

# THE BAGPIPE



OFFICIAL ORGAN-THISTLE CLASS

VOL. XVII, NO. 6

3509 WEST 97th PLACE, LEAWOOD, KANSAS

SEPTEMBER-OCTOBER 1964



PETER BORDES NATIONAL CHAMPION AGAIN

## THE BAGPIPE

Official Organ of the Thistle Class

### PRESIDENT

Ted Fontclieu (655)

59 Roseville Road  
Westport, Conn. 06680

### FIRST VICE-PRESIDENT

Larry Haupt (1367)

3509 West 97th Place  
Leawood, Kansas 66206

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

Tom Wilson (1815)

401 Riverside Drive  
Covington, Kentucky

### SECRETARY-TREASURER

Honey (Mrs. Marlin)

Abramson (924)

1206 Linview

Urbana, Illinois 61801

### CHIEF MEASURER

David C. Minton Jr. (28)

2640 Bridgeview Road  
Columbus, Ohio 43221

### COMMODORE

Ted Himsforth (758)

6025 Stuart Lane

Worthington, Ohio 43085

### VICE-COMMODORE

George Hills (1573)

3466 Cornell Place

Cincinnati, Ohio 45220

### REAR COMMODORE

John Martin (876)

2804 Central Avenue

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Active Member	\$6.00
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Tom Wilson  
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DEADLINE FOR NEXT ISSUE

OCTOBER 30



Ted Fontclieu, newly elected president of the Thistle Class Association, Ted won the Midwinters at St. Pete in February; thus Grey Ghost appeared on our March-April cover. His most recent claim to fame was his successful effort in getting Bob Smith to skipper a Thistle in the Erie OICYA, which led to the recent article on the Thistle in "One Design Yachtsman." What is the story of such a devoted Thistler?

Ted was born in New Orleans, Louisiana, November 15, 1925. Between the ages of 7-12 he crewed for his father who was an ardent sailor. He sailed on Lake Pontchartrain in Southern Y. C. Junior Program fish boats and in a Snipe while in high school. Ted began his college training in a Navy program at Tulane and was a sonar officer in the Pacific aboard a destroyer in 1944 and 1945. Before Ted went to sea he met Charlene and they were married March 2, 1946. His degree as a Bachelor of Science in Physics was granted from Tulane in 1948. While attending Tulane, he built his first Lightning. Upon graduation he went to work for Union Carbide in the Research Laboratories at Tonawanda, New York.

The Fontclieus moved to Pittsburgh in 1952 when Ted requested a transfer to the Sales Division. In 1957 the Fontclieus moved to Westport, Connecticut and sailing returned to their lives. First Ted crewed on an Atlantic and then in a joint project with three other men he built his second Lightning. Only the hulls had been completed when Ted was transferred to Atlanta, Georgia, and, lo and behold, they had dammed up a river, and there was a lake, and Thistles were sailing there! The Lake Lanier Fleet had just been

(Continued on page 13)

## Welcome to Editor Tom

This is the twelfth and final issue of Bagpipe to be edited in Kansas. Our new Editor is Tom Wilson who lives in Kentucky across the Ohio River from Cincinnati. He sails with the Cowan Lake Fleet.

We welcome Tom as Editor and wish him every success in the coming year. We know that Bagpipe readers throughout the country will continue to send in their regatta results, photographs, and stories of general interest to Thistlers. Tom and his good wife Molly are experienced writers and will produce a wonderful Bagpipe with a bit of help from our readers. Incidentally, Tom sports three red chevrons on his sails as a result of a 2-2-1 win in the 1963 Lake Erie West Districts, was third in the Bagatelle reported in this issue, and took home a goblet from the 1964 Nationals for second place in the third race.

Those twelve issues of Bagpipe have been a lot of fun for Dorothy and me. True, there has been some work and occasionally even some worry in getting out an issue every two months but it has been a wonderful experience. The first issue was easy with all the material about the forthcoming St. Pete Midwinters, and we thought we had really arrived with the second issue when the Midwinters stories and photos filled it out to 16 pages. Then suddenly there were only two short stories on Southern California regattas—thank goodness Charlie Althaus and Jack Wanenmacher came through with articles to give 8 pages plus the 3 page schedules insert. The photo problem became critical with issue No. 4 so Dorothy did a pen and ink sketch for the cover. Jim Egan and Gene Reardon submitted excellent material for the Nationals Announcement Supplement and Jack Wanenmacher's "Nationals Tune-up" made No. 5 one we were proud of. Thus, after nearly a year, we had acquired the knack of editing and publishing and all future issues had the full 16 pages for optimum use of paper.

In the beginning we had so few stories that we could usually send a postcard expressing thanks to each contributor. We still appreciate each story but now there are so many contributors that this is difficult. Instead we try to use bylines for recognition. (Tom, do as I say, not as I do—a

(Continued on page 15)

## Measurer's Memo

by Dave Minton (#28)

The measurement procedure at the 1964 Nationals went very smoothly with a minimum of consternation on the part of the contestants.

Measurements taken were as follows:

1. All-up weight
2. Masts and booms
3. Sails (jibs, mains and spinnakers)
4. Battens
5. Spinnaker poles

Several boats were found to be below the 500-pound minimum all-up weight and had to be corrected by adding lead weights up under the seats. The boats corrected must carry these weights. One boat weighed in 27 pounds light! After correction, 21 boats were between 500 and 510 pounds. Eight boats weighed over 550 pounds. The heaviest was 583 pounds. Weights will be the subject of a future BAGPIPE article.

The main halliard sheaves were too high on 6 masts, while the spinnaker and jib halliard sheaves were too high on 5 masts. The deviations ranged from  $\frac{1}{8}$ " to  $\frac{3}{4}$ ". Nine booms were too long or required stops on their clew outhauls. The longest needed to be shortened  $\frac{3}{4}$  inch.

Sail measurement caught a large number of oversized jibs, including one of the Chief Measurer's. This was because, for the first time at any Thistle Nationals, the specified 10-pound pull along the jib miter was measured with a spring scale. Emergency corrections were made on many of the jibs while George Thomas, the local sailmaker, worked far into the night making professional alterations.

The shortening of battens and spinnaker poles was about as usual. At all times during the measurement procedure someone was sawing or filing.

Observations and discussions during this National Championships brought out the fact that the Official Sail Plan and some Measurer's Rulings need clarification.

The General Notes on the Sail Plan published in the 1964 Roster state:

1. There are no limitations as to material or weight of sailcloth for spinnaker jib, and mainsail
2. No boards or battens permitted except as shown

Article XXVIII Sails, Par. 1, states that loose-footed mainsails are not permitted.

(Continued on page 11)

## Bordes Is Back As National Champion

Pete Bordes with crew John Bordes and Bill Parke sailed the MAID OF PLIGH to a decisive victory in the nineteenth National Championship held August 15-21 at the Cleveland Yachting Club in Rocky River, Ohio. A record eighty-seven boats from twenty states gathered at this central location on Lake Erie to test the skill of skippers in the first six race series ever held for the Championship.

The sixth race didn't decide the champion—Bordes led all the way after two races—but it did cause his fellow Milford Thistlers Dennis Posey (801) and Walt Stubner (1124) to trade positions. Posey finished third and Stubner fourth. The only other sixth race change among the leaders saw Bruno Markelinus (1234) move from sixth to finish fifth. Jon Carriel of Ridgewood, N. J. (formerly Pittsburgh, Pa.) maintained the Thistle tradition of championship family crews with sons Ben and Paul to bring KITTIWAKE (821) in second—a nice step up from fifth last year at Sayville.

When scores were first totaled after three races it was Bordes, John Proctor (1222), Ed Walsh (818), Carriel, and Stubner. An upset occurred in the fourth race when Proctor found a puff just as he tacked and became a DNF. Thus after four races it was Bordes, Carriel, Posey, Walsh, and Stubner. The heavy air of the final day gave defending National Champion Walsh and light-weight family crew Marge and Linda a bit of trouble in the morning and a lot of trouble in the afternoon—while in third position at the first leeward mark he jibed the spinnaker and when the boom came across it kept going and took the boat with it. They were smiling and waving from the water as we came by!

### Measurement and Tune-up

The Measurer's Memo in this issue gives details of the measuring procedure. Two of my battens that measured in at Sayville last year had to be shortened an eighth of an inch. Oh well, I'm sure that it is better to have that ash keep growing rather than shrinking!

The Cleveland Yachting Club gave visiting Thistlers a separate start at the end of their regular Sunday morning race. Course Number 1 as described in BAGPIPE (March-April 1963) was used. Harvey Busch (57) was first, Pete Bordes second, and Tom Wilson (1815) was third. Second Vice-President

Larry Haupt (1367) was in third place until his navigator crew, First Vice-President Ted Fonteleau (655) navigated them several hundred yards past the turning mark opposite the committee and they dropped back to eighth place.

There was a tuneup race Monday morning but your correspondent wasn't where the action was, and besides he would just as soon forget it—and he did!

### The Races

Monday afternoon the forty-four boats on the starting line in Division One were the largest number in the Nationals since the fifty-four at Racine in 1961 which led to adoption of the Two Division Bordes system. The first division was eager at the start and two recalls were necessary before they got away in the moderate northeast wind. A line significantly favoring the committee end contributed to the problem.

Jon Carriel led most of the way but Ed Walsh took over on the second weather leg to come home first. Bob Kaiser (1149) was second and Howard Boston (111) broke onto a plane on the final run to move from seventh to third. Carriel was fourth and Ken Wilson (1233) fifth. The Second Division had only one recall before getting away and Jim Fligg (998) quickly took the lead followed by Larry Haupt. John Proctor passed Haupt on the first leeward spinnaker leg and passed Fligg on the second spinnaker leg to come home first. On the second weather leg the wind died completely and the skillful Milford drifters took over so that at the finish line it was Bordes second, Stubner third, Posey fourth, and Haupt fifth.

A moderate northwest wind Tuesday morning was just what Jon Carriel liked to use his Phoenecian system of winning sailboat races in this second race of the Nationals, Division I. He took a long port tack, and with the help of a wind shift was able to tack across all the starboard tack boats to gain the lead and hold it. On the first reach Jim Miller (1776) gained with his flat spinnaker but wasn't able to catch up. Bob White (124) was third. In Division II it was all Bordes. John Proctor was second and Ted Fonteleau gained a place on each leeward leg to finish third.

In the Division I third race Tuesday afternoon Posey tacked on shifts up the port side of the course to be third at the weather mark. He gained a place

(Continued on page 5)

## 1964 Thistle National Championships

Boat	Skipper	1	2	3	4	5	6	Final
603	Bordes	2	1	1	3	2	6	1
821	Carriell	4	1	6	1	3	9	2
801	Posey	4	7	1	2	11	1	3
1124	Stubner	3	6	2	6	4	17	4
1284	Markellunas	10	14	4	10	7	5	5
905	Frissell	7	4	12	3	14	20	6
1831	Williams, A. J.	13	6	10	4	20	12	7
1225	Dornin, G.	25	22	15	1	1	2	8
1815	Wilson, T. W.	13	13	2	12	15	14	9
1591	Alexander, B.	21	9	5	4	16	16	10
655	Fontelieu	12	3	9	7	31	10	11
761	Mainwaring	11	11	11	13	17	24	12
124	White	9	3	25	15	33	3	13
1233	Wilson, K. J.	5	12	3	19	27	23	14
1776	Miller	dnf	2	4	6	5	28	15
1327	Dichter	12	10	14	dnf	8	4	16
198	Hale	27	30	8	9	13	7	17
1163	Denk	17	17	28	14	10	11	18
818	Walsh	1	4	3	14	32	dnf	19
1367	Haupt	5	17	15	17	19	26	20
1153	Parker	24	23	26	8	12	8	21
1431	Huntington	21	26	17	9	9	19	22
1808	King	10	16	27	15	6	27	23
1149	Kaiser	2	9	10	dnf	22	21	24
57	Busch	9	15	16	21	26	25	25
1222	Proclor	1	2	5	dnf	18	dnf	26
1268	Klingenberg	19	dsq	7	8	23	13	27
969	Irwin	16	24	6	23	25	22	28
1603	Lovett	19	16	16	20	30	18	29
1499	Williams, T.	7	13	26	26	34	15	30
823	Liggelt	8	5	9	12	dnf	dns	31
1881	McLeod	18	22	21	16	24	32	32
1087	Fenn	6	7	22	20	35	dns	33
495	Duff	23	21	30	11	21	31	34
25	Wanemacher	6	15	24	7	dnf	dns	35
23	Minton	17	28	19	22	29	29	36
1673	Hills	dnf	10	21	5	36	30	37
876	Martin	16	11	8	22	dnf	dns	38
1800	Royce	8	21	19	27	28	dsq	39
1111	Boston, W. S.	35	8	13	2	dnf	dns	40
111	Boston, H. L.	3	12	20	23	dns	dns	41
758	Himsworth	18	29	17	5	dnf	dns	42
108	Devlin	27	31	11	10	dnf	dns	43
1187	Wanhainen	15	18	7	dnf	dns	dns	44
1109	Fracker	11	33	dnf	11	1	5	45
1236	Percoco	37	20	13	24	10	2	46
1906	O'Hara	31	25	23	18	2	10	47
1162	Plitt	26	24	33	18	9	1	48
998	Fligg	dsq	18	20	17	7	9	49
1587	Ficks	14	27	24	dnf	5	8	50
948	Stoddard	32	19	22	21	16	16	51
724	Richards	14	dnf	dnf	13	8	4	52
1639	Johnsen	29	23	32	30	6	13	53
1339	McCullough	20	34	30	30	12	14	54
1155	Menke	22	20	dsq	dnf	3	7	55
1601	Calhoun	31	32	29	27	22	11	56
1748	Ware	35	5	31	dns	15	22	57
769	Dornin, J.	15	dnf	25	dnf	13	12	58
1710	Darr	40	27	12	dnf	18	18	59
109	May	39	35	34	32	17	6	60

**NATIONALS (Continued)**

on the leeward legs and took the lead on the second windward leg. He sailed into a hole on the downwind leg but managed to sail out of it ahead of the others to win. Tom Wilson (1815) also tacked on shifts to round the weather mark second. He moved into the lead on the first leeward leg, but back to second place on the second beat. Ken Wilson (1233) was third. In Division II—more Bordes. He moved up from fifth at the weather mark to gain the lead on the leeward legs and hold it to the finish. Gerald Slawewski (1461) was first at the weather mark closely followed by Markelimas.

Stubner looked good as he moved up from eighth at the weather mark to fourth at the second weather mark, to take the lead on the run home but at the line Bordes surfed past to win. Ed Walsh finished third and remarked later, "This was the closest racing we've ever had in the Nationals. All around the course there were half a dozen boats in contention for the lead. The first place position changed three or four times. It was anyone's race until the final run home. It was unusual; usually one boat can get out in front and stay there."

Wednesday's racing was something of a disappointment. With light shifting winds the fleets sailed out to the starting area. The committee made valiant

efforts to set a line but finally gave up and called a recess for lunch. The wind settled down a little after lunch and both Divisions started but Division I's time limit of three hours ran out with boats on the run to the finish. Thus no race was completed Wednesday.

The rescheduled Fourth race Thursday morning was the survival contest. It began innocently enough with a ten knot southerly wind, but about five minutes after Division I started the wind shifted markedly and they were recalled. Then the squall hit! Did you ever see 87 sets of sails come down together? Well, none of us racing saw it either, for the sails were all up when the wind hit and we began taking down our sails. By the time we had our sails down, everybody else did too!

After an hour's wait for the rain to end sails began going up as anchors were hoisted and skippers prepared to race in the first heavy air race of the 1964 Nationals. The wind had hauled around to the southwest and picked up to 15-25 knots. It soon took its toll when John Proctor, who stood second after three races, was knocked over by a puff when tacking and Bob Kaiser (1149), who stood eighth, was unfortunate enough to be hit two feet ahead of the transom by a port tacker trying to cross behind. Kaiser was pushed broadside to the wind and went over. All told, there were twenty-two DNFs

in this race. In Division I at 11:15 Ted Himsworth started at the leeward end of the line and rounded the weather mark first followed by Ted Fontelieu. On the first reach Fontelieu took over the lead with a beautiful screaming plane. Spike Boston (1111) was the first skipper with the courage to hoist spinnaker and he quickly took over second place. Bordes sailed low with the spinnaker and moved into fourth place. Then George Dornin (1225) popped his spinnaker to take full advantage of the wind shift at the end of the first leeward leg and moved up to third. At the beginning of the second weather leg it was Ted Fontelieu, Spike Boston, George Dornin, Bob White and Pete Bordes. The wind picked up and the Fontelieu boat with 375 pounds of screaming muscle power was unable to remain flat enough to avoid excess helm. Dornin took a long port tack and moved into the lead followed by Boston. At the weather mark it was Dornin, Boston, Bordes, Bob Alexander (1591) and Himsworth. This elite group of five pulled away from the pack and maintained position to the finish line. In Division II Carriel led at the weather mark followed by Posey, Miller, and Will Frissell (905).

By the time Division II got to the first leeward leg it was a close reach and no one tried the spinnaker but

(Continued on page 6)

1727	Woiss	39	28	dnf	dnf	4	3	61
1461	Slawewski	20	8	14	dnf	dns	dns	62
1614	Alexander, R. M.	42	37	35	25	21	20	63
1841	Epstein	24	26	dnf	19	dnf	21	64
1434	Worley	36	39	dnf	31	19	17	65
949	Harrell	34	36	33	28	14	dnf	66
1508	Knapp	23	38	dnf	dnf	24	15	67
596	Yapp	22	37	39	26	23	dnf	68
1369	Moreh	dnf	dsq	dnf	29	11	19	69
29	Wild	30	36	27	16	dns	dns	70
1544	Kuich	37	40	37	24	25	dnf	71
538	Gregory	26	29	18	dnf	dns	dns	72
1842	Comlossy	38	30	32	25	dns	dns	73
785	Jergc	28	25	29	dnf	dns	dns	74
266	Cottle	dnf	35	28	dnf	20	dnf	75
1596	Dean	25	39	35	29	dns	dns	76
1365	Holzapfel	32	19	38	dnf	dnf	dns	77
1089	LaFollette	36	34	37	28	dns	dns	78
1616	Vorhees	30	dsq	18	dnf	dns	dns	79
1345	Heisner	34	14	dnf	dnf	dns	dns	80
937	Hartung	29	31	34	dnf	dns	dns	81
959	Loesael	28	32	36	dnf	dns	dns	82
752	Hohler	33	38	36	33	dns	dns	83
163	Walker	41	33	31	dnf	dns	dns	84
970	Rostorfer	dnf	dsq	23	dnf	dns	dns	85
1181	Chase	33	40	dnf	dnf	dns	dns	86
933	DeWitt	38	dnf	38	dns	dns	dns	87

## Awards for Final Position

**First Overall:** Peter Bordes—Crew: John Bordes, Bill Parke, Carron Perpetual, Carron Keeper, Blue Flag, 3 Gold Chevrons, Crew Bowls (2).

**Second Overall:** Jon Carriel—Crew: Ben Carriel, Paul Carriel, Sencea Bowl, Carron Keeper, Red Flag, 2 Gold Chevrons, Crew Cups (2).

**Third Overall:** Dennis Posey—Crew: Paul Kelly, Dave Slockhower, Fairhope Y. C. Trophy, Carron Keeper, Yellow Flag, 1 Gold Chevron, Crew Cups (2).

**Fourth Overall:** Walt Stubner—Crew: "B. G." Schneider, John Horrocks, St. Petersburg Y. C. Trophy, Carron Keeper, Green Flag, Crew Cups (2).

**Fifth Overall:** Bruno Markelionas—Crew: Maggie Carriel, Dick Barber, Richmond County Y. C. Trophy, Carron Keeper, White Flag, Crew Cups (2).

## Awards For Individual Races

### RACE #1

#### Div I

1. Ed Walsh ..... Ulmer Trophy & Goblet
2. Bob Kaiser ..... Goblet
3. Howard Boston ..... Goblet

#### Div II

1. John Proctor ..... Thomas Trophy & Goblet
2. Pete Bordes ..... Goblet
3. Walt Stubner ..... Goblet

### RACE #2

#### Div I

1. Jon Carriel ..... Racelite Trophy & Goblet
2. Jim Miller ..... Goblet
3. Bob White ..... Goblet

#### Div II

1. Pete Bordes ..... Shock Trophy & Goblet
2. John Proctor ..... Goblet
3. Ted Fontelieu ..... Goblet

### RACE #3

#### Div I

1. Dennis Posey ..... Boston Trophy & Goblet
2. Tom Wilson ..... Goblet
3. Ken Wilson ..... Goblet

#### Div II

1. Pete Bordes ..... Mariner Trophy & Goblet
2. Walt Stubner ..... Goblet
3. Ed Walsh ..... Goblet

### RACE #4

#### Div I

1. George Dornin ..... Airroller Trophy & Goblet
2. Spike Boston ..... Goblet
3. Pete Bordes ..... Goblet

#### Div II

1. Jon Carriel ..... Kaiser Trophy & Goblet
2. Dennis Posey ..... Goblet
3. Will Frissell ..... Goblet

### RACE #5

#### Div I

1. Geo. Dornin ..... Douglas & McLeod Trophy & Goblet
2. Pete Bordes ..... Goblet
3. Jon Carriel ..... Goblet

#### Div II

1. Ed Fracker ..... Goblet
2. Bill O'Hara ..... Goblet
3. Art Menke ..... Goblet

### RACE #6

#### Div I

1. Dennis Posey ..... Long Island Sound Trophy & Goblet
2. Geo. Dornin ..... Goblet
3. Bob White ..... Goblet

#### Div II

1. Russ Plitt ..... Goblet
2. Dick Perocco ..... Goblet
3. Herb Weiss ..... Goblet

## Special Awards

1. **Boobie**—(lowest finisher with points in six races) Bob Alexander.
2. **Long Distance**—Irv Liggott (2411 mi.).
3. **Top Finisher Div II**—Ed Fracker.
4. **Top Lake Eric East Finisher**—(Cottage Cup) Will Frissell.
5. **Novice Award**—(Hard Sails Perpetual & Keeper) Bill Alexander.
6. **Presidents Cup**—O'Shay Perpetual (highest score last 3 races) George Dornin.
7. **Junior Trophy**—George Huntington.
8. **Barnett Trophy**—(highest position last 3 Nat'l's) Dennis Posey.

## NATIONALS (Continued)

everyone planed under jib. On the second leeward leg Carriel improved his lead by popping the spinnaker. Posey held second with spinnaker part of the way, Frissell held third all the way without spinnaker and Miller fourth with it. However, there were some real success stories with the kite. George Hills (1573) moved from ninth to fifth with spinnaker up most of the leg. Al Williams (1831) hoisted the chute im-

### Photos Opposite Page

821—Jon Carriel, Second  
801—Dennis Posey, Third  
1124—Walt Stubner, Fourth  
1234—Bruno Markelionas, Fifth

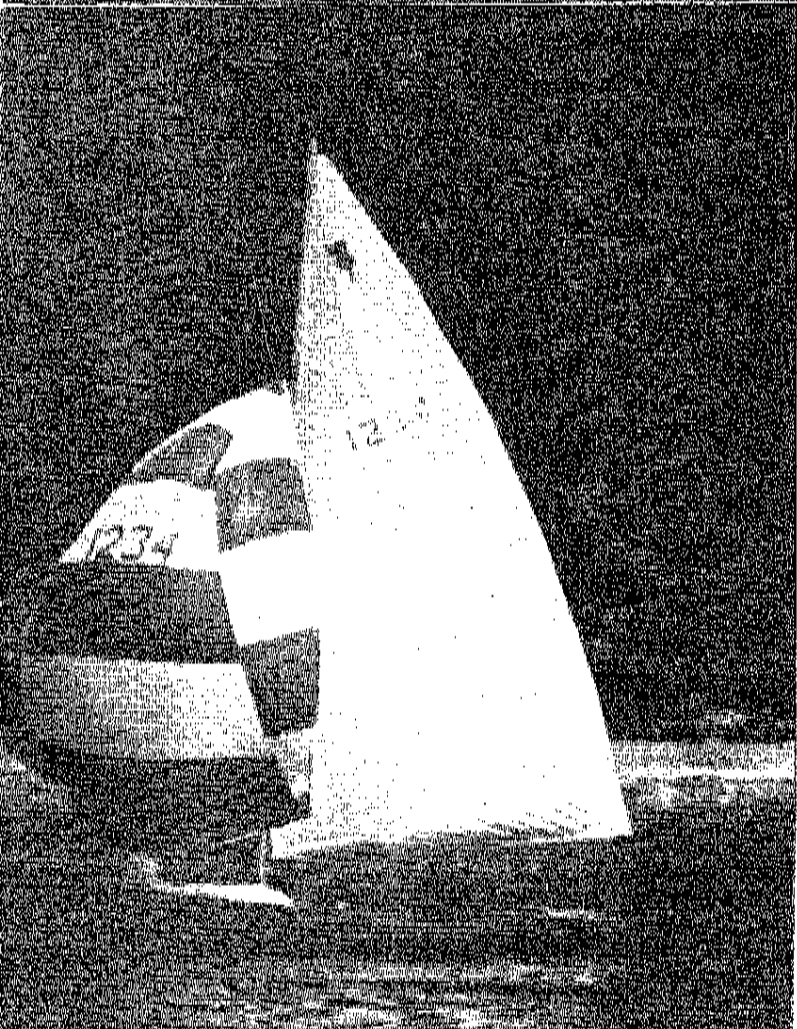
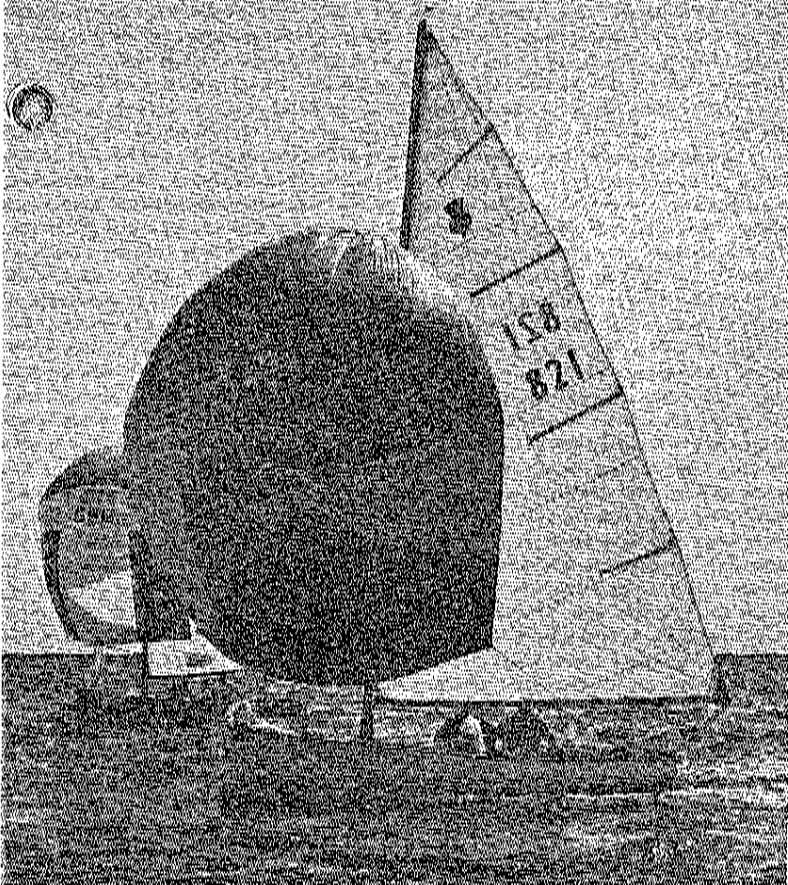
mediately upon rounding the leeward mark and by the second leeward mark was sixth! Among the leaders no positions changed on the windward leg or the screaming plane to the finish. Carriel, Posey, Frissell, Williams, and Hills swept across the line on wild planes. After this strenuous morning of racing and a late lunch the Annual TCA Meeting at 3:45 p.m. was a pretty tame affair.

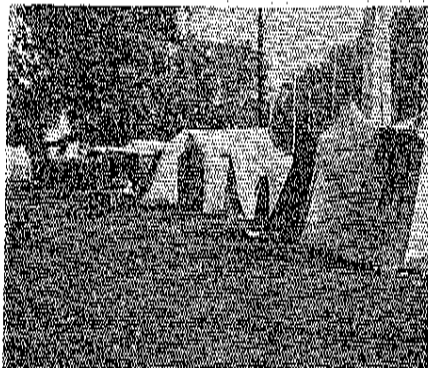
Friday morning rain, winds of 15-20 knots, and a lumpy sea promised a hard day of racing with two races scheduled back-to-back. It was understandable that two boats of the top forty-four in Division I and sixteen of Division II did not start the fifth race. In Division I George Dornin demonstrated the same skill in heavy air that he had shown the previous day to come home first, followed by Bordes, Carriel, Stubner, and Miller in Division I. The last boat to cross the line was George Hills who had his best race going in second place and was two-thirds of the way home on the final run when he jibed the spinnaker and capsized. George demonstrated his fiberglass boat self-rescue technique by getting all the crew back on the transom and sailing her out to finish the race with Division II. George has promised Baggipe an exclusive story on the "Hills Do It Yourself Rescue Method!"

In Division II the top finishers were Ed Fracker (1109), and the skipper with the newest boat in the Nationals, Bill O'Hara (1906). Third was Art Menke (1155).

With only a brief rest on the water the sixth race warning gun sounded. Thirty-two boats responded in Division I and twenty-two in Division II. Dennis Posey used his compass to tack on wind shifts, flew the chute on both leeward legs to open up a big lead, again tacked on shifts to weather and coasted home with spinnaker to finish first, giving him third overall. Dornin continued his stellar performance in heavy going to finish second and thus win the President's trophy for best performance in the final three races. Bob White was third, Bill Dichter (1827) fourth, and Bruno Markelionas turned in a fifth to gain fifth overall. Bordes protected his position with a sixth and Carriel turned

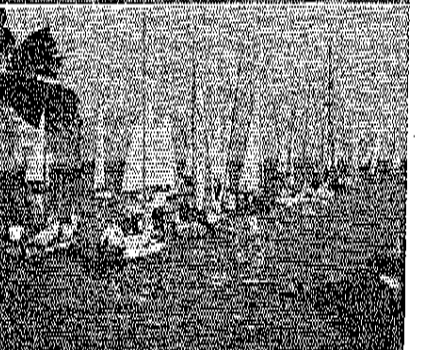
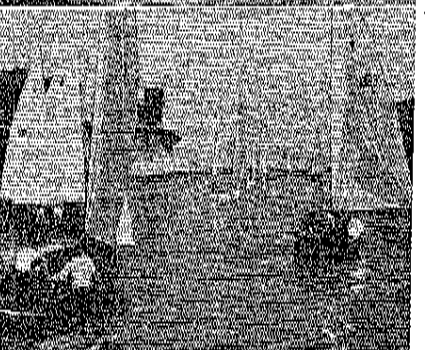
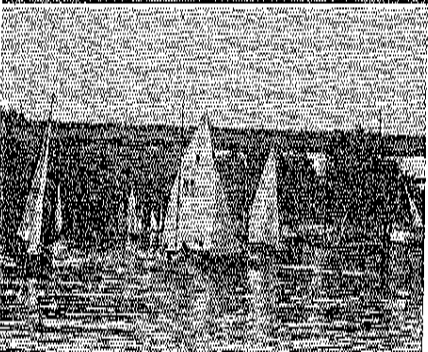
(Continued on page 8)





## ROCKY RIVER SCENES

Tenting on Dead Man's Island  
 Heading down river from the hoist  
 The lucky fourth on rafts  
 The early birds sail out to Lake Erie  
 Tows got everyone to the line in time



## NATIONALS (Continued)

in a ninth to give them overall first and second. Stubner's seventeenth was good enough for fourth overall.

In Division II Russ Platt (1162) took first, Dick Percoco (1236) second, and Herb Weiss (1727) third.

Well known Thistlers Ed Walsh and George Hills were not alone in capsizing Friday. Ted Himsworth demonstrated conclusively that the free-wheeling spinnaker jibe is not recommended for Thistlers in heavy air. Says Ted, "The kite goes up higher than a kite and over you go." Irv Liggett was in second place approaching the windward mark on starboard in the final race. He couldn't quite lay the mark so he shot head to wind for a moment and then kicked it back on to starboard to coast around the flag. He kicked it a bit too far, and the broadside blast of wind knocked him over and the sail brushed the mark. Our newly elected Rear Commodore, John Martin (876) had substituted the spinnaker halliard for a broken jib halliard and gamely rounded the weather mark last when a blast knocked him over.

## Miscellaneous

In addition to the racing in every kind of wind, the 1964 Nationals were outstanding as a family vacation. Excellent swimming pool locker facilities adjacent to the camping area made camping in either trailer or tent perfect — only slightly marred by the rain Thursday and Friday. The children appreciated the availability of food from snack bars in addition to the established regatta fare. Perhaps a fourth of the contestants were fortunate enough to draw a raft, about a fourth tied up with stern anchors out, and half of the boats hauled daily with the two fast hoists.

The social program and meal planning was so complete that many of us never left the island for the entire week. In the evenings there was a sailors buffet Sunday, a courtesy beer bust Monday followed by informal buffet, and Tuesday's fish fry was followed by a combo and entertainment. Wednesday's evening was open, but after a day of drifting on the water most of us were content to drift between the bars and dining room of the club. The steak roast Thursday was just what we needed after a strenuous day of racing and many skippers who were unlucky on the water were more fortunate at the "Casino in the Tent." The traditional final cocktail party and awards banquet completed a wonderful week.

## WANENMACHER WINS AT PYMATUNING

*By Pat Proctor (1222)*

Thirty-eight Thistlers assembled at Pymatuning Yacht Club for the annual Independence Day Regatta. A near perfect score of 1-1-2 for the three race series gave top honors to Cleveland's Jack Wanenmacher.

Saturday's skies were overcast, but brought forth winds of 18 to 20 mph. Wanenmacher found this air to his liking as he swept the first two races followed closely by local skippers, Lou Klingenberg in the first and Jon Carriel in the second. Some typical PYC gusts caused several boats to capsize in both of the first day's events.

Sunday gave clear sunny skies with diminishing winds of 12 to 15 mph. The final race saw another local skipper, Dick Nolan in Swamp Yankee cross the finish line first being pushed all the way by Wanenmacher's *Thorny*.

A good time was had by all, and most importantly by the Thistlers outnumbered all other fleets for the second consecutive year. This enables the Thistle participants to make the most noise at the trophy presentation, and eases the problem of throwing the winner into the lake.

## New Jersey District Won by Elmer Richards

By Jean Williams and Noel Cram

On July 25 small craft warnings were up as the New Jersey District Thistles put out of Great Kills Harbor, Staten Island, New York, from the host Richmond County Yacht Club. Initially from the tail end of a Northeaster, winds were from 15 to 20 knots accompanied by an unwelcome 3 to 4 foot wave action accentuated by the clash of tide and wind direction. All races were sailed over modified Gold Cup courses. The races were well conducted and all marks monitored. In spite of the heavy air and seas there were no capsize or extensive damage to any boats.

In the first race the primary challenge was in interpreting the windward leg for the most advantageous wind slants. Off the wind, positions changed little. Kaign Smith (1241) rounded the weather mark first but was taken on the reach by Al Williams (1331) who unfortunately hit the mark and had to drop out. Smith finished first, Elmer Richards (724) was second and Bob Duff (495) was third. Ed Walsh (818) suffered an unlucky 13th because of a butter fingered spinnaker pole handler.

The second race was sailed over the same course with the same seas and wind direction, but lower wind velocity. Art Gossard (1439) who won this year's Novice award, opened a tremendous lead on the 2nd and 3rd legs. On the second weather leg he miscalculated and jeopardized his position, having a close tussel with Bob Duff who was second. Ed Walsh was third.

Saturday night the Richmond Club played host to a cocktail party and spaghetti dinner, followed by a "spirited party" in the true spirits of the N. J. District. Sunday's race was sailed in from 5 to 10 knot winds from the southwest. Advantage was gained by those boats who chose the port tack after starting and discreetly handled the slight wind shifts to the weather mark. The "flyer-takers" who picked and stayed on starboard too long were dismayed at the final outcome. We do believe the big bad tide had some effect. This race was won by our National Champ, Ed Walsh, with Jim Fairclough (1720) second and Tom Williams (1499) was third.

Our new District Champion is Elmer Richards who has never won this distinction before. We are rooting for him to bring home the "bacon" from Cleveland.

## Howard Boston Wins Michiana District

By Donald Pearson (1066)

The Michiana Thistle District regatta was sailed out of Michigan City, Indiana on June 27th and 28th. Michigan City Yacht Club acted as host club, and were most kind and co-operative to the 34 boat fleet that turned out.

Winds were very light and temperatures high. In the first race, the first boat finished in 1 hr. 50 min. The last boat completed the four mile course an hour later. The trio from Detroit of Howard Boston (111), Herb Mainwaring (761), and George Devlin (108), had no trouble sewing up the first three places in that order. Mainwaring had one thrilling leg, when he passed 15 boats on a spinnaker run.

Boat	Skipper	1st race	2nd race	3rd race	Final
111	H. Boston	8	2	1	1
761	Mainwaring	3	7	3	2
108	Devlin	7	4	4	3
1808	H. King	2	16	2	4
1454	Wm. Borough	11	6	6	5
1436	Worley	15	1	8	6
933	DeWill	9	8	7	7
1111	Spike Boston	12	3	11	8
1842	Comlossy	14	5	10	9
970	Rostorfer	13	16	5	10
1285	Otter	4	17	13	11
1751	Meno	10	11	14	12
1090	Burkhardt	20	9	9	13
1397	Timmons	6	22	15	14
1539	Gallmeyer	5	19	20	15
346	Marsh	18	12	17	16
1066	Pearson	25	10	16	17
1098	LaFollette	16	14	21	18
1813	Gerber	1	26	25	19
1707	Peterson	19	13	22	20
454	Randt	17	21	18	21
1732	Millholland	32	20	12	22
860	Redding	21	28	19	23
1307	Smith	28	18	23	24
1325	Cox	24	23	24	25
997	Freevol	22	24	31	26
842	Hillberry	29	29	26	27
1733	Wohlfeld	26	30	29	28
1746	Whalen	27	31	27	29
1435	Tramotine	31	27	28	30
1083	Hill	23	33	30	31
1320	Hulce	30	25	dns	32
1377	Lasky	dnf	32	dns	33
646	Dodge	dnf	34	dns	34

No.	Skipper	1	2	3	Final
724	Richards	2	4	5	1
495	Duff	3	2	8	2
1241	Smith	1	7	6	3
818	Walsh	13	3	1	4
1499	T. Williams	7	8	3	5
1439	Gossard	6	1	12	6
1720	Fairclough	4	dnf	2	7
830	Ubersax	10	5	10	8
1831	A. Williams	dnf	6	4	9
121	Goetz	14	9	7	10
1110	Owen	5	13	15	11
1791	Milnes	11	12	11	12
1084	Godfrey	8	15	13	13
426	Vander Gaag	12	10	14	14
1054	Flood	9	11	16	15
813	Cram	16	14	9	16
605	Linke	15	dnf	dns	17



Maclean and White at mooring. See Cowan Lake story, page 12. And remember, your new Editor sails here, so send your copy to:

Tom Wilson  
401 Riverside Drive  
Covington, Kentucky

## Blac Jac Wins Erie West

By Ted Himsworth (758)

Jim Hendricksen and that famous sleek black #21 won the District Championship at Lake Erie West in a contest where the final standings saw just two points between the top five boats. Tied with Jim on points after the race was Bobby White (124) of Leatherlips Y. C.

The series was sailed on Lake Erie at Port Clinton with 38 Thistles going after the hardware. The two races on Saturday were sailed in very flukie air that shifted almost 180° in the middle of the second race. Sunday the committee called off the final race for too much wind.

Gerry Ficks of Cowan Lake S. A., who has his own private wind god (see photo) took a long port hitch in the first race and the wind god came through. Gerry got the wind and rounded the weather mark first—just 45 minutes after the start. He held his lead to win the first race, followed by Bobby White and Dick Fenn (1087).

The second race, where the second boat of the modified gold cup course became a spinnaker run, went to defending champ Tom Wilson (1815). At this point the scores were posted, and Dick Fenn (1087) was in first by a thin margin.

In an outstanding example of true sportsmanship, Fenn withdrew from the second race because upon returning to the beach and asking about a starting line mixup, felt that he had fouled another boat. Even though there was no protest lodged against him, Fenn gathered the facts and on that basis withdrew.

This shook up the scoring to the point where the top five boats were bunched just two points apart. Tied for first Hendricksen and Bobby White with 11 points each. In third place was Chief Measurer, Dave Minton (28) with 12 points. Next came Tom Wilson with 12½ points and then Wild from Sandusky with 13.

With Sunday's race cancelled because of high wind and high seas, the breaking of the tie for first was accomplished following the procedure that will be used in the Nationals. Under this procedure, if two boats are tied on points, and they each beat the other the same number of times, the final standings would be determined by their respective finishes in the last race. Thus Jim Hendricksen won the three red chevrons



The crew of Jerry Ficks (1587) Thistle, Kent Foster, Jerry's private wind god, and Mark Gilliland. This combination won the first race at Lake Erie West Districts.

and Bobby White got two, and Measurer Minton got one.

At last report, Lake Erie West will send its full quota of 14 boats plus President Himsworth and Measurer Minton to the Nationals at Cleveland.

Boat	Skipper	1	2	Final
21	Hendricksen	8	3	1
124	White	2	9	2
28	Minton	4	8	3
1815	Wilson, Tom	12	1	4
29	Wild	11	2	5
1109	Fracker	14	4	6
1800	Royce	7	11	7
937	Hartung	5	13	8
1587	Ficks	1	18	9
1779	Wilson, Chas.	16	6	10
1	Klotz	9	14	11
949	Harrall	18	7	12
758	Himsworth	23	5	13
1616	Voorbees	10	19	14
752	Hohler	20	12	15
1573	Hills	17	16	16
1888	Humpleby	26	10	17
1166	Julius	22	15	18
1889	McCullough	15	24	19
1087	Fenn	3	dnf	20
1210	DeRue	25	17	21
1365	Holzappel	6	dns	22
1240	Cook	19	27	23
126	Wetzel	13	33	24
168	Nelson	28	20	25
283	Hazard	30	21	26
1668	Posey	21	31	27
1381	Cummings	29	23	28
1441	Sampson	24	28	29
1630	Berry	27	25	30
1583	Shaw	33	26	31
1158	Doerner	dnf	22	32
713	Van Eaton	35	29	33
1506	Nellis	31	34	34
1667	Bulford	37	30	35
1087	Rodwancy	36	32	36
193	Baldini	32	38	37
1716	Oliver	34	dnq	38

## Central Atlantic Districts to Slawecki

By Joel Epstein (1841)

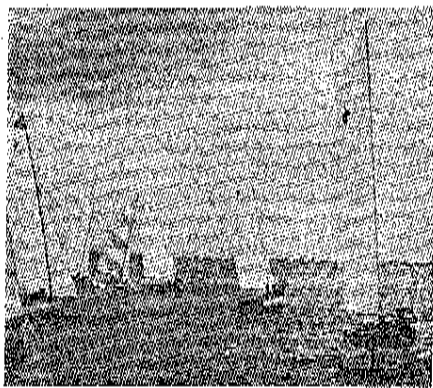
Jerry Slawecki (1461) went home with all the hardware from the 1964 Central Atlantic District Championships held the weekend of July 18 at the Washington Yacht & Country Club, Washington, North Carolina. Among the trophies Jerry took with him was a newly created perpetual trophy donated by Fleet 17 to that female crew or skipper finishing highest overall in the annual District Championship. But there's a problem; Jerry had two female crew, his wife, Helena and Betty Albrecht, recently of Leatherlips Yacht Club, and so at the beginning of its life, the Hoyt Trophy will be inscribed with both girls' names.

Our District Champion gained his distinction by putting two firsts back to back in the last two races to win by ¼ point over Joel Epstein (1841). Len Thunberg (1817), sailing a chartered boat that had never been in the water, was third to complete the sweep of Fleet 17.

Fifteen Thistles hit the line Saturday morning after a threatening squall had passed and the sixteenth, (who has asked to remain anonymous, but whose number is 635) as soon as he finished his morning bath. Bill Kennedy (736) sailing his first Thistle race was first at the weather mark and held his lead until the beginning of the fourth leg when Epstein slipped past, and went on to win. Then the rain came on like Florida, and the racing was cancelled for the day.

That night, after everyone had dried out, the fleet gathered at the WYCC for dinner and ended by celebrating Bill Calhoun's birthday. Bill won the celebration in a walk.

By Sunday morning the weather had improved somewhat and the Race Committee, headed by John Hall (181), ran two races back to back without a hitch. There was a fine sailing breeze from the South at about 15 knots and Jerry Slawecki jumped into a tremendous lead and eventually won by nearly half a leg. Second was Charlie Darr (1710) with the rest of the fleet strung out behind. Slawecki was first again at the windy pin in the third race with George Alexander (542) a close second. George, sailing with a two man crew, was passed by Thunberg on the second beat but held on from there to finish third.



First mark on the Pamlico

The sixteen boat fleet at this year's Championship represents a new attendance record for the District and all five qualifying skippers have indicated that they will go on to Cleveland and do battle with Lake Erie. Our thanks to the Washington Yacht & Country Club for their efficient work and genuine hospitality that made this year's Districts the best ever.

Skipper	1	2	3	Final
Slawocki	8	1	1	1
Epstein	1	3	6	2
Thunberg	2	8	2	3
Calhoun	5	4	5	4
Northrop	7	5	4	5
Darr	6	2	12	6
Alexander	9	10	3	7
Kennedy	3	12	10	8
Kraft	4	dnf	8	9
Randall	12	9	9	10
Chamberlain	dsq	7	7	11
Becker	dsq	6	8	12
Woodbury	11	13	11	13
Young	10	11	dnf	14
McLaney	13	15	13	15
Lassiter	14	14	14	18

## Ilmar Palm-Leis Lake Michigan Champion

Leading most of the way in both races sailed Saturday, Ilmar Palm-Leis (963) of the Decatur Fleet put together a second and a first to win the Lake Michigan District Championship sailed July 11th at Racine. The light southerly winds were very much to the liking of Ilmar and his wife, as crew. The heavier weight crews prayed for wind Saturday night and overdid it, with the result that winds of 25 to 30 knots on Sunday necessitated cancellation of this race.

Palm-Leis led the parade of Herb Zimmers (1680), Tom Walker (163), Larry Haupt (1367), and Bob Kaiser (1149) around the marks in the first race sailed in steady winds of 3 to 8

knots. On the final leg, Herb Zimmers swept ahead to win this race. For the second race the wind worked around to the north but by the time of the start it was westerly, Kaiser and Palm-Leis fought it out all the way around the course with Palm-Leis coming home first. The second leeward leg of this race began as a spinnaker reach but by the end of the leg it was a beat. Consequently, the second windward leg of the standard TCA course was a spinnaker run with boats jibing near the end of this windward leg! At the finish it was Palm-Leis, Kaiser, Bill Walton (447), John Stoddard (948), and Larry Haupt.

After all the boats had paddled in at the completion of the race, the wind began to pick up, and the force kept increasing all night. The Racine Yacht Club provided its usual hospitality with draft beer after the races, excellent hors d'oeuvres prepared by the wives of local skippers, and a fine dinner.

Trophies were presented to Palm-Leis, Kaiser, and Zimmers Sunday morning after the race had been cancelled. At the district meeting Larry Haupt was elected District Secretary, which means that the districts will be sailed on Lake Jacomo in Kansas City next year.

Skipper	No.	1st.	2nd.	3rd.	Final
					None
Palm-Leis	963	2	1		1
Kaiser	1149	5	2		2
Zimmers	1680	1	7		3
Haupt	1367	4	5		4
Stoddard	948	7	4		5
Walton	447	11	3		6
Kessinger	54	8	6		7
Larsen	1730	6	12		9
Morch	1369	10	10		9
McNabb	901	12	9		10
Walker	163	3	19		11
Dornin	769	14	8		12
Frazer	1581	9	14		13
Backus	1401	16	11		14
Price	715	17	13		15
Dickison	1659	15	16		16
Brown	1481	13	18		17
Barnes	1600	18	15		18
Coates	1669	19	17		19
Cook	778	21	20		20
Wilson	50	22	21		21
Schroder	32	20	dnf		22

### MEASURER'S MEMO (Con'td)

During the past few years we have competed with shelf footed mains. At this Nationals, there were several shelf-footed mains with light weight spinnaker cloth shelves and zippers in both luffs and feet. These in effect are loose-

footed mainsails as, in fact, are the shelf-footed mains.

There was also a jib with a wide double-thickness leach and stiffened with shellac or adhesive at the tack, head, and clew. This jib was rejected since the stiffening had the effect of boards. In an attempt to prevent this sail material situation from getting away from us, until we have had full opportunity for study, I am ruling as follows:

**Material for Sails**—Shall be woven sailcloth and for a given sail shall be of the same nominal weight throughout except for conventional strengthening at head, tack, and clew. The use of a light-weight material for a shelf foot in a mainsail is prohibited. Synthetic films are not permitted except for windows of reasonable size. Laminated materials are not permitted. Doubling the number of thicknesses of material is not permitted except for seams, conventional tabling, and strengthening at head, tack, and clew.

Several other items are worthy of mention. I heard about, but did not see, violations of the following Chief Measurer's rulings:

**Ruling 4. Main Sheet Traveler**—Except on top of transom, not permitted.—

To clarify, I now add to the published ruling the following:

Bridles or horses are not permitted.  
**Ruling 33. Cleats and Other Fittings** for trimming jib and 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 two inches above the rail.

This will be enforced in the future.

The tone of the discussion at the annual meeting was strongly indicative of a desire of the members of the class to stick to the basic principles of one-design. The action taken in defeating the proposals to change the spinnaker sheave location was an active endorsement of this feeling.

As Chief Measurer of the Class, I have considered it my duty to uphold the one-design principles as outlined in the Constitution. I have used this as my guideline in making rulings in the past. The vocal expression of the members represented at the Annual Meeting in Cleveland on this subject amounts to a mandate to continue to operate the measurer's job in this manner.

## A Boat is a Boat is an Antique

By Ted Himsworth (758)

The place was Edgewater Y. C. in Cleveland, the series was the Ohio Interclub Regatta, and Bob Smith of ONE-DESIGN YACHTSMAN was sailing in a Thistle to get the story on our class for his famous series "A Boat is a Boat." Advance promotion in the class had produced an outstanding turnout including such names as Walsh, Wanenmacher, Miller, Carriel from the top five Nationally as well as Thistle #1, Steve Klotz, and Thistle #2 owned by Gibb Brownlie.

At the last minute before the regatta, Gibb Brownlie hurt his back and he asked fellow fleet member Dick Loesel (959) to take #2 instead of his own boat. Dick had never sailed #2, but he agreed to do his best.

Bob Smith, with crew Sue Cummings and Ted Fontelieu, trailed that famous Grey Ghost (655) of Ted's out from Connecticut, and joined the 39 Thistles on the starting line. The scene was set. How would our Thistle do when Smith compared it to the many other one-design classes that he has been sailing?

In light shifty air the first race was started, and the line-up at the first weather mark was Klotz in #1, Smith in 655, Walsh in 818, and Loesel in #2. From a one design standpoint this was beautiful. Unfortunately Steve Klotz in #1 hit the second weather mark, and so the finish in this race at the end of the double triangle was Wanenmacher in #25 who had come from behind, Smith in 655, and Walsh in 818.

The second race that afternoon, again in light air, was won by Jon Carriel, followed by Loesel (2), Walsh, Ray McLeod in 1881 (fiberglass and brand new) and Smith. At this point the series was tight. Scores (low point) were Walsh - 6, Carriel - 6½, Smith - 7, Loesel - 7. Just one point spread from first to fourth place!

Race #3 on Sunday saw the winds in the 8 to 10 bracket, and a goofed up position on the first mark. Ray McLeod led to the first mark followed by Walsh, while Smith, Loesel, and Carriel were like nowhere. But there was a long way to go. The second leg turned into a spinnaker duel, and the deck got shuffled. At the second windward mark Smith was in the second place behind George Hills, and was being pressed by Loesel. Walsh had been clobbered by a bad shift and was down

to 6th place. Carriel had dropped with Walsh to 8th.

Going into the final leg it was Smith and Loesel. Then it happened Old #2 —ANTIQUE— forged out ahead to get the gun and the regatta. Smith took overall second, and Ed Walsh took third. Carriel held on to get fourth, and George Hills ended up overall fifth.

Our one-design class had really proved itself. In the top ten there were four boats that were wood hull, wood mast, three boats that were fiberglass with aluminum masts, one wood hull with aluminum mast, and one brand new wood kit boat with wood mast. The boat numbers ranged from #2 to 1881. Three of the ten were over 17 years old, and three were less than one year old.

What more proof can a one design class get? —Watch One-Design Yachtsman for Smith's writeup.

No.	Skipper	1	2	3	Final
2	Loesel	5	2	1	1
655	Smith	2	5	2	2
818	Walsh	3	3	6	3
821	Carriel	6	1	8	4
1573	Hills	8	12	3	5
1881	McLeod	15	4	5	6
25	Wanenmacher	1	10	17	7
1816	Wilson, Tom	4	17	11	8
124	White	10	13	12	9
1776	Miller	11	6	19	10
57	Busch	20	9	9	11
1233	Wilson, K.	14	26	7	12
1630	Berry	7	14	32	13
1	Klotz	dnf	11	4	14
1225	Dornin	9	19	28	15
970	Rostorfer	13	24	22	16
1587	Ficks	28	22	10	17
1210	DeRue	16	7	dnf	18
758	Himsworth	17	32	14	19
1603	Lovett	23	15	20	20
1109	Fracker	12	18	dns	21
407	Singer	30	27	13	22
712	Shrier	18	28	25	23
29	Wild	26	8	dnf	24
1853	Shaw	21	20	33	25
1861	LeBrun	29	21	24	26
489	Walker	19	dnf	16	27
451	James	34	16	26	28
982	Fuller	22	dns	15	29
1800	Royce	25	20	23	30
949	Hurrell	24	dnf	20	31
1078	Zangerle	31	23	31	32
230	Condon	37	30	18	33
1825	Tidball	35	31	21	34
1779	Wilson, C.	36	25	30	35
1199	Cameron	33	33	27	36
1716	Oliver	32	34	34	37
1166	Julius	27	dnf	dnf	38
513	Itall	dnf	dnf	dnf	39

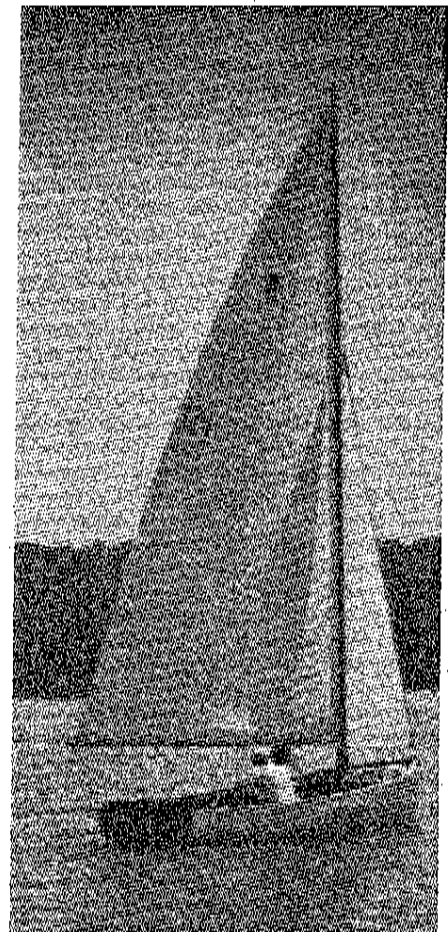
## White Wins at Cowan

By Meg Hurrell (949)

It was hot and humid that 27th of June in Southern Ohio. While the breeze was present on Cowan Lake it lacked enthusiasm. As everyone soon discovered, it was also shifty. Every one of the seven legs had at least some weather work. All a skipper had to do was set his spinnaker to cause the fickle wind to shift till it was right off the bow! When Cy Cook, Fleet 65 Captain addressed his skipper's meeting he said, "Our meteorologist has told me we would have 18 knots this weekend." To the groans of disbelief he produced a rope with 18 knots tied into it.

The race committee operated on the commendable theory that the longer the line the better. In the first race it stretched almost halfway across the lake. Playing the shift that gave her a reach, Sue Doerner led to the first mark. Sue is Cowan Lake's Adams skipper this year. About 15 skippers rounded the mark before those behind ran out

(Continued on page 16)



Bobby White on Cowan

## Admiral Farragut Mead

By S. I. Boughton (1564)

The annual Admiral Farragut Regatta held on Ft. Loudon Lake, the home waters of Concord Yacht Club's Thistle Fleet 45, was sailed May 16th and 17th in calm to light airs. As was expected and feared, Howard Mead the terror of the Thistle world in this area uphold the honor of the Atlanta Yacht Club and took the hardware with all firsts . . . . We, the downtrodden, live in hope that soon there will appear the skipper who will lead us out of the wilderness, give the Atlanta Pirate his comeuppance and make us free men again. Failing that our sole hope appears to be the Civil Rights Bill, maybe we could sue . . . . Art Were blew the only chance to keep the rest of us from being skunked so completely by taking off for the wrong mark after grabbing a commanding lead in the last race. Bob Moore, in "Ole 59" had an unusual equipment failure that left him helpless, his centerboard went to the bottom after rounding the first mark. Fortunately an extra one was available for his next race.

We hope the news will spread about our new facilities, hot and cold water plus four fixtures each for men and women. No more lining up at the single basic facility. Despite our uptown class, the Admiral Farragut again proved to be a friendly, country affair. The campers on the club grounds were awakened early Sunday morning by the strains of a piccolo drifting across the calm waters. John Wade, chairman of the wind committee, was successful in piping up a good breeze for the ensuing races. The Coast Guard not only outdid themselves in keeping the course clear of stink potters but the Regatta afforded them an opportunity to display their wares and nearly everyone took advantage of their open house and took a guided tour thru their modern buoy tender.

Skipper	Boat	1st	2nd	3rd	4th	Finish
Mead	1519	1	1	1	1	1
Were	1748	5	2	2	5	2
Tumlin	1856	4	4	3	8	3
May	1264	6	5	9	2	4T
Yapp	596	2	9	4	7	4T
Frincke	164	3	10	6	6	6
Wade	1826	8	3	5	10	7
Boughton	1564	10	6	7	3	8
Howalt	1640	dns	8	8	9	9
Churchill	1328	7	11	11	12	10
Brown	736	dsq	13	10	4	11
Moore	59	9	7	dnf	13	12
Russell	558	11	12	12	15	13
Fellows	1661	12	15	dsq	17	14
Doherty	709	13	14	dns	14	15
Johnson	1739	14	17	13	16	16
Driggers	1728	15	16	14	dsq	17

## Whale of a Sail to Phelps

Jim Phelps (355) skippered HARD-ALEE to a winning 1, 5, 2 series in the Whale Of A Sail held June 27 & 28 on the Alton pool of the Mississippi.

Generally light winds were fortunately headed up-river to offset the strong current from recent rains. Only in the third race on Sunday did the anchors come out as tactical weapons. Generously supplied liquid refreshments after each race and a delightful steak cook-out Saturday night made it a most enjoyable weekend.

Name	1	2	3	Final
Phelps	355	1	5	2
Kaiser	1149	5	3	1
Haupt	1367	6	1	5
Dornin	769	2	4	8
Chapin	1542	3	8	3
Walton	447	4	6	4
Brett	1481	8	2	7
Kessinger	54	9	11	6
Mitchell	11	7	7	13
Lord	563	10	9	14
Price	715	16	10	9
Chomeau	776	11	14	11
Palm	1473	12	12	12
Underhill	1356	13	dnf	10
Elswick	1428	14	13	dns
Storm	925	15	dnf	dns
Arrow	1644	17	dnf	dns
Rassicur	13	dsq	dns	dns
Menino	1423	dns	dns	dns

## TED FONTELIEU (Continued)

organized and Ted was a charter member of the Lake Lanier Sailing Club. The GREY GHOST (655) was acquired at this time because Thistle was the only 3 man boat in Atlanta and he thought Denise 11, and Teddy 7, were ready. After a year and a half in Atlanta the Fontelleus were transferred back to Westport and the GREY GHOST left the Confederacy to become a Yankee without a fleet! They found only one old Thistle in Westport but talked other friends into acquiring boats and Westport Fleet 99 was formed. The fleet has now grown to thirteen boats.

It is appropriate at this point to mention the crew of the GREY GHOST. The Fontelieu children are: Denise, age 17, who crewed until this year; Suzanne, age 15, who has crewed at various times—she crewed for Ed Fracker at the Nationals last year; Teddy, age 13, who is a regular crew and, Chalkie, who is also a regular crew, age 9. Ted, Teddy, and Chalkie were the 360 pounds of Fighting Fury that stayed upright in the Nationals this year to finish elevenh.

Ted was his fleet champion each year in the Thistle; runner-up in the South Atlantic Districts once; fourth in the Long Island Sound Districts twice; ninth in the 1962 Nationals; and after crewing for Pete Bordes in the St. Petersburg Mid-Winter Championship in 1962 took home the top hardware this year. He has crewed in many blue water races such as St. Pete Havana, Block Island, and Vineyard Sound. He has crewed on or skippered Stars, Snipes, Lightnings, Luders 16's, and Atlantics. Each winter since 1961 he has gone frostbiting in 70-80 races.

Ted has served his Cedar Point Yacht Club as Vice-Commodore for the past two years with responsibility for the Race Committee and Protest Committee. He is also on the Building and Storing Committees. He has served the Thistle Class on the National Race Committee in 1961 and 1964, the Executive Committee in 1964 and as First Vice-President in 1964.

Ted is Sales Manager for the Silicons Division of Union Carbide Corporation in Stamford, Connecticut and lives in Westport, Conn. In the coming year as President he will welcome your suggestions for continuing the steady progress of our great one design Thistle Class Association.

## Liggett New Pacific Champ

By Bob Reilly (1069)

It was East vs. the West as Irv Liggett (823) formerly of the Nyack, New York, Thistle Fleet took on the best skippers of the area. The event was the annual Pacific Coast Championship held high in the Sierra Mountains at Huntington Lake. The weather was almost perfect with the dependable lake breeze arriving on schedule both days. Participants came from the entire Pacific Coast with boats from as far north as Oregon and as far south as San Diego, California.

Liggett had not distinguished himself in the Southern California District Championships with a borrowed boat. However, in the interval "Undine" had arrived and Irv was ready to put his reputation to the test.

The first race on Saturday, July 25, was started in a moderate breeze with a smooth water surface. Liggett jumped to an early lead, only to lose it later to Art Glasier (471), the defending Champion. The breeze freshened for Race Two and a mild chop arose. Bob Reilly (1370) took the early lead, but Dean Montagne (1354) closed fast on the second leg. As Montagne attempted to improve a poor tactical position he managed to foul Reilly with his spinnaker, who immediately protested. At this point, Reilly's spinnaker flew away and the oncoming Liggett moved rapidly into a substantial lead which he held for the balance of the race. Art Glasier ran afoul of the rule that requires finishing with all the gear you begin with when early in the race (and in the top four or five boats) he lost a cushion over the side and lost several precious minutes retrieving it.

The third and last race for Saturday saw the rough edge gone from the earlier fresh breeze, but with enough puffs and slight variations in direction to keep everyone on their toes. Dean Montagne recovered from his earlier problems to score a decisive victory with Cliff Aalto (1526) and Irv Liggett, still sailing very steadily, taking second and third. Bad luck again plagued Glasier who, having started too early, returned to the line just in time to have his outhaul let go.

Art Glasier rid himself of his grem-lina on Sunday and was back to his usual form. In weather and conditions matching Saturday's, he took one-two

with John Beckham (1689) from Oregon nosing him out in the last event. However, Liggett was still sailing steadily and his early lead held up easily.

Trophy presentations were hastened as a gathering thunderstorm threatened overhead. Charlie Althaus (1015), donor

of the perpetual trophy, who himself sailed a strong series to take overall second, made the award to Liggett. The trophy was not relinquished however, until everyone was assured that Irv's defense of his new title next year would not take place on the Hudson River.

Skipper	No.	1	2	3	4	5	Final
Liggett	823	2	1	3	5	6	1
Althaus	1015	4	3	8	7	13	2
Glasier	471	1	9	24	1	2	3
Faussett	1426	3	5	5	17	8	4
Riley	1069	6	14	12	4	5	5
Aalto	1526	9	18	2	2	12	6
Smeds	664	17	13	6	3	9	7
Littlejohn	73	14	15	13	14	4	8
Beckham	1689	5	19	7	dsq	1	9
Cook	1624	dsq	7	9	9	7	10
Kelley	1486	15	6	dsq	6	10	11
Reilly	1370	12	2	14	11	dnf	12
Gilman	727	19	8	dsq	8	14	13
Thomas	1792	11	16	11	16	19	14
Rasmussen	706	13	12	11	21	11	15
Noe	1419	dnf	4	dnf	10	3	16
Mann	1280	8	17	10	dnf	15	17
Levin	1371	16	10	dsq	12	13	18
Ingrim	1795	20	25	15	18	17	19
Sebastian	812	18	20	16	19	24	20
Montagne	1354	7	dsq	1	dns	dns	21
Goodwin	1402	24	21	dsq	15	16	22
Smith	1479	31	11	4	dnf	dns	23
Frost	685	22	22	dsq	20	21	24
Vawter	916	10	dsq	18	24	dns	25
Kerun	1685	28	26	21	27	20	26
Herron	890	21	dsq	22	13	dnf	27
Crum	301	23	28	19	22	dnf	28
Hogan	1683	29	29	20	25	22	29
Nelson	900	25	27	dsq	23	23	30
Summers	291	26	24	23	dns	dns	31
Williams	37	27	23	25	dns	dns	32
Kavanagh	1073	30	30	dnf	26	dns	33

## Lockwood Wins Great Lakes

The Great Lakes Championship was hosted by Fleet 3 at Sandusky, July 18-19, 1964. Here are the results:

Skipper	No.	1	2	3	Final
Lockwood	335	1	3	2	1
Miller	1776	2	2	4	2
Butts	1855	5	4	1	3
Wanmacher	25	3	11	8	4
White	124	4	20	9	5
Nolan	1026	12	9	17	6
Wilson	1233	22	10	7	7
Proctor	1222	8	13	19	8
King	1808	21	8	12	9
Ortman	15	24	18	3	10
Holzappel	1365	29	15	11	11
Shrier	712	9	24	16	12
Meacham	23	44	6	14	13
Fenn	1087	13	30	22	14
McCullough	1889	17	39	10	15

Wilson	1779	10	38	23	16
Hendricksen	21	6	1	dns	17
Hohler	752	46	14	15	18
Shaw	1853	15	45	20	19
Fabens	1588	30	33	18	20
Doerner	1158	41	21	21	21
Cummings	1381	19	dnf	6	22
Fracker	1109	44	44	13	23
Nugent	559	11	25	dns	24
Hale	198	7	32	dns	25
Minton	28	36	5	dns	26
Walsh	818	14	27	dns	27
Oliver	1716	45	41	25	28
Hartung	937	48	42	24	29
Fuller	982	31	19	dns	30
Himsworth	758	40	12	dns	31
Collart	1055	16	37	dns	32
Walton	447	47	7	dns	33
Springer	882	28	26	dns	34
Larsen	1730	35	23	dns	35
Denk	1163	23	35	dns	36
McAfee	1340	24	34	dns	37
Parker	1153	34	28	dns	38
Lafollette	1089	37	31	dns	39
Dornin	1225	dnf	dnf	5	40
Rupert	1357	29	43	dns	41
Wild	29	52	22	dns	42
McBrier	1599	38	40	dns	43
Walters	494	32	47	dns	44
Heisner	1345	dnf	16	dns	45
Otter	1285	33	43	dns	46
Royce	1800	dnf	17	dns	47
Trowbridge	1466	18	dnf	dns	48
McLeod	1881	26	dnf	dns	49
Kaiser	1149	26	dns	dns	50
Nelson	168	43	49	dns	51
Hills	1573	49	46	dnf	52
Wilson	1815	dsq	29	dns	53
Artz	1186	dsq	36	dns	54
Vorhees	1616	39	dsq	dns	55
Emrick	1812	42	dsq	dns	56
McCarthy	1464	50	dnf	dns	57
Julius	1166	51	dnf	dns	58
Conkle	1609	53	dns	dns	59
Johnson	1734	54	dnf	dns	60
Dickison	1659	dsq	dnf	dns	
Lillis	1865	dsq	dnf	dns	
DeRue	1210	dnf	dns	dns	
Gibson	17	dnf	dns	dns	

## WELCOME (Continued)

number of fine stories in this issue don't have bylines because I threw away the envelopes with the return address and no name appeared on the copy.) Most of the copy now arrives in good form so that it is not necessary to rewrite it, and we especially appreciate the way regatta results tabulations usually come in standard form—the only dull job in editing Bagpipe is rearrang-

ing a tabulation of results for the printer.

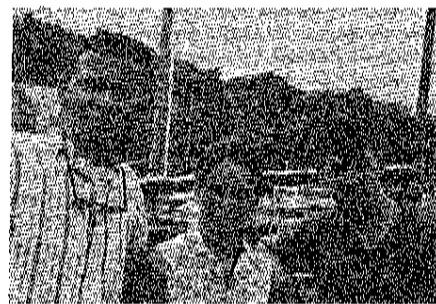
Dorothy and I have really enjoyed editing Bagpipe; each day's mail brings news from old friends around the country and we meet many new friends by mail too. We are going to miss all this wonderful mail, but I must reluctantly say, "Send your copy to Tom Wilson, 401 Riverside Drive, Covington, Kentucky."

Larry Haupt (1387)

## Stubner Takes L. I. Sound

The Long Island Sound District Championships, held July 11-12 by the Centerport Yacht Club and Huntington Fleet 35, was highlighted by good breezes, a 58-boat turnout, a well-run regatta, and a significant demonstration of sailing power and skill by a very talented—and hardly obscure—trio from the Milford (Conn.) Yacht Club: Walt Stubner, Dennis Posey and Pete Bordes, whose aggregate collection of regatta trophies must undoubtedly approach mountainous proportions. In this regatta, all three skippers served notice that they're ready for the Nationals.

A three-race series was sailed on landlocked Northport Bay, converting it into a reasonable facsimile of the Long Island Expressway during commuter rush hour. Stubner blew in fresh from a crewing berth aboard Gardner Cox's 5.5 in the Olympic Trials, and brought with him crewmates Beegie and Franz Schneider of Oyster Bay—sister and brother of the well-known former Women's National and Raven Class champ, Timmy. In their first stint on a Thistle, the Schneider duo turned in a sparkling job.



Walt, Beegie, and Franz

The Saturday morning race was sailed in a light shifty northerly over a windward-leeward course. Here a new element of competition became at once apparent when Jonathon Carriel, recently transferred to the Nyack fleet from Pymatuning, sailed his Kittiwake to a good start, took one short hitch, and on the next starboard tack was able to clear the fleet, on the weather leg. Once ahead, Carriel never slacked off, so that Stubner in second place had no opportunity to break through, and his Endeavor trailed Carriel's Thistle across the finish line by 50 yards, while Posey was right in there with a solid third.

(Continued on page 16)

**COWAN (Continued)**

of wind and from then on the race can be said to have been run in two heats. Positions changed frequently in the front group as that "favorable shift" turned into nothing at all, and "that hole" became a bonus. Various boats including George Hills and Tom Wilson led until Bobby White grabbed the final lead. Cy Cook followed him across the line with Steve Klotz third, all three boats overlapped. After a brief beer break on shore, during which it was decided we had used at least "one knot", which was solemnly untied, back went the fleet for the second race. The same double triangle, with an extra leg. The line was again long, and the pin end close in shore was favored. Bobby White didn't fool around at all with this one. He grabbed a long lead right at the first, and except for one mark when Paul Berry got outside of him for a moment never was seriously threatened. Tom Wilson took second place honors with Paul Berry third. The top 5 had their own race. Behind them was a different game. After the first leg it "apparently" turned into a close reach and the front 8 or 9 boats went up. Then the wind died and when it came from behind it was a spinnaker leg for those who stayed down. And how the deck was shuffled! Bob Bauer claims he moved to third from last to his eventual 8th. After the famous Cowan watermelons (that isn't just water in those melons) the party moved to the Blue Grass Inn for cocktails and a smorgasbord. Then back to the club for a quiet "after party" blessed by a cool breeze that had come up.

On Sunday morning Jerry Hicks arrived at the lake with a Wind God, a handsome little polynesian character carved from a log about two feet high. He worked particularly well for Jerry who wound his boat up for a fifth place finish. After an offering of flowers he worked harder for Wilson who took first. Eric Nordholm led part of the way around the double triangle only to lose to Tom Wilson on a favorable shift off the beach. George Hills made it a full Cowan finish in third and Bobby White was fourth winning the regatta.

Winning crew: Bob White and Bill Scharenberg

Second: Tom Wilson, Molly Wilson and Lois Klotz

Third: Bob Bauer, Ann Bauer and her new brother-in-law Jerry Greenwald.

(Continued on page 19)

## Carpenter Wins Summer Opening In Kaneohe Bay

By Glenn Clark (1407)

Tom Carpenter (837-KAMANA) posted 2, 2 & 1 to win the R. L. Stevenson Trophy. Coming from behind in the last race after having been forced over the line early, put in irons, and generally "left chomping at the bit" . . . he maneuvered his red and white boat into more favorable wind areas and passed both Jack Wyatt (1421 FINESSE) and Glenn Clark (1407-MISTRESS) in a final dramatic drive to the last windward mark. Clark and Wyatt added pressure on the down-wind run, but it was not enough as Carpenter held them off by thirty seconds to the finish line.

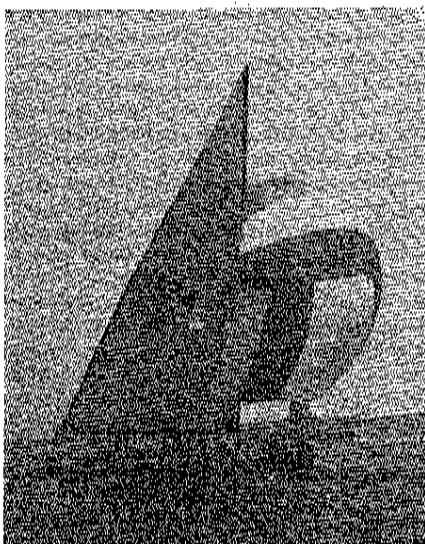
North-east trade winds of 12 to 20 knots were the order of the day. Carpenter got the jump off the line in the first race and had things pretty much his own way till the last beat to windward when he left Clark alone and the latter picked up a very peculiar northerly slant and went away to first place. Wyatt and Paul Joy (1103-JOYRIDE) rounded out the top four.

The second race was again sailed in 18 knot winds, with higher gusts. Bill Coney (1300-PUA ELIMA) and "Van" Van Bibber (838) went over on the wild and hairy spinnaker run. Page Anderson (1681) led all the way to the windward mark and half the next leg before Joy and Clark passed him. Wyatt however going low took all the boats ahead of him and rounded the first leeward mark in first place, moving up from fifth. Joy moved into second place at the next leeward mark and then out in front to lead all the way to the finish line. True he won, but what was going on behind him was very exciting. Carpenter picked his usual good winds to overcome a good distance, finally moving to second. Here he finished, three seconds behind Joy, one second ahead of Wyatt and 12 seconds ahead of Clark . . . who finished fourth.

Tom Carpenter	837	2	2	1	1
Glenn Clark, Jr.	1407	1	4	2	2
Jack Wyatt	1421	3	3	3	3
Paul Joy	1103	4	1	5	4
Page Anderson	1681	5	5	4	5
Bruce Walker	836	6	6	dns	6
"Van" Van Bibber	838	8	dnf	6	7
Bill Coney	1310	7	dnf	dnf	8

**L. I. SOUND (Continued)**

In the afternoon, the wind piped up to a 15-20 knot southerly, and a Gold Cup course was signalled from the committee boat. With this much breeze

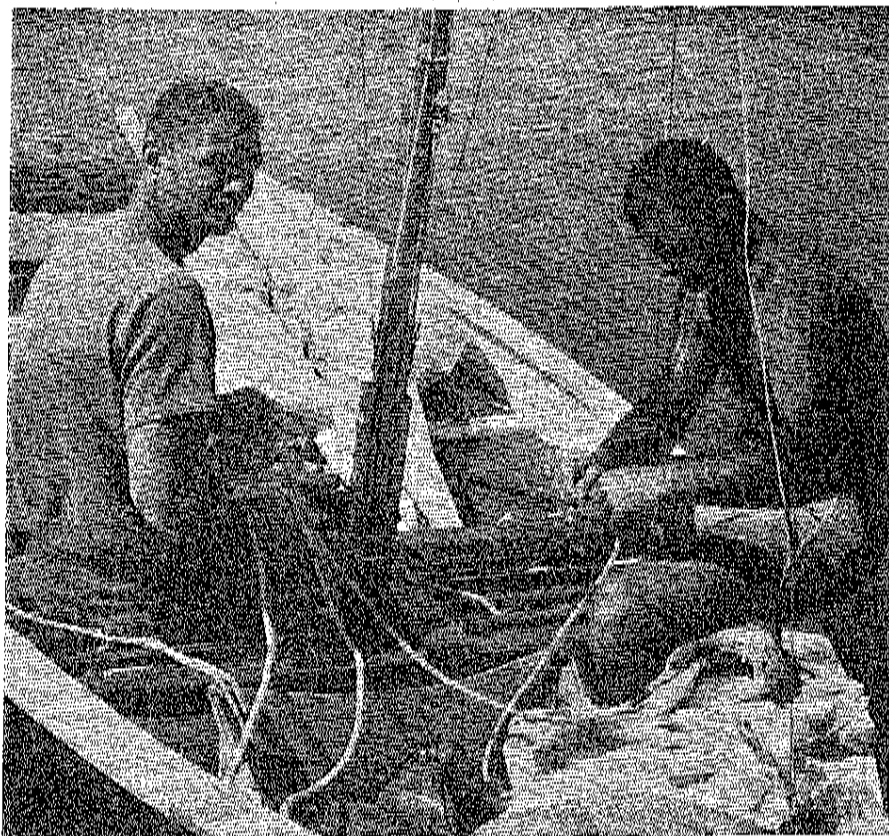


Stubner's Endeavor

The Ragpipe

and so many boats, a certain amount of congestion on even a long starting line was inevitable, and a few unwary skippers even tried to port tack their way through the Thundering Herd, with disastrous results. And, although he didn't fall into this category, Carriel was unfortunate enough to foul out while trying to squeeze by a group of right-of-way boats on the course. Meanwhile, Stubner parlayed a dandy start into a good lead, and dominated the going from here on his blue sails conspicuously in the forefront at each mark. Again Posey chased his clubmate across the line, with City Island's Herb Weiss in Queen Mab third.

So, going into the final race, it was Stubner 2 1/4 points up on Posey, and the latter needed a win plus a few boats between them to turn the trick. A 5-10 knot northeasterly provided enough wind for a twice-around windward-leeward and, after two general recalls, Posey got away to a beautiful start (Stubner did o.k. too) to open up a tidy lead on the beat. Around the mark, kite up and wind clear; Stubner rounded



Left: Breezer Bush and Fleet Captain Tom Carpenter on right, rigging "ole eight thirty seven".

## Houston Summer To Haupt

Twenty Thistlers made up the largest fleet of the 235 boats racing August 8 and 9 on three courses in the Houston Summer Regatta on Galveston Bay. Shifty winds made Kansas City Thistlers Larry Haupt (1367) and Gene George (1650) feel right at home with typical inland lake conditions. They finished first and second. Third was Richard Percoco (1236) formerly of Milford, home of Bordes, Stubner and Posey!

Saturday morning the winds were easterly at five to ten knots. George Wise (1553) and Percoco started at the favored leeward end and quickly flipped to port tack. Gene George (former Delta District Champ) used his local knowledge to start at the committee end and hug the shoreline. Percoco was first at the weather mark, followed by George. On rounding third, Haupt quickly put up his spinnaker and took the lead for the remainder of the race. George was second and Wise third. Incidentally, the Kansas City and Central States Sailing Association Sears Junior Sailing team members, Gregg Stauffer, Mark Arnold and Chuck Haupt, were holding down the number one crew positions in the top three boats in training for the Sears semi-finals a week later.

Saturday afternoon the wind worked around to the north, then picked up to eight to ten knots. George and Haupt led at the weather mark, but Ed Doak (1684) and George Broyles (1450) took the lead on the second leg. Rounding the last mark it was Broyles, George and Haupt. With spinnakers up Haupt moved to second as the wind rapidly built up force and took the lead briefly while Broyles was taking down his spinnaker. When Haupt took down the spinnaker, Broyles took the lead and proceeded to shake off several attacks and cross the finish line on a screaming plane.

A five-knot southerly wind Sunday gave a beam wind start because of the fixed course to avoid interference with the other two courses. Haupt started at the favored windward end and with free air quickly hoisted spinnaker to pull away from the pack. Percoco was second and Mike Kuich (1544) third but Kuich "fell into a hole" and slid to tenth. After a windward-leeward leg

(Continued on page 19)

second with several boats hot on his tail, but he clung like fly-paper to that nice, all-important second place which would guarantee him the series. Posey opened up his lead on the remaining legs and had his red-hulled Liger going beautifully, but so was Stubner's boat; it was doubtful if any defensive tactics on Posey's part could have delayed his rival sufficiently to allow enough boats between them to swing things his way. So he contented himself with settling for the third-race trophy. Stubner protected his second place handily, and that was the series. Bordes came in fourth to pick up a series third, and then an "outsider" in the form of Huntington's Bill Romano got himself a third-race 7th for a series fourth. Defending champ Bruno Markeliunas of Nyack just never got going in this series, winding up way down in 25th place.

George Huntington, 1963 Blue Jay National Champ, out of Manhasset Bay, took Junior honors in this regatta.

At the District Meeting that night, Art Menke of Huntington was re-elected as District Secretary, and Stubner again as Alternate.

The results for the first 30 boats are as follows:

No.	Skipper	1	2	3	Final
1124	Walt Stubner	2	1	2	1
801	Dennis Posey	3	2	1	2
603	Pete Bordes	8	4	4	3
1374	Bill Romano	10	5	7	4
655	Ted Fontclieu	5	9	8	5
1639	Bob Johnson	6	19	10	6
998	Jim Fligg	11	21	3	7
1079	Wells Darling	17	6	12	8
1162	Russ Plitt	13	8	19	9
1327	Bill Dichter	28	7	9	10
462	Bob Cooper	4	14	26	11
295	Tom Day	16	22	13	12
1223	Bill Bell	21	10	21	13
1431	Geo. Huntington	25	13	14	14
266	Harry Cottle	15	28	15	15
821	Jonathan Carrier				16
630	Tom Buermann				17
349	Bill Wolters				18
1727	Herb Weiss				19
109	Joe May				20
216	Harold Dobson				21
777	Doug Westin				22
1029	Pete Hilgendorff				23
1155	Art Menke				24
1234	Bruno Markeliunas				25
1058	Peter Knott				26
816	Peter Goetz				27
1653	Dick Van Houten				28
1583	Harry Weddendorf				29
393	Byron Cramblet				30
Classified					

## Ed Fracker Tops 66 At Bagatelle

By Joe Shrier (712)

A highlight of the 1964 Cleveland Yachting Club Regatta, July 25-26, was the record turnout of 66 Thistles. To the best of our knowledge this was the largest Thistle regatta in history—excluding Nationals, Districts, and Regionals. (Other candidates for this honor will please write a notarized letter to the Editor giving all details.) Ed Fracker (1109), the ex-Staton Island flash, put on a convincing display of consistent sailing in a large fleet to take the Bagatelle Trophy with a 5 point lead over second place Jack Wanenmacher (25). Third place went to Tom Wilson (1815), big man at Cowan, who learned how to make his new glass boat go after the Leatherlips fiasco in April.

The series was favored with good weather and moderate winds both days. As you can see from the picture it was a well filled starting line. On Saturday morning, Jim Miller (1776) won the first race—at the finish line all contestants were met by the famous C.V.C. beer boats and cold suds were passed to all hands. Ed Fracker, with John Wanenmacher and John Richards as crew, took the afternoon race to establish a lead in the series, followed closely by Wilson and Dave Minton (28). Jack Wanenmacher won the final race Sunday morning, but Fracker with a 6th extended his lead as Minton and Wilson dropped below him.

As usual there was a beer party Saturday afternoon and pipes and drum from the Caledonian Pipe Band of Cleveland were on hand. Joe Shrier, the Grand Wazir, held a convocation of the O.F.C. complete with flag bearer, honorary non-members, etc. In a solemn ceremony, Jack Wanenmacher, a novice, was installed as a full-time member of the O.F.C., amidst cheers from the assembled multitudes. The ceremonies were climaxed by the Grand March around the Island.

Boat	Skipper	1	2	3	Final
1109	Fracker	5	1	6	1
25	Wanenmacher	9	7	1	2
1815	Wilson	3	5	10	3
1776	Miller	1	14	8	4
1167	Wanhainen	19	2	2	5
1222	Proctor	6	15	3	6
28	Minton	4	4	18	7

905	Frissell	15	8	5	8
969	Irwin	12	6	20	9
1210	De Ruc	2	19	17	9
1573	Hills	16	13	12	11
1587	Ficks	11	25	13	12
712	Shrier	25	11	15	13
57	Busch	10	26	16	14
1854	Anstrom	24	20	9	15
1800	Royce	26	27	7	16
1345	Heisner	8	22	30	16
1163	Denk	23	17	21	18
1616	Vorhees	20	17	26	19
1268	Klingenberg	22	18	24	20
1055	Collart	27	41	11	21
1799	Guilford	dnf	12	4	22
1225	Dornin	13	9	dnf	23
1812	Emrick	39	31	19	24
1357	Rupert	21	37	35	25
1233	Wilson	7	21	dnf	26T
1026	Nolan	18	10	dsq	26T
513	Hall	38	36	25	26T
29	Wild	36	29	31	29T
1717	White	29	33	34	29T
1889	McCullough	dsq	3	28	31T
489	Walker	17	42	38	31T
1599	McBrier	14	43	41	33
1381	McLeod	38	39	22	34
608	Greenslade	41	34	30	35T
1158	Doerner	32	30	43	35T
1351	Houck	31	46	29	37
1466	Trowbridge	44	28	37	38
1388	McNally	46	44	27	39
966	Kaplan	28	48	44	40
982	Fuller	34	23	dsq	41
1340	McAfee	40	38	49	42
1867	Lintern	46	50	33	43
747	Schuele	35	54	42	44
1588	Fabens	37	49	48	45
538	Gregory	42	32	dns	46T
613	Winters	dnf	35	39	46T
11	Farmer	30	45	dnf	48
407	Singer	51	53	40	49T
626	Wolf	52	47	45	49T
1073	Rodwancy	48	55	47	51
1199	Cameron	43	40	dsq	52
1820	Kuhn	50	57	46	53T
949	Hurrell	dnf	51	36	53T
1496	Buckingham	dns	24	dns	55
854	Frutig	49	58	51	56
225	Williamson	47	52	dnf	57
133	Huffman	54	dnf	53	58
934	Ballintine	dnf	59	50	59
1719	Snyder	dnf	60	52	60
162	Cleary	53	dnf	dnf	61
233	Heppler	55	dnf	dnf	62
748	Bryce	dnf	56	dnf	63
1702	Vonderau	dnf	dnf	dns	64T
1865	Lillis	dnf	dnf	dns	64T
1801	Weelock	dnf	dnf	dnf	64T
19	Sikorski	dnf	dnf	dnf	64T

## Governors Cup Regatta

By Phyllis Godfrey (1084)

Ed Walsh (818) swept all three Thistle races of the Governors Cup Regatta held at the Riverton, New Jersey Yacht Club on June 27 and 28, 1964. Bob Duff (495) put together two seconds and a third for an overall second place. Pete Hendrichs (930) finished overall third. All these boats are from the Red Dragon Canoe Club, Edgewater Park, New Jersey.

For the second year in a row, a sudden rain squall appeared just prior to the start of the second race on Saturday capsizing three Thistles. The squall blew itself out in a hurry and the second race, like the first, was sailed in moderate wind. The last race on Sunday was sailed in varying light to non-existent wind.

No.	Skipper	1	2	3	Final
818	Walsh	1	1	1	1
495	Duff	3	2	2	2
930	Hendrichs	4	4	6	3
1084	Godfrey	5	3	8	4
1720	Fairclough	2	dsq	3	5
1384	Voight	9	6	4	6
1546	Spencer	11	5	5	7
432	Harris	6	8	7	8
1157	Curnon	8	7	10	9
766	Kira	7	dnf	9	10
939	Allison	10	dns	dns	11
253	Bergey	dnf	dns	dns	12

## Epstein at Severn Regatta

By Ruth Dow

The Severn Sailing Association's Annual Regatta was held in Annapolis on June 20th and 21st with ten Thistles participating. In the first race on Saturday, Ed Hoyt (378) held a tremendous lead at the start, but retired after hitting the reaching mark, relinquishing his lead to Connie Foltis (246), who in turn relinquished his lead to Eli Venning (1595) after a hammer and tongs second weather leg.

In the second race Joe Lassiter (341) rounded the first mark with the rest of the fleet close at his heels. On the spinnaker reach Venning broke out of the pack to be first at the leeward mark, but the finish line showed Joel Epstein (1841) first, Venning second and Hoyt third. There was supposed to be a beer brawl after this race, however no one could tap the keg, so it turned out to be a beer bust instead.

Sunday morning they were still trying to tap the keg, but gave it up as a bad job and decided to race instead. The race started with a white ash breeze, but picked up to eight knots. Thistles, Mobjacks, Lightnings and Chesapeake 20's were all fighting for first place and what little wind there was. When the wind finally picked up, Venning and Epstein battled for first place, with the outcome deciding the winner of the regatta. Joel Epstein, winner.

The final results of the regatta were:

1. Epstein	1841
2. Venning	1535
3. Foltis	246
4. Hoyt	378
5. Lassiter	341
6. Slawecki	1461
7. Dow	544
8. Watson	338
9. Woodbury	1172
10. Coffin	652

### COWAN (Continued)

One note should be added to all this. While the box score shows 35 participants, 37 boats were actually present. Two non-registered boats were not scored. Cowan, like most invitational regattas is a sanctioned event and while they welcome all Thistles, those who are not registered cannot run for the "money". If you plan to go to regattas and your boat was not registered and dues paid at the time the roster was printed be sure you carry your card as an aid to the registration committees.

No.	Skipper	1	2	3	Final
124	White	1	1	4	1
1815	Bauer, T.	7	2	1	2
528	Bauer	4	6	15	3
1587	Ficka	11	9	5	4
578	Nordholm	8	16	2	5
1573	Hills	5	20	8	6
1616	Vorhees	13	8	11	7
1889	McCullough	21	4	9	8
949	Harrell	10	15	10	9
1109	Fracker	19	11	6	10
1538	Howard	16	7	13	11
1800	Royce	14 <sup>T</sup>	14	8	12
1779	Wilson, C.	9	10	21	13
853	MacLean	6	17	20	14
1	Klotz	3	5	dnf	15
283	Hazard	18	21	7	16
1240	Cook	2	dnf	12	17
1395	Gilliland	20	13	18	18
1630	Berry	17	3	dnf	19
1563	Kent	25	18	17	20
1372	Peake	14 <sup>T</sup>	12	dnf	21
1153	Doerner	12	19	dnf	22
636	Loutrel	26	25	19	23
126	Wetsel	22	dnf	14	24
1909	Funk	23	22	28	25
621	Adair	27	23	24	26
418	Duncan	23	dnf	16	27
713	Van Eaton	29	24	27	28
1332	Hatfield	24	dnf	22	29
1448	Titchener	33	27	25	30
742	Betz	31	26	30	31
857	Weibel	32	28	31	32
1062	Last	30	dsq	29	33
1092	Basa	daq	daq	23	34
1506	Nellis	dns	dns	26	35

### HOUSTON (Continued)

the boats took off around the triangle and the wind died. Eventually the wind picked up behind and with many changes of position the fleet converged on Haupt midway down the last leg. First, George and Doak gained a quarter mile to catch Percoco and then Wise and Jim Ryan (323) caught the three of them. Finally the wind arrived to carry Haupt across closely followed by Ryan and Wise. After three and a half hours on the

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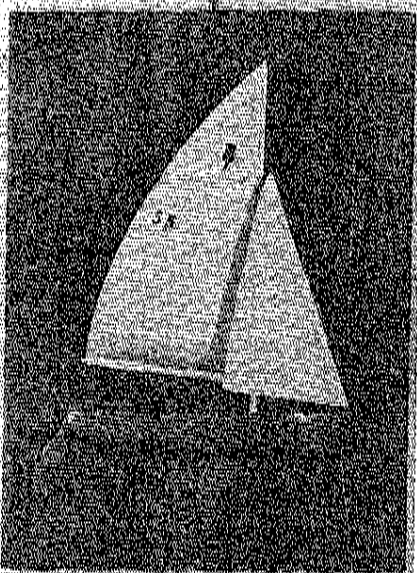
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water everyone was happy to get ashore for water, beer and a belated lunch.

No.	Skipper	1	2	3	Final
1367	Haupt	1	2	1	1
1650	George	2	3	4	2
1236	Percoco	4	6	5	3
1553	Wise	3	11	3	4
1684	Doak	8	4	6	5
1450	Broyles	6	1	12	6
1544	Kuich	9	5	10	7
1294	Sewell	5	12	8	8
1798	Ory	7	8	17	9
1793	Crist	20	7	7	10
323	Ryan	13	dnf	2	11
1600	Rumsey	12	14	13	12
1688	McMillon	10	9	dnf	13
1570	Harkley	11	15	16	14
1804	Keating	15	16	11	15
1586	Trimble	17	13	14	16
318	Powers	18	18	9	17
371	Middlebrook	16	10	dns	18
1814	Beard	14	19	18	19
1724	Holle	19	17	15	20

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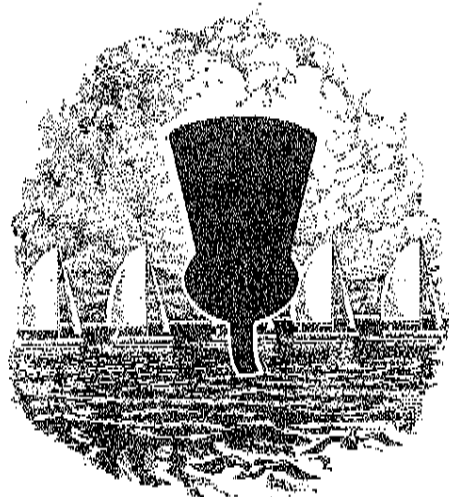
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