific Coast Championship Regatta" at San Francisco Bay.

Ratification of these actions was moved, seconded, and unanimously carried. General approval was expressed of the post card method for obtaining Governing Board and Executive Committee action on matters requiring a prompt decision. There being no further old business, the meeting moved on to consideration of new business.

The President read a letter from Jack Wachenmacher dated August 9 concerning eligibility of junior skippers to said club-owned boats in sanctioned regattas. After discussion, the following motion was presented, seconded, and unanimously approved:

"In the case where a recognized yacht club owns one or more Thistles for the purpose of encouraging junior sailing, members of the owning club shall be permitted to skipper such Thistles in any sanctioned regatta except the National Championship series and those events held for the purpose of establishing eligibility to participate in the National Championship series subject to the following restrictions:

1. Such club-owned Thistle/s must be registered with the Thistle Class Association in the name of the club and the club shall assume all legal liability incident to ownership thereof.
2. The skipper must be a 'junior' as defined by the Sears rules.
3. He must be an active member of the Thistle Class Association, in good standing, and be recorded not later than January 31 as a 'junior skipper' of the specific club owned Thistle which he intends to skipper during that year.
4. No more than three 'junior skippers' may be recorded for any one Thistle."

Discussion was held regarding Article II - 5 of the By-Laws and supplemental clarification prepared by Dave Minton, particularly in respect to eligibility of 'family' associate members and 'family' co-owners to skipper a Thistle. This matter was referred to

Ted Himsforth with instructions to prepare a revision of this section of the By-Laws to be presented for Governing Board action at the mid-winter meeting.

The matter of coordinating the publishing of amendments to the Constitution, By-Laws, and Chief Measurer's rulings with the printing of the roster was discussed. It was suggested that the Constitution and By-Laws, including any changes or amendments made at the previous annual or mid-winter meeting and all approved Chief Measurer's rulings, be published and distributed as an insert in *THE BAGPIPE* as soon as conveniently possible after the mid-winter meeting, and that the roster be printed in mimeograph form by the Secretary-Treasurer as of the July 31 deadline for eligibility to participate in the current year National Championship series. The matter was referred to the Executive Committee for definitive action.

The matter of preparing a new handbook was discussed and referred to the Executive Committee for recommendations.

A letter from Billie Willig concerning the addition of Mississippi to the Delta District was read. There was some discussion of the possible hardship on certain new fleets in being automatically assigned to a district defined by state boundaries, and that as new fleets are formed they should be

requested to indicate their preference of the district in which they wish to be assigned in order to assist the Governing Board in making final determination on such assignment. The consensus was that recently formed fleets should be asked to indicate their preference so that their district assignment could be reviewed by the Governing Board in accordance with this policy.

The Secretary-Treasurer suggested for discussion that the penalty date for late payment of dues, designated as April 1 under Article II, Section 6, of the By-Laws, be changed to read "January 31." There was general agreement on this proposal but it was decided to refer the matter to Ted Himsforth for further study and reconsideration at the mid-winter meeting.

After some discussion, motion to change the name of 'Lake Erie East District' to 'Lake Erie District' was placed before the meeting. There was no second to this motion, so the matter was not brought to a vote.

The Chief Measurer made the following recommendations:

Rescind as ineffective the following rulings and portions of the By-Laws now in effect:

Article XXVII and Ruling 9

- (a) Roller Reefing Gear - Delete "Must be rigged and ready for use while racing." All other parts of the ruling to remain as written.

Article XXV - 4 and Ruling 10

- (b) Boom Vang - Delete "but may not be set up taut when on the wind."

Upon motion made, seconded, and unanimously carried, both recommendations were adopted effective immediately.

The following rulings made by the Chief Measurer during the year were presented to the Governing Board in accordance with Article X - 1-F of the Thistle Class Association Constitution: 33, 34, 35, 36, and 37; and amended Ruling 22. Upon motion made and seconded, these rulings and the amended Ruling 2 were approved unanimously. (See Article on Rulings)

There was a discussion of the provision contained in Dave Minton's clarification of Article II, Section 5, of the By-Laws, which states that a Thistle must be registered and the skipper an active member in good standing by July 1 in order to be eligible to participate in the National Championship series. It was suggested and generally agreed that this same condition should be required in respect to any Thistle and skipper who sails in an event held for the purpose of establishing eligibility to participate in the National Championship series. It was felt that this matter should be covered specifically in the By-Laws and was referred to Ted Himsforth to make a recommendation along this line to be presented to the Governing Board at the mid-winter meeting.

Ben Weil, who had been instructed by the Governing Board in January, 1961, to investigate the method of selecting the site for the National

(Continued on page 10)

**G-BOARD - Cont'd**

Championship series and to make recommendations for change in this procedure, if desirable, reported that he recommended no change in the present procedure. No action, therefore, was taken on this matter.

The Richmond County Yacht Club, Ed Fracker, New Jersey District Secretary, and Tom Williams, Secretary of Fleet 81, were given a unanimous vote of thanks and commendation for excellent organization and preparation for the 1962 Thistle National Championship series.

The President outlined some changes in the Constitution relating to the matter of election and duties of Thistle Class Association officers which should be considered by the new administration. Generally, he suggested that the following changes be considered:

1. The Vice President be specifically charged with responsibility for trophies awarded at the National Championship series.
2. The Second Vice President be relieved of the specific responsibility for editing THE BAGPIPE but should be responsible for publicity.
3. The position of Secretary Treasurer be made an appointive office without vote on the Governing Board.
4. A new office be created titled "Editor of THE BAGPIPE." This office to be appointive and carry no vote on the Governing Board.
5. Change the requirement under Article XIII, Section 2, "The National Race Committee shall be appointed by the President at the time he assumes office ---," since it is impracticable to appoint this Committee until the site for the forthcoming National Championship series has been approved.

It was also mentioned that consideration should be given for selection of legal counsel for the Thistle Class Association.

There being no further business, the meeting was adjourned.

Honey Abramson, Secretary-Treasurer

THISTLE CLASS ASSOCIATION

Approved by

George A. Devlin, President

**send all future BAGPIPE material to:**

**Larry Haupt, Editor  
The BAGPIPE  
3509 West 97th Place  
Leawood, Kansas**

**ANNUAL MEETING - Cont'd**

rulings had been published in THE BAGPIPE and also in the new issue of the roster. After some discussion, a motion was made from the floor to rescind the amendment to Ruling 22 permitting adjustable spinnaker pole fitting. This motion was supported and carried. Following discussion of Ruling 34 in respect to 'kick-up rudders,' motion was made to add to this ruling the following statement: "It is the intention of the Thistle Class Association to outlaw 'kick-up rudders' after the 1964 National's." The motion was supported and carried. Upon motion made, seconded, and unanimously carried, the Chief Measurer, Dave Minton, was commended for his fine job of interpretation and enforcement of the one-design objectives of the Thistle Class Association.

Ted Himsworth, Second Vice President and Editor, thanked those who had helped him by sending in copy for THE BAGPIPE. He was commended for his outstanding work on publicity for the National Championship series and, also, as Editor of THE BAGPIPE.

A unanimous vote of thanks was extended to Ron Small for getting out the 1962 issue of the roster.

Vice President Elmer Richards reported that he had obtained all the trophies for the Championship regatta and announced that the Richmond County Yacht Club had donated a permanent 'fifth place' perpetual trophy. He also reported there would be daily 'first' trophies for both divisions and flags for the first 'three places' in each division in each race.

There was some general discussion of the Bordes system and it was the consensus of the group that the system is workable and satisfactory.

Secretary-Treasurer Honey Abramson reported there were 1357 dues-paid members and 908 registered boats; 105 numbers have been sold in the past year and approximately 1/4 of these were for fiberglass boats. She mentioned that several fleets in the districts have been using Addressograph plates for mailing, and reminded everyone that this addressing service is available at no charge other than the cost of envelopes addressed. She reported receipts to date of \$9,925.36 and disbursements of \$7,860.61, leaving an operating balance of \$2,064.75. She reported a balance in the savings account from the previous year of \$6,886.41, giving a total cash balance of \$8,951.16. The Secretary-Treasurer's re-

port was approved. The Secretary also reported new fleet charters issued during the last year for Fleets 102, 103, 104, and 105. She also reported that Long Island Sound Fleet 50 had fallen below the required minimum of three dues-paid and registered boats. Upon motion made, seconded, and carried, the charter for Fleet 50 was revoked.

The Executive Committee presented no rulings for approval. Upon motion made, seconded, and passed, the ac-Board for the past year were approved. Elections of the officers of the Governing

There were no instructions to the Measurement Committee.

There being no further old business to come before the meeting, the meeting proceeded to the consideration of new business.

The President mentioned that consideration should be given to revising the Constitution in respect to method of selection and duties of officers, and that he was preparing a memorandum on this matter based on recommendations of various Board members, with the exception that if the suggestions have merit they will be sponsored by a fleet and presented to the membership for action next year.

The Nominating Committee, consisting of Ev Harrell and Doug Westin, presented the following slate of candidates for the ensuing year:

President—Elmer Richards

Vice President—Ted Himsworth

Second Vice President and Editor—

Larry Haupt

Chief Measurer—Dave Minton

Secretary-Treasurer—Honey

Abramson

There being no nominations from the floor, it was moved, seconded, and passed that the nominations be closed. Election of each of the nominees was moved, seconded, and unanimously passed.

The Nominating Committee then presented the following slate of candidates of Honorary Officers:

Commodore—Ev Harrell

Vice Commodore—Ed Sherman, Sr.

Rear Commodore—Charles Althaus

There being no nominations from the floor, it was moved, seconded, and passed that the nominations be closed. Upon motion made, seconded, and unanimously carried, these Honorary Officers were elected.

There being no further business, the meeting was adjourned.

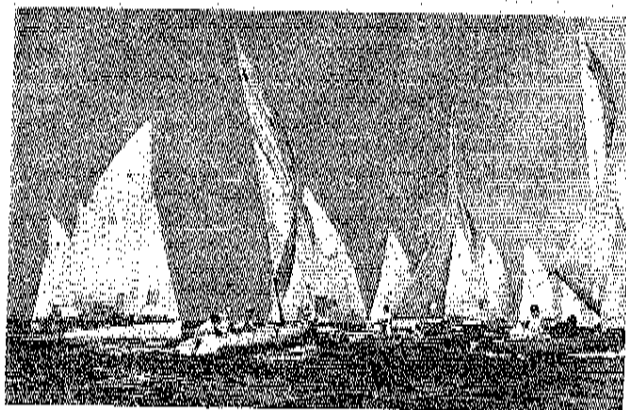
Honey Abramson, Secretary-Treasurer

THISTLE CLASS ASSOCIATION

## NEW RULINGS

The Chief Measurer, Dave Minton (28), submitted to the Governing Board his recommendations on new rulings and on revisions to existing rulings or measurement articles in the By-Laws. These recommendations were adopted by the Governing Board and later adopted by the fleets in the annual meeting with one exception. This exception concerns Ruling 22—Spinnaker pole fittings, which now remains on the books unchanged (see 1962 roster, page 28). Here are the new rulings and changes.

- Article XXVII and Ruling 9** (a) **Roller Reefing Gear**—Delete "Must be rigged and ready for use while racing." All other parts of the ruling to remain as written.
- Article XV-4 and Ruling 10** (b) **Boom Vang**—Delete "—but may not be set up taut when on the wind."
- Ruling 22** **Spinnaker Pole Fitting on Mast**—No change in rule.
- New Ruling 33** **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 inches above the rail. It is recognized that this ruling is contrary to NAYRU rule 54.2 prohibiting fittings that sheet sails outboard of the skin of the hull.
- New Ruling 34** **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. It is the intention of the association to outlaw kick-up rudders after the 1964 National Championship.
- New Ruling 35** **Thickness of Rudder**—The minimum permissible thickness of rudder blades along the thickest portion of the airfoil section from the waterline to within 5 inches of the bottom is  $\frac{3}{4}$  inch. The maximum thickness is  $\frac{7}{8}$  inch.
- New Ruling 36** **Thickness of Centerboards**—The minimum permissible thickness of the centerboard along the thickest portion of the airfoil section from the waterline to within 5 inches of the bottom is  $\frac{7}{8}$  inch. The maximum thickness is 1 inch.
- New Ruling 37** **Devices for Changing Tension of Shrouds** other than the standard toggle arrangement while racing are not permitted.



Look at the rudder of that boat in the foreground which has just completed the jibe. His rudder is in the process of breaking as you can see by the angle, but at this moment the skipper doesn't know it—and look at the oncoming traffic. The unfortunate skipper Weiss (434) a moment later went out of control, held his rudder up in his hands and screamed "Disabled boat" to the oncoming boats. He was hit five times!!

(Photo by Booze)

## LaFollette Michiana Champ

At the 24th annual Michiana Regatta held July 14th and 15th at Eagle Lake Yacht Club in Edwardsburg, Michigan the winds were light and fickle and the sky was threatening, but Jack LaFollette seemed to like it. He took two firsts and a second to nose out Bill Borough. A well deserved third place went to the Pearsons from Gogueac Lake.

Three other classes, C-scrows, Snipes, and Nationals also compete at this regatta and in the second race LaFollette astounded the scow sailors by beating all of them upwind to the first mark, in spite of their five minute head start.

LaFollette	1089	2	1	1	1
Borough, W.	1454	1	2	3	2
Pearson	1066	3	4	2	3
Makielski	1286	5	3	4	4
Otter	1285	4	6	5	5
Freevol	997	6	8	6	6
Worley	1434	8	5	7	7
Wilson	1206	9	10	8	8
MacLean	853	10	7	10	9
Hulce	1320	7	9	DNF	10
Weissert	1444	11	11	9	11

## Jackson Y. C. Regatta

Jackson Yacht Club, Jackson, Mississippi, held its second invitational regatta on September 15-16, 1962. Three races were held on Lake Hico, just north of Jackson.

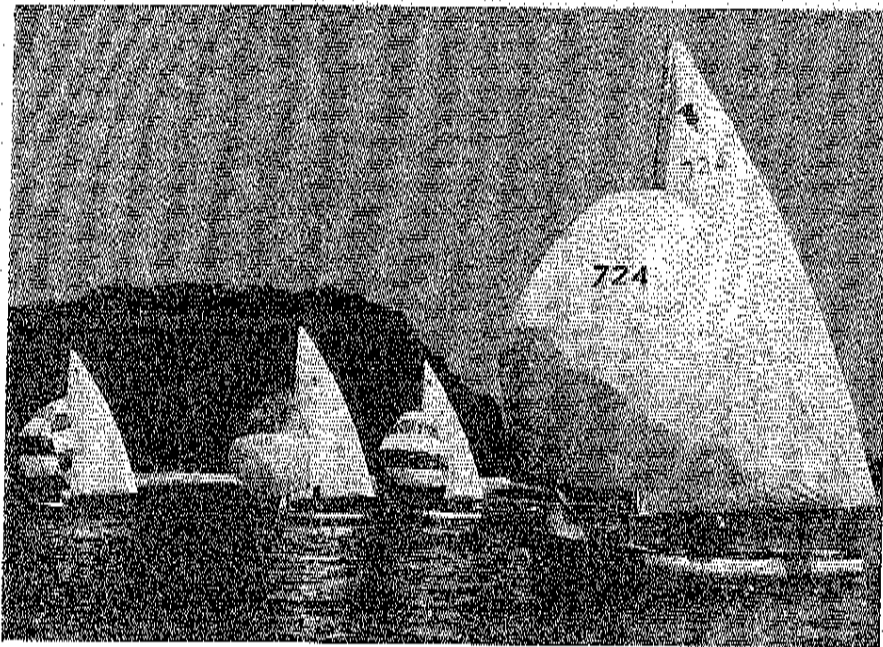
Approximately 60 sailboats participated in the regatta, including eight Thistles from Mississippi, Tennessee and Alabama.

The winds were light and variable for Saturday's races. On Sunday, the breeze increased but remained variable enough to cause the relative position of the boats to change repeatedly throughout the race.

Bill Bruce and Tom Garrison, of Memphis, Tennessee, sailing Thistle 1182, took top honors for the series with two firsts and a third. Dave Stein, of Montgomery, Alabama, sailing Thistle 508, was in second position for the series, and Ken Carpenter, number 989, of Memphis, was third.

Bruce (1182)	2	3	1	2
Stein (508)	3	1	7	2
Carpenter (989)	6	2	3	3
Turner (1638 F)	4	4	4	4
Martin (876)	2	DSQ	2	5
Oldham (1180)	5	5	6	6
May (1204)	7	6	5	7
Witty (1238)	8	7	8	8

## New President Wins at Huntington



Fleet #35 -- Fall Invitational -- September 8 & 9, 1962

Bout No.	Skipper	1st	2nd	3rd	Final Standing
724	E. Richards	2	1	2	1
1234	B. Markellunas	5	5	4	2
1124	W. Stubner	1	13	1	3
1560	C. Wiley	6	8	3	4
316	H. Dobson	10	7	9	5
818	E. Walsh	3	9	15	6
1374	W. Romano	16	3	12	7
771	B. Bruch	13	11	7	8
630	T. Buerzman	4	23	5	9
1492	J. Howell	8	10	16	10
1162	R. Plitt	9	18	13	12
462	R. Cooper	7	6	29	13
1175	H. Rink	14	12	18	14
1231	D. Leinoff	24	15	11	15
383	W. White	12	16	24	16
503	R. Donnel	18	28	8	17
429	D. Willis	17	2	D.S.Q.	18
393	B. Cramblett	25	14	17	19
364	L. Cole	15	4	D.S.Q.	20
1079	W. Darling	23	22	14	21
1255	G. Griffith	22	21	20	22
813	N. Gram	19	27	21	23
1155	A. Menke	26	17	27	24
581	W. Petit	D.S.Q.	25	10	25
1137	T. Cahill	29	24	22	26
1504	C. Hazard	32	19	28	27
427	F. Zarookian	28	26	25	28
764	R. Weeks	27	D.S.Q.	23	29
1639	R. Johnson	27	29	26	30
1583	H. Weddendorf	21	31	33	31
1686	E. Geiger	34	D.N.F.	19	32
1119	L. Haring	30	30	30	33
700	P. Steen	31	33	31	34
1058	P. Knott	35	32	32	35
1205	H. Crusey	33	D.N.F.	D.N.S.	36

Huntington's burgeoning Thistle Fleet, now second largest in the country, held its seventh Annual Invitation regatta on Saturday and Sunday and visiting Elmer Richards of Lake Hopatcong, N.J. defeated 35 other boats in a three-race series conducted by the Centerport Yacht Club.

Richards, who just two weeks ago tied for third place in the Thistle National Championships, scored consistently with a 2nd, 1st, and 2nd for a low total score of five points. Bruce Markellunas of Nyac, N.Y. placed second with 14 points and Walter Stubner of Milford, Connecticut was third with 15 points. Bill Romana was the first to place of the local skippers and he finished 7th with 31 points.

Cecil Moore, who headed the Race Committee for Centerport Yacht Club, set up Gold Cup Courses for the 1st and second races which were held on Saturday. The morning race was sailed in light northeast breezes which, while spotty, were sufficient to enable the fleet to negotiate the course in reasonable time.

The second race was characterized by massive mis-starts and Committeeman Moore recalled the entire fleet twice before the 36 contenders got under way. The wind shifted to the south for the afternoon race and increased in velocity to a respectable 8 to 10 knots.

The third race of the series was held on Sunday morning in fresh southwest winds of 12 to 15 knots around a triangular course on Northport Bay.

## Reichle Wins

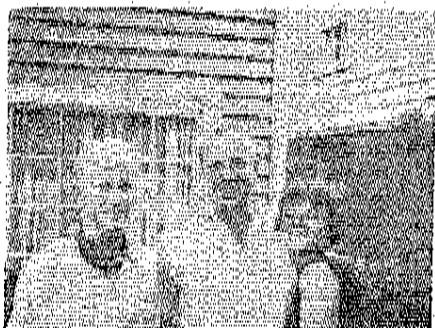
Thistle Fleet #102 raced in the Virginia Sailing Regatta on 28 and 29th of July, this year it was held in Portsmouth, Virginia, and sponsored by the Portsmouth Boat Club. A total of 96 boats were entered, which included 3 Thistles, the results:

#1291 Henry Reichle	1	1	1
# 996 Gus Kiligas	3	2	2
# 682 Jim Walker	2	3	3

The first race started with very light winds, the order of starting, Jolly's, Hampton's, Mobjack's and Thistles, followed by Penguins, etc., with five minute intervals. The winds were so light that at the Thistle start all three boats were over the line, pulled by the tide stern (rist before the

(Continued on page 14)

## Proctor Wins at Cleveland



The Bagatelle Trophy Race, an annual Thistle classic of the Cleveland Yachting Club Regatta was won by John Proctor in #1222. Although Proctor has been one of the most energetic and peripatetic devotees of the regatta circuit in his long sailing career, the victory was his first with a perfect 1-1-2 series. The also rans for the series were James Miller in second who couldn't quite catch Proctor, and Jim Roberts from Ashtabula (114) who placed third.

The festivities Saturday night featured a concert of traditional bagpipe music. The surprise of the evening was the announcement by Charley Williams that Harvey Busch had been accepted as a member in good standing of the OFC. In the simple ceremony that followed, Harvey was presented with the club flag and led the group in the traditional march around the island. All members in good standing were present as John Lovett brought his power boat into the Thistle dock with the Bagpipers in full swing.

1222 Proctor	1	2	1	1
1233 Miller	5	1	2	2
114 Roberts	6	4	4	3
924 Abramson	2	9	7	4
25 Wanenmacher	3	12	6	5
1357 Rupert	8	10	5	6
1617 McLeod	4	3	22	7
1250 Royce	9	5	17	8
1055 Collart	14	20	3	9
538 Gregory	7	21	10	10
11 Farmer	10	8	19	11
712 Shrier	13	17	11	12
758 Himsworth	11	6	25	13
1062 Brady	12	23	12	14
1573 Hills	24	16	9	15
1603 Lovett	17	14	18	16
489 Walker	20	18	14	17
1587 Ficks	18	22	8	18
1351 Houk	27	13	16	19
10 Hall	16	22	21	20
57 Busch	22	24	15	21
1496 Smith	21	25	20	22

513 Hall	15	15	DNF	23
969 Irwin	DSQ	11	27	24
1167 Wanhainen	25	33	23	25
13 Ericck	32	27	24	26
1078 Rodwancy	19	31	26	27
98 Cull	29	19	DNS	28
1588 Fabens	26	37	29	29
1400 Bohr	28	35	30	30
747 Schuele	34	28	35	31
1466 Trowbridge	37	30	31	32
126 Welsel	33	26	DNF	33
966 Elliott	35	34	33	34
133 Murray	31	40	32	35
1340 McAfee	36	36	34	36
585 Kirby	30	39	37	37
779 Wilson	38	38	36	38

## Caldwell Wins At Muscle Shoals

By Sam Caldwell (416)

Here are the Thistle results in the Muscle Shoals Sailing Association Regatta held July 28 and 29. Guess this goes to show that anyone can win a regatta if they keep trying long enough. The real secret to winning down this way, however, is to arrange for Howard Meads to be missing from the entry list.

The MSSA is a relatively new organization, having just completed a club house on Wilson Lake in Northwest Alabama. Thistles provided the largest fleet in a total entry of 38 boats including Lightnings, Windmills, Day Sailors and Handicap. Two races were sailed Saturday and one Sunday all with excellent breezes. Robert Matthews (719), the only Thistle in the host club, proved a real dark horse with a 2, 3, 2 for second place. Mr. Matthew had never raced against Thistles before, his previous racing experience having been limited to Handicap racing against other class boats.

Skipper	Boat	Race			
		1	2	3	Final
Caldwell	416	1	1	1	1
Matthews	719	2	3	2	2
Fisher	988	4	4	3	3
Carpenter	989	5	5	4	4
Hartley	587	3	6	5	5
Witty	1238	6	8	6	6
Oldham	1180	8	7	8	7
Bruce	1182	9	2	DNF	9
Snell	1512	7	10	7	9
Hazard	1177	10	9	9	10

## Walsh Wins Great Lakes Championship

Ed Walsh, 1961 National Thistle Champion from Delanco, N.J. continued his winning ways by earning the 1962 Great Lakes Thistle Championships held at the Erie Yacht Club, Erie, Pa. on July 21-22. Frank Russell defending champion from Erie was forced out of the first race by a broken main halyard, thereby scuttling his hopes for a successful defense.

Forty-two boats sailed by some of the best sailors in the Thistle association sailed a modified gold cup once around the triangle with a windward-leeward. In the past years, the Great Lakes Regatta has not been kind to reigning National Champs. Last year Bruce Goldsmith was unsuccessful in his efforts to capture the title. But this year Walsh, with his wife and daughter as crew, brought some of that East Coast, salt water know-how with him and showed the fresh water boys how to do it.

Four races were scheduled—three Saturday, one Sunday. The first race, sailed in a twenty knot westerly, was won by Rich Altman of Erie, John Proctor, East Erie District Secretary, was second, Lee Sutton, from Michigan, third, Walsh was seventh.

The wind moderated to about ten for the next two races. In the second race Bill Cunnings (1), Jim Roberts (2), Dean Parker (3), Walsh (4). The third race Walsh (1), Cunnings (2), Skip Boston (3).

For Sunday's race a variable westerly from nothing to 8-9 knots caused considerable frustration and rapid changes in fortune. Walsh was thirtieth boat to round the first mark but managed to claw his way back up to twelfth, which was good enough to win the series. Lee Sutton (1), John Carriel (2), Frank Russell (3).

Final standings for the series: Walsh 1, Roberts 2, Sutton (3), Altman 4, Wanenmacher 5, Giles 6, Cunnings 7, Proctor 8, Ben Weil 9T, Boston 9T, Loesel 11, Carriel 12, Russell 13T, Zurn 13T, Jerge 15, Brownlie 16T, Hills 16T, Miller 18T, Hejner 19, Schultz 20, Rupert 21, McLeod 22, Hale 23, McCarthy 24, Weil, Bob 25, Jenkins 26T, Klingenberg 26T, Parker 28, White 29, Smith 30T, McAfee 30T, Good 32, Dodsworth 33, Allyn 34, Mate 35, Storm 36, Harrell 37T, Artz 39, Bierly 40, Sawyer 41, McBrier 42.

## Smith Wins 1962 Western Regionals

685's rudder tore off, 1521 swamped, two crew went overboard, #73 was stove in, and the rest of the fleet maintained the screaming plane.

The wind was up to 28-30. The water was white. The spuming top of the bow wave hit you with the force of a fire hose. You couldn't see the jib. You sailed by feel and by guts. You hiked and the skipper screamed "get out." You were out to your toes and the skipper screamed "get out." And you planed, and ached, and planed, and got numb, and planed, and hiked, and planed, planed, planed.

A slamming jibe and spinnakers broken out and cracking like cannons as they filled. Fighting the pole down with the downhaul, sheets that cut your hands as you creamed along, everyone on his toes in the center correcting the roll before it could really get going, the suction bailer ripping out its steady raucous snore.

That's what we'll all remember of the 1962 Western Regionals August 25-26 at Racoon Straits, San Francisco Bay.

Three races were held Saturday and three Sunday with one throwout in winds that varied from light to heavy. The Pacific Coast Yachting Association sponsored, and the San Francisco Yacht Club hosted. Gil Smith #809 in Kiltie won it cleanly with a 1,2,2,1,3— had it sewed up before the last race started.

Tom Carpenter and Glenn Clark jettied 3000 miles from Hawaii to represent Fleet 76 of Kaneohe Yacht Club—and it will be a long time before we'll stop and smile as we reminisce about genuinely genial Glenn, last year's Hawaiian champion, who made the long trip to crew for Tom and left everyone he talked to—and that was everyone—sincerely cogitating on how he might just somehow make that Hawaiian Invitational October 28-November 3. And Tom—the bluffs at Point Stuart are still echoing from his thundering "Let's go", Hawaiian command for anything from "helms alee" to "jibe ho", or "hike out" to "up spinnaker". After a while even the crew understood.

The 6 mile course was a triangle starting out of Kiel Cove on a long windward leg down Racoon Strait to a buoy off Point Stuart, a reach across to Belvedere Point and a Spinnaker run back to Kiel Cove.

The first race in moderate winds was a photo finish with Smith, Keran and Eugene finishing in a 5 second bracketing. The second had slightly

heavier air and the fleet was more spread out, with Sabin winning, and Kelley and Althaus next. In the third



### RACCOON STRAIT, SAN FRANCISCO BAY

August 25 - 26, 1962.

BOAT	SKIPPER	I	II	III	IV	V	VI	TOTAL
1486	R. Kelley	5	2	4	7	2	1	2nd
809	G. Smith	1	4	2	2	1	3	1st
687	R. Sabin	9	1	5	8	16	5	3rd
1015	S. Althaus	14	3	3	1	3	DSQ	4th
1458	K. Eugene	3	DNF	1	2	12	DNF	5th
73	A. Littlejohn	4	3	DNF	11	8	4	6th
685	D. Keran	2	4	DSQ	10	6	6	7th
1354	D. Montagne	6	7	8	6	4	9	8th
837	T. Carpenter	11	6	9	9	8	2	9th
812	W. Sebastian	12	10	10	10	7	7	10th
1521	F. Honore	7	9	DNS	4	11	DNF	11th
1526	C. Aalto	8	11	12	14	5	DNF	12th
1478	W. Heisler	13	15	6	5	14	DNF	13th
1069	Riley	10	13	7	13	15	10	14th
849	A. Crocker	16	16	13	17	13	11	15th
1193	J. Nuckton	DSQ	12	11	17	17	12	16th
1194	M. Egermann	15	16	16	15	18	13	17th
1409	T. Mahoney	DNS	DNS	DNS	16	10	8	18th

race the wind started to die on the reach across — heavily penalizing boats back in the pack as the current became more and more of a problem. Eugene took this with Smith and Althaus after him.

On Sunday morning the winds were moderate and the first three finishers were Althaus, Smith and Eugene. Then the wind began picking up and in the fifth race Gil Smith took 1st to sew up first place overall, with Kelley second and Littlejohn third.

The sixth race, with the water beginning to whiten was a Thistlers dream, but saw Ken Eugene forced against the committee boat at the start to lose overall 2nd with a DNF. Sean Althaus finished first for overall second, then was DSQ'd for having unwittingly brushed his main against a mark. Kelley thus was credited with first place, with Smith second and Littlejohn third in this last race that saw us literally scream around the course.

Winner of the 1962 Thistle Western Regionals — Gil Smith #809 of fleet 67. Kelley #1486 of fleet 97 picked up the two blue chevrons for second overall, and Dick Sabin #687 of fleet 67 was third.

And we'd like to do it all over again!

### REICHLIE — Cont'd

gun sounded. The winds did freshen, but was on the light side for the entire race. Marker 32 "down river" about two miles, was the turning point, and for this race about fifty boats of the various classes all converged on it at the same time. Thistle #996 thought he had right of way, but how to call for room was the problem. All one could hear was boats bumping, spars banging, and just one tangled mass of boats rounding the mark as one. In spite of this not a single protest was made to the race committee. The second race was sailed in good winds between 8 to 10 knots. Sunday morning found a wind shift of almost 180 degrees requiring a reverse course, which had a very short beat to marker 38, then a long reach down the river to #30. By the time the Thistles started the Jolly' and Hampton's were coming down the river, and sailed thru the starting line, and area, which made for a number of "near" accidents, trying to get over the starting line. In spite of these problems all had a wonderful time.

## Pete Bordes Takes Atlantic Coast Championship

Topping a fleet of 65 Thistles by 7 1/4 points, Peter Bordes sailing MAID OF PLIGH (603) won the Atlantic Coast Championship at his home club in Milford, Conn. Trailing Dennis Posey by two points before the last race, Bordes came from behind to win the final race and the championship.

The first race sailed in light variable northerly breezes saw Posey take an early lead with MacGregor who held their positions six boat lengths ahead to the finish, Bordes finishing in a six boat cluster took fourth by less than two inches ahead of Ed Fracker of the Staten Island Fleet.

The second race sailed in 5 to 8 knot northerly was won by Bordes with Posey second, and MacGregor third. At this point the total points score had Posey in the lead with 2 3/4, Bordes next with 4 1/4, and MacGregor third with 5 points.

For the third race the wind had shifted to the south east at 3 knots at the start. The first beat of the Modified Gold Cup Course saw Bordes round sixth while Posey dropped to 21st. Fracker and MacGregor rounded together in positions 11th and 12th. During the third leg there was an abrupt wind shift to the southwest with the wind picking up to 10 knots. Bordes pulled into the last beat and held on to win the race. Posey managed to work up to 10th place while Fracker held on to 8th. MacGregor, who had dropped to 18th before the wind shift, could only salvage a 14th at the end to drop him out of the money.

## 1962 Atlantic Coast Championship

No.	Skipper	Race			Final
		1	2	3	
603	P. Bordes	4	1	1	1
801	D. Posey	1	2	10	2
1109	E. Fracker	5	6	8	3
1124	A. Stubner	14	4	2	4
1591	D. MacGregor	2	3	17	5
818	E. Walsh	11	8	4	6
998	J. Figg	6	10	7	7
295	T. Day	20	7	6	8
823	L. Liggett	8	20	15	9
1617	R. McLeod	15	15	20	10
1431	J. Carver	10	33	12	11
894	P. Guertin	22	25	9	12
248	J. Lipscomb	34	22	5	13
1067	J. Torresen	7	30	24	14
655	T. Fontelieu	19	14	29	15
27	J. Egan	16	12	36	16
724	E. Richards	29	32	3	17
813	N. Gram	28	23	16	18
1162	R. Plitt	13	28	28	19
1223	Wm. Bell	26	17	31	20
1252	E. Sherman	18	21	37	21
562	P. Milnes	33	35	13	22
426	J. Vandergaag	21	34	27	23
1080	J. Foster	44	16	25	24
434	H. Weiss	30	13	45	25
378	P. Hoyt	31	27	34	26
1560	C. Wiley	17	11	DNF	27
1123	P. Greenstein	32	19	44	28
1054	P. Flood	42	29	26	29
616	E. Hall	46	31	21	30
875	Wm. Roach	12	50	38	31
1266	G. Maue	35	24	42	32
1357	Wm. Patjens	9	26	DNF	33
1327	Wm. Gichter	49	5	52	34
248	T. Horrocks	23	DNF	23	35
1234	B. Markellunas	37	9	DNF	36
582	M. Darling	51	47	18	37
672	J. Cameron-1	38	39	41	38
1375	J. Warsaw	47	40	33	39
349	Wm. Wolters	50	38	35	40
721	R. Gallagher	3	55	DSQ	41
495	R. Duff	DNF	37	22	42
1374	Wm. Romano	24	36	DNF	43

## Coneys Sweep Fleet 39 Series

With 8 firsts in the 9 races he sailed in the Fleet 39 Spring Series, Matt Coneys compiled a near perfect .967 percentage to dethrone Harold Dobson & Son, the perennial fleet champions. It was not until the last day of the series that Matt broke his skein, scoring a 5th out of 22 boats. In second place with a .852 percentage was John Greenberg, while Harold Dobson trailed in third place with .844. As Fleet Sec. Secretary, Matt Coneys, has spear-headed the drive which has brought our fleet membership up to almost 20 boats, though new it appears he may have scared some off.

Place	Boat	Skipper
1	1358	Coneys
2	486	Greenberg
3	216	Dobson
4	816	Goetz
5	832	Clarke
6	1375	Warsaw
7	1569	Howdy
8	1433	Lindow
9	1335	Talfett
10	1114	Robbins
11	717	Banks
12	190	Chavkin

## Haupt Sweeps First Oklahoma Invitational

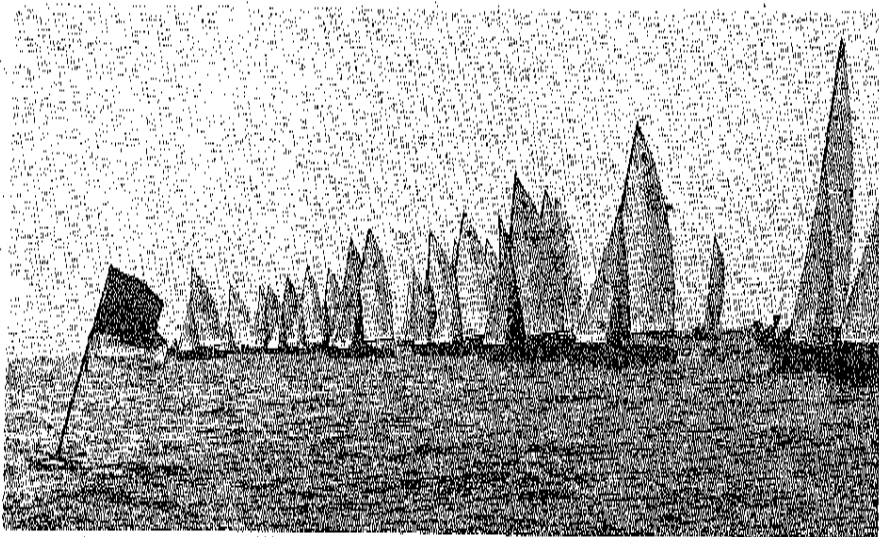
The first invitational of Fleet #103 was held at Port Grove Sailing Club on October 6 and 7. In the first race Father David Patrick made a splendid start in 15-25 knot winds and led most of the way to the first mark. The highlight of activity at the first mark was the capsizing and self rescue (twice) by fiberglass boat, Skipper Don Lindenholt. The winds dropped to 10 to 15 for the second race which was a windward leeward course. In this race Darlene Hobock, the only woman skipper in the Regatta, finished second only two minutes behind the lead boat.

Sunday morning dawned over-cast and still. However by the 11:30 starting time winds had picked up to 8 to 12 knots. Doctor Gene Hamilton made good use of his spinnaker to take a boat each time around the spinnaker leg of the triangular course. At the trophy presentation on the sun-drenched Port Grove Sailing Club porch Larry Haupt took the first place trophy back to Kansas City, but the second and third place trophies remained at Grand Lake in custody of Darlene Hobock of Tulsa and Gene Hamilton of Joplin, Mo.

Boat No.	Skipper	1	2	3	Final
1367	L. Haupt	1	1	1	1
1513	D. Hobock	2	2	4	2
1520	D. Lindenholt	5	DSQ	2	5
1578	E. Hamilton	4	3	3	3
1579	D. Patrick	3	4	5	4

## Bordes Takes District Championship—Too!

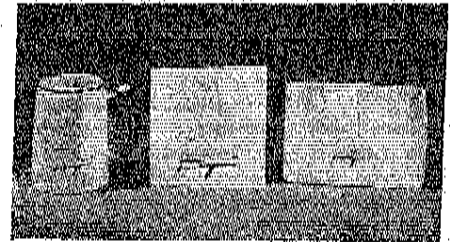
No.	Skipper	Race			Final
		1	2	3	
603	Bordes	1	1	2	1
1124	Endeavor	6	2	1	2
801	Posey	2	3	4	3
655	Fontilieu	8	5	7	4
1374	Romano	5	8	13	5
823	Liggett	3	17	8	6
1560	Wiley	7	18	5	7
434	WDeiss	12	4	19	8
1123	Greenstein	17	6	16	9
1234	Markelunas	4	10	26	10
1118	Joseph	14	13	20	11
357	Patjens	33	9	6	12
777	Westin	34	15	3	13
998	Fligg	24	20	9	14
630	Bauermann	37	7	12	15
1029	Hilgendorff	20	23	15	16
27	Egan	11	16	32	17
771	Bruch	15	35	10	18
486	Greenberg	19	27	14	19
586	Lawrence	18	25	18	20
1375	Warsaw	16	11	35	21
581	Pettit	9	34	23	22
248	Horrocks	12	33	21	23
1162	Plitt	26	12	29	24
1223	Bell	25	26	17	25
616	Hall, Eric R.D.	27	30	22	26
201	Lifschitz	36	19	27	27
1327	Dichter	35	24	25	28
349	Walters	10	41	33	29
216	Dobson	21	14	DNS	30
1079	Darling, Wells	28	29	31	31
429	Willis	29	32	28	32
232	Henry	23	37	30	33
462	Cooper	30	DSQ	11	34
1584	Best	30	29	24	35
1604	Brassem	41	22	38	36
1316	Sohns	31	21	DNF	37
1018	Fauth	42	31	34	38
221	Hall, Ted	44	28	40	39
1168	Saliba	22	DSQ	41	40
1589	Sullivan	40	43	39	41
582	Darling, Maus	DNS	36	36	42
1262	Faltz	45	40	44	43
266	Cottle	43	38	DNS	44
1155	Menke	47	42	42	45
1113	Westmoreland	32	DNS	DNS	46
695	Wise	48	DNF	37	47
265	Mengel	46	DNF	43	48
1492	Howell	39	DNS	DNS	49



Start of the third race with light wind and a foul tide at the Long Island Districts.

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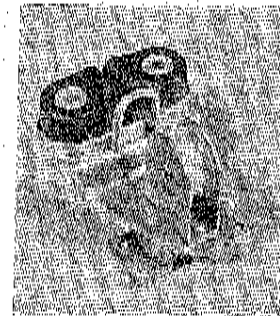
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### Peter Hale Winner

NIAGARA FRONTIER DISTRICT CHAMPIONSHIPS  
August 4 - 5, 1962

Boat No.	Name	1	Race 2	3	Final
198	Peter Hale	2	4	2	1
1153	Dean Parker	1	3	5	2
925	Morry Storm	4	8	8	3
1413	Fred Plank	8	10	7	4
688	Rick Shepard	12	16	1	5
1165	Tim Rice	3	14	12	6
1549	Will Libby	5	6	17	7
297	Dede Wilson	11	9	10	8
543	Bill O'Hara	24	7	4	9
480	Jack Williams	13	17	6	10
278	William Chase	7	12	24	11
1184	Chuck Winding	18	1	28	12
936	Tim Allyn	14	20	14	13
186	John Artz	29	18	3	14
458	Wayne McKusick	15	30	13	15
559	John Nugent	21	11	20	16
686	Marshall Gates	DNF	2	11	17
494	Bill Walters	6	36	16	18
435	Bill Dean	9	28	23	19
785	Jean Jergo	17	21	26	20
1596	Harold Shaw	33	25	15	21
1548	Harry Essley	20	32	21	22
314	L. Tremon, D. Martin	26	24	25	23
1414	George Doherty	34	34	9	24
77	Jack Phalen	DNF	19	19	25
320	Bob Johnson	19	22	DNF	26
691	Walter Westfall	27	15	DNF	27
798	Ray Bailey	28	29	27	28
1185	Jay Fitzgerald	16	27	DNF	29
790	Maynard Gochenaur	31	26	29	30
205	Haywood Parker	22	23	DNF	31
867	Herbert Cowden	DSO	5	DNF	32
477	C. Roger Classey	DSQ	31	18	33
886	Walter Wiggins	23	38	30	34
1303	Ray Tyman	30	33	31	35
1590	Mac Merritt	25	37	32	36
298	Robert Summerrhays	10	DNF	DNF	37
214	Will Mathewson	DSQ	35	22	38
296	Ted Bonney	32	39	DNF	39
294	Cy Dunthorn	DNF	DNF	DNS	40
257	Donald Spear	DNS	DNS	DNS	41
949	E. Harrell	36	46	46	44
1535	E. Venning	52	DSQ	11	45
771	W. Bruch	DNF	45	19	46
1118	G. Joseph	25	41	DNS	47
201	M. Lifschitz	39	DNF	30	48
547	R. Pursell	40	42	58	49
1604	W. Brassem	45	43	47	50
1595	L. Riley	55	DNF	14	51
1199	D. Cameron	54	44	39	52
519	R. Houghton	43	54	40	53
695	Wm. Wise	58	51	32	54
1417	B. Weil	27	DNF	51	55
1589	J. Sullivan	41	49	54	56
266	H. Cottle	48	53	49	57
486	J. Greenberg	DNF	18	DNS	58
1584	E. Best	53	48	50	59
1262	M. Falts	57	52	48	60
154	H. Cameron	59	DNF	43	61
1113	J. Westmoreland	56	DNF	DNS	62
1660	R. Kronenberg	60	DNF	DNS	63
1168	J. Saliba	DNF	DNF	DNS	64
1184	D. Katermann	DNS	DNS	DNF	65

### Phelps Wins Lake Michigan Districts

LAKE MICHIGAN DISTRICT  
ELIMINATIONS

JUNE 30-JULY 1, 1962

Skipper	Boat	Race			Final
		1	2	3	
Phelps	355	1	6	4	1
Brett	1487	13	1	2	2
Jacoby	1368	2	3	12	3
Kaiser	1149	4	13	1	4
Walton	447	3	2	13	5
Stoddart	948	12	7	5	6
Zimmer, D.	1537	15	6	5	7
Haupt	1867	16	4	8	8
Short	884	5	10	15	9
Zimmer, H.	166	9	12	11	10
Larsen	1248	17	8	9	11
Geedert	1130	6	9	19	12
Palm	1473	11	18	10	13
Hufford	926	18	11	16	14
Condit	947	8	20	18	15
Kessinger	54	10	DNF	6	16
Harmer	1849	18	14	14	17
Underhill	1266	7	18	24	18
Weber	1451	14	19	23	19
Buegus	1401	20	15	23	20
Cofer	1263	24	DNF	7	21
Olson	1142	22	DNF	DSQ	22
Dickison	1141	26	21	20	23
Green	45	DSQ	17	25	24
Neibsen	940	25	DSQ	17	25
Mitchell	776	38	DNF	21	26
Blawick	1428	21	DNF	26	27
Wilson	50	27	DNF	27	28
Neurenthor	848	DNS	DNF	DNS	29

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FOR SALE—Thistle #1451, Schock Fiberglas, white, Ace Trailer, Morgan Main and Jib, Nylon and Vinyl cover, launched '61, \$1850. Edw. U. Weber, 8900 Hillview, Jennings 36, Missouri.

FOR SALE: Thistle #465, suit dacrone, suit cottons, trailer, spinnaker, varnished interior, white topsides, cover. Boat at Pymatuning. \$1100. L. F. Johns, Valhalla R.D. #3, New Castle, Pennsylvania.

FOR SALE: Thistle #160 in excellent condition, fully rigged for racing, dacron sails, nylon spinnaker, good cover, deluxe Gator trailer. Dry sailed. \$1150. Ed Zimmers, 1419 Villa St., Racine, Wisconsin.

FOR SALE—Thistle #60, Westin winch, cover, jam cleats, cotton sails and other gear. Trailer available. \$850. C. B. Matthews, 54 The Strand, New Castle, Delaware. EA-8-3348 (home) SP-2-2326 (business).

THISTLE WANTED—In racing trim with dacron sails and spinnaker. Trailer and cover desired. Prefer Ohio area. Send description and price to Bob Eiber, 2611 Wickliffe Rd., Columbus, Ohio, HU-6-8090.

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FOR SALE: #1131, Morgan sails, Hard Spinnaker, Gator trailer, cover, dry sailed, just refinished. Mrs. Magnus Pederson, 350 Lingamor Terr. S., St. Petersburg 5, Fla.

FOR SALE: Thistle #1184, Lippincott finish, 3 suits dacrone (Hard, Boston, Ulmer), main and jib, Teen Nee Trailer-cover, Hard spherical spinnaker, varnished interior, successful racing record, completely equipped, \$1550. D. Kattermann, Box 751, Dover, New Jer.

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SALE—Thistle #694 Ulmer dacron main and jib, Boston spinnaker, trailer, \$1,000. Kirby Thornton, 528 Keystone Drive, New Kensington, Pa. 337-8124.

FOR SALE—Thistle, Fiberglas, 1961, aluminum mast, dacron sails, nylon sheets, spinnaker pole and rigging, outboard motor bracket, plastic coated canvas cover, float for dry anchorage and other extras. \$1675. Dr. I. J. Kane, 1127 Park Avenue, New York 28, N.Y.

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