

THE

# BAGPIPE



OFFICIAL ORGAN-THISTLE CLASS

VOL. XXII, NO. 6

377 COMPTON RD., CINCINNATI, OHIO 45215

SEPTEMBER-OCTOBER, 1969



photo by jim hosmers

THE WINNER AND NEW THISTLE NATIONAL CHAMPION:

**JIM MILLER**

## THE BAGPIPE

Official Organ of the Thistle Class

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

Active Member	\$6.00
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Late dues penalty (old members only)	.50

### DEADLINE FOR NEXT TWO ISSUES:

Winter — November 15  
Spring — January 15

### THE BAGPIPE PUBLISHING ADDRESS

Send all **BAGPIPE** copy to:  
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In the next year or so the Class will launch Thistle #3000, but to many Thistlers, a far more momentous "launching" occurred this summer. In July, our Class President, Tom Wilson, and Mainsail Molly, became the proud parents of a 7 lb. baby girl. We understand that Molly already has the baby on an exercise program. That's one way to solve the crew problem.



photo by george silk  
Tom Wilson received the congratulations of the Cedar Point fleet. We believe Molly had something to do with the event, also, but as Molly can tell you, the skipper always takes the credit.

Yachting's One-of-a-Kind Regatta was held in Chicago on September 15, 16, and 17. This regatta, in which one boat each from most of the major and many of the new classes race against each other, serves as a showcase to demonstrate the relative speed and merits of the various classes. The Thistle, which currently races in the non-trapeze centerboard division, has been one of the top performers for many years. The Thistle Class representative this year was Jim Miller (1776), our National Champion, with his wife Beegie, and Dennis Clark (2685) as crew. Jim elected to sail a new hull, rather than his own boat Spirit (1776), to demonstrate to the sailing world the performance of a brand-new stock Thistle, "right out of the mold." Incidentally, traditionalists in the Class will be glad to hear that Jim does not intend to replace Spirit, a wood hull,

with the new glass boat. The boat Jim sailed in the One-of-a-Kind is for sale. (See Jim's ad in the classified section).

### THISTLE SCORES SWEEP AT YACHTING ONE-OF-A-KIND

Jim Miller won everything in sight as he scored a clean sweep at the OOAK. Jim won Division III (centerboard boats) with firsts in all four races on both elapsed and corrected time. In each race, Jim also overtook Division II (trapeze boats and small scows), sailing thru about one-third of the boats from the earlier start. In addition to divisional honors, the Thistle was also the overall regatta winner.

Recent events have brought to light certain facts concerning the construction of wearable life jackets which we feel should be made known to the members of the Class.

After the tragic accident at Santa Cruz in July, several sailors found that one or more sections of their Elvstrom life jackets had become partially or completely waterlogged. When the body of Rich Nagy was recovered, his Elvstrom also was found to be waterlogged. Jim Miller tore open one older Elvstrom, and one of the newer "Super-Soft" Elvstroms, and found the following: The foam in the Elvstrom is open cell; that is, the individual air (continued on page 15)

### On the Cover

The cover photo shows our Class Champion Jim Miller as he sailed to victory in the Nationals.

The photo is by Jim Hosmer. Jim's pictures of the Nationals, which were displayed at the Awards Banquet, are for sale, and he has shots showing most of the boats which attended the Nationals. Jim can be reached at 1663 Rosy Turn, Eugene, Oregon. Roy Montgomery who took the Nationals movie, also shot stills of most of the boats at the Nationals. For details, please see his ad in the classified section.

# the skippers' meeting

## MEASURER' MEMO

by Jim Miller

The measurements that were conducted at the National Regatta were done with a high degree of accuracy, and I can only thank all the people who helped make the various observations. We felt that it was important to continue the practice of careful measurements conducted at the National Regatta as has been done in the entire history of the Class. I frankly regret the great trouble, and in some cases damage, that was done in reworking the centerboards. Last Winter at the St. Petersburg regatta, Tom Wilson and I checked many centerboards, found some thicker than spec and told the owners to grind them down. We also found that all the glass boards had a characteristic tapering from 1" to about 1-3/16" in the area immediately below the keel line, as the board is hung in the full down position. Good construction practice dictates the use of this taper or fillet and we wanted to study the location of this taper and change the specs accordingly. It was never our intention to encourage, or for that matter allow boards which were thicker than the 1" maximum in the major portion of the centerboard. No one could have been more surprised than me when board after board showed up too thick. There were many complaints that a board had been measured at previous Nationals, and had complied with the specs as set forth on the Measurement Certificate. These complaints were valid, but again, the specs call for a 1" maximum and a 7/8" minimum on centerboards and I feel that it is important to control the specs in the area of potential boat speed advantages. It is probably a good thing that we didn't do the rudders, or maybe the whole regatta could have been thrown into chaos. For example, I measured about a dozen booms and found them to be anywhere from 1/8" to 3/8" too long in random cases. In another case, after the regatta was over, I observed a boat which did well in the series, and found that the flotation the owner had placed in his boat was not legal. It consisted of hollow foam packing boxes which were not in themselves airtight. The joints had been sealed with masking tape and (Continued on page 16)

## MINUTES OF THE GOVERNING BOARD MEETING

August 17, 1969

The meeting of the TCA Governing Board was called to order by President Tom Wilson at 4:00 p.m., August 17, 1969, at the Eugene Yacht Club, Fern Ridge Lake, Eugene, Oregon. Those present were: Rod Glover, Second Vice President; Jim Miller, Chief Measurer; Dave Minton, Past President; Tom Wilson, President; Ray McLeod and Dennis Clark, invited guests and the following district secretaries: Dick Percoco, Delta; Henry Inouye, Hawaii; Bob Reider, LEE; Gerry Ficks, LEW; Paul Guertin, NE; Bridger Mitchell, N. Cal.; George Levin, PN.

Representing district secretaries with written proxies were: Bob Shaw for Don Moore, CA; Ted Fontelieu for Irv Liggett, LIS; John Stevenson for Ron Rostorfer, L. MICH.

Tom Wilson held proxies for the following: Art Menke, First Vice President; Bob Stewart, Carolina; Howard Payne, Florida; Bill Larsen, L.M.; Pete Milnes, N.J.; Charles Agel, Niagra Frontier and Bob Gregory, S. Atlantic.

The minutes of the last Governing Board meeting held February 17, 1969 at St. Petersburg, Florida, were approved as published in the March-April 1969 issue of the Bagpipe.

Clarification was requested on the Governing Board's decision on film expenses. President Wilson explained (continued on page 17)

## MINUTES OF THE ANNUAL MEETING

August 21, 1969

The 24th Annual Meeting of the Thistle Class Association was called to order by president Tom Wilson on Thursday, August 21, 1969 at 10:00 AM at the Eugene Yacht Club, Fern Ridge Reservoir. After a roll call of the fleets, president Wilson announced that the proxies which he had in hand plus the fleets present constituted a quorum. The minutes of the 1968 Annual Meeting, as published in the September-October 1968 issue of the Bagpipe, were approved without reading.

### Reports of the Officers

The Secretary-Treasurer, Honey Abramson, who was not present, forwarded the following report to be read to the membership:

There are 2,493 dues-paid members as of today.

150 numbers have been sold in the past year, bringing the total to 2,750.

Receipts to date: \$19,035.96

Disbursements to date: \$15,911.96

Operating balance: \$3,124.00

Savings account balance: \$7,118.89

Current assets: \$11,042.89

There were no reports by the First Vice-President or the Second Vice-President.

President Wilson then delivered a brief report. He mentioned that suggested improvements in hull and rig had been the major area of effort for (continued on page 18)

## THE NEW BAGPIPE SCHEDULE

The schedule on which the Bagpipe has been published has occasionally produced a few problems. The timing of the three special issues, the pre-Mid-Winters issue, the pre-Nationals issue, and the Nationals issue, is less than ideal in regard to the events these issues are intended to feature. Another problem has resulted from the fact that the Bagpipe is issued toward the end of the periods covered by the nominal date. This is different than the standard procedure in the magazine industry and has caused some confusion. To eliminate these problems, Volume XXIII of the Bagpipe, which would have started with the Nov.-Dec. issue received by the membership in late December, will be published using seasonal dates on the following approximate schedule:

Issue No.	Nominal Date	Copy Deadline	To the Membership by
1	Winter	Nov. 15	Jan. 10
2	Spring	Jan. 15	Mar. 10
3	Late Spring	Mar. 15	May 10
4	Summer	May 15	July 10
5	Late Summer	July 15	Sept. 10
6	Fall	Sept. 15	Nov. 10

# The Nationals • 1969



photo by jim hosmer

## THE FIRST THISTLE WEST COAST NATIONALS WERE GREAT AND SO WAS JIM MILLER

If there were a theme for the 1969 Nationals, it well might be a line from a popular folk song, "The answer, my friend, is blowing in the wind." All of the races were sailed in fairly good winds with the lightest air, which occurred in the second race, probably about 6-8 mph. In the other races, it averaged at least 10 mph or more, and in the final two races it probably hit about 15 mph. The winds, however, were quite shifty, and the course usually had plenty of "holes" for the unsuspecting skipper. Many top sailors found, much to their dismay in one or another of the earlier races, that they had played the course wrong and were deep in the tank. It quickly became obvious that the skipper who won the

1969 Nationals would be the one who avoided any serious mistakes during the week. Two skippers, Jim Miller (1776) of Oyster Bay, Long Island, and Bob White (124) of Columbus, Ohio, sailed nearly perfect series; but Jim sailed just a little bit better and is the 1969 Thistle Class Champion.

This year's Nationals, the first ever to be held on the West Coast, were sailed at Fern Ridge Reservoir, near Eugene, Oregon. There was a good turnout from all sections of the country. Virtually all of the boats from the West Coast which had qualified in District competition were present. There also was an excellent turnout of Middle Western and Eastern skippers, with some twenty-five making

the long trip to compete at Eugene. Thistlers, either trailing or car-topping boats, arrived from as far away as Westport, Connecticut, while a number of other sailors flew in from both the East Coast and from Hawaii to sail chartered boats. There was no lack of competition, as four of the top five and twelve of the top twenty-four boats from last year's Nationals at Sayville were in attendance. Interestingly enough, the first four boats in this year's Nationals, for one reason or another, had not attended the 1968 Nationals. The only sailors from the top ten at Sayville to repeat this year were defending National Champion Dennis Clark, who finished fifth, and Marlin Abramson, who finished tenth.

## THE RACING

Most of the competitors arrived early at Eugene to try their hand at the Fern Ridge Reservoir wind. George Silk arrived the Tuesday before and got in a fair amount of practice. Many of the sailors, however, arrived just in time to see very strong northerlies set in, and virtually no boats went out on Saturday, when the winds were blowing in the high 20's or low 30's.

As the series started, many of the contestants probably would not have

selected Jim Miller as one of the likely top contenders, although Jim has been one of the top sailors in the Thistle Class for many years. He was sailing at Eugene in a chartered boat, and with an unfamiliar crew which he had recruited locally. Many felt that you just couldn't win the Nationals in a chartered boat, but this didn't seem to bother Jim as he went out and won the first race, and went on to sail a 1-2-3-2-5-7 series to win the Champi-

onship. Bob White, with a 4-5-2-5-6-2 series was close behind Jim throughout the week. Most of the rest of the boats tanked at one time or another in the series, and were somewhat farther behind these two boats, but a number of boats including Bierley (2150), Ficks (1587), and Glasier (2342) combined enough firsts, seconds, thirds and fourths with their "tank race" to remain in contention after four races. Ficks was knocked out by his rudder

failure in the fifth race; Glasier was eliminated when he withdrew from the sixth race after a port-starboard incident; and, Bierley, who had sailed a superb series throughout the week, finally went the wrong way in the sixth race. At the same time, Ned Lockwood, who started the last two races in 14th place, finished 3-1 in the Championship Division in the final two races to move up to 4th place, and Lou Wake who had sailed well throughout the week, finished 2-10 to move into third.

There was a pretty general agreement that this was not a "boat speed" series, nor was it a series for the "grand strategy." It was a "tactical" series, and the principal "tactic" was to be the right place at the right time. The primary consideration throughout was to handle the shifts while avoiding the holes, and this tended to reduce boat-to-boat tactics. Covering could be a risky business, although Jim Miller did appear to "cover" Bob White in the last race. Jim was behind Bob, but as Bob put it, "He covered me from behind all race," as Jim showed an affinity for that part of the course on which Bob elected to sail.

In the final analysis, the three gold chevrons went to the guy who had competitive boat speed, played the winds beautifully, and most important of all, didn't commit any serious errors. Our congratulations to James C. Miller II, better known to his friends after the sixth race as Smiling Jack.



photo by miss georgie silk

THE CHAMP

## NATIONALS RACE SUMMARY

### The First Race

Monday — 3:30 PM

For the first race the winds were out of the west at about 8 to 10 mph with some puffs to 12. The middle of the course seemed to be a real loser. Boats which went to either side picked up stronger breezes and came into the weather mark first. The boats which played the right side of the course the first time up came out ahead, but the left side seemed better on the second beat. The winner in the first division was Jimmy Miller (1776), and in the second division was Chuck Steigerwald (1619).

### Jim's Comments

About two minutes before the start we sailed the starboard track, read our compass, and it looked like starboard was ten degrees bad. On this heading we were pointed toward a mountain in the background, and we said if we're headed for the mountain, let's go to port. Our plan was to start at the Committee boat. We had boats all around us, and we were the last boat to the Committee boat as we crossed the line 10 to 15 seconds after the gun. We tacked to port and found that our course was 15 degrees good, so we just got the boat settled down. I knew that sooner or later we would have to come back. Instead of waiting for it to go really bad, we tacked as it dropped to 5 degrees good, and we were able to establish ourselves with the fleet. We continued to play the shifts until the breeze squared up again. Young Buchanan was to weather of us, and moving about as fast as we were, but he overtook the mark by a considerable distance. The reaches were uneventful. We carried a chute on the second reach. Buchan didn't carry his, while Clark and others took theirs down. I'm not sure why, as we carried ours with no trouble at all. On the second beat, I made up my mind not to do any covering because of the shifty nature of the wind, and we sailed the good tacks all the way up the weather leg. The run was completely uneventful.

### POSITION AT EACH MARK

Race 1 — Division 1

Pos.	Wind'rd	Jibing	Lee'rd	Wind'rd	Fin.
1	1776	1776	1776	1776	1776
2	2636	2636	2636	2636	2636
3	2678	2685	2685	124	2685
4	2685	2678	2678	2685	124
5	1347	1347	124	2678	2678
6	124	124	1347	1347	1347
7	2702	2702	2702	2702	2702
8	1630	1630	1630	1630	1630
9	1688	2632	2709	924	924
10	2632	2709	2632	1889	1889
11	924	924	924	2632	2632
12	2413	2413	2413	2709	2709

### Chuck's Comments

We had a very fortunate start. We came up to the back of the pack, moving at a pretty good speed, and some of the people ahead of us who arrived at the line early had to drop off to leeward. This left us with good clear air to leeward. We started tacking on some of the headers, and were able to play them fairly well. John Bierley was sailing a little better on the headers, and rounded the weather mark first. On the reaching leg, we were able to pick up an inside overlap, jibed around and went on to the leeward mark ahead of John. Going up the second weather leg there were some fairly significant shifts. We were torn between covering Bierley, or covering Ted Fontelieu and Ned Lockwood. We split tacks for a while, and that let John ahead. We could see that the tailenders in the first division were picking up a very good starboard tack lift on shore, so we went over to pick up the lift. As we approached the weather mark we had John by three or four boat lengths, and we held him on the run home.

### POSITION AT EACH MARK

Race 1 — Division 2

Pos.	Wind'rd	Jibing	Lee'rd	Wind'rd	Fin.
1	2150	1619	1619	1619	1619
2	1619	2150	2150	2150	2150
3	1526	1526	2050	2050	2050
4	2050	2050	1526	655	655
5	1486	1420	655	1526	1526
6	1420	655	1486	2721	2721
7	655	1486	2720	1891	1891
8	2720	2720	2721	1420	1420
9	113	113	2342	1815	1815
10	2342	1891	113	2342	2342
11	1891	2342	n/r	113	2720
12	2721	2721	n/r	2000	113

### Second Race

Tuesday — 4:30 PM

After innumerable postponements, and one abortive attempt to get off a race, the Race Committee finally took the fleet out to stay. They had to wait almost an hour for the wind to steady down, and then started the race in a light and variable southwesterly. The wind was generally 6 to 8 mph and very shifty. Once again, the tack "into the clubhouse" seemed to pay off as the leaders went up the right side of the course.

The winner in the first division was Dennis Clark (2685), and in the second division was Gerry Ficks (1587).

### Dennis's Comments

The wind was approximately 6-10 at the beginning of the race and very shifty. We started in the middle, following Fontelieu and several other boats. We got the lucky wind shift on (continued next page)



photo by jim hosmers

They're off and running! The square lines and orderly starts in each race were largely due to the work of R. C. Chairman Bob Clark, and to the yeoman work of Ted Fontelieu (655). Ted, who was the member of the National Race Committee responsible for releasing the line before each race, devoted a great deal of his time and energy to working with the Race Committee. A large measure of the success of the regatta is due to the time he spent helping to set the course and the starting lines.

### NATIONALS (continued)

the right side of the course, and played the shifts up the windward leg. We ended up second at the windward mark behind George Silk. George fell into a hole right after the mark, and we passed him before we put up our chute. There were two good spinnaker reaches. George Silk and Larry Haupt were behind us most of the race, and we had to cover them fairly tightly up the windward leg. Larry Haupt was behind us going into the second windward mark, and followed us to the finish line. George Silk was third.

### POSITION AT EACH MARK

#### Race 2 — Division 1

Pos.	Wind'r'd	Jibing	Lee'r'd	Wind'r'd	Fin.
1	2445	2685	2685	2685	2685
2	2685	2445	2445	2167	2167
3	2342	2167	2167	2445	2445
4	2167	2342	124	1815	1815
5	124	124	2342	124	124
6	1830	655	655	1161	655
7	655	1630	1815	655	1161
8	1850	1815	1630	1630	1630
9	1161	1161	1161	2342	2342
10	1371	2665	2702	2665	2665
11	2665	2702	2665	2702	2050
12	1889	1871	2050	205	2702

#### Gerry's Comments

We decided the right side of the course was the proper side. After observing the shifts prior to the race, we elected a committee boat start even though the leeward end of the line was heavily favored. We started at that point in reasonably clear air. A number of boats passed ahead of us on the first tack, but we tacked over to the right hand side of the course, and after about 7 or 8 minutes, tacked back onto starboard. We continued to the weather mark, tacking only once or twice on small headers. Working our way up the right hand side, we managed to round the windward mark first, and held the lead from that point on.

### POSITION AT EACH MARK

#### Race 2 — Division 2

Pos.	Wind'r'd	Jibing	Lee'r'd	Wind'r'd	Fin.
1	1587	1587	1587	1587	1587
2	2150	2150	2150	1776	1776
3	1776	1776	1776	2150	2150
4	1457	1457	2709	2709	2709
5	113	2709	1457	2703	2703
6	1120	2703	2703	1120	1120
7	28	113	1120	1457	1619
8	2709	1120	2721	2294	2000
9	2703	28	28	1619	2294
10	447	2721	2000	2000	2721
11	2000	1619	113	2721	1457
12	1619	2000	1619	28	28

### Third Race

#### Tuesday — 6:30 PM

The wind built steadily between the races, and by the time the second race started, it was in the 10 to 15 mph range. The wind was steadier than it had been in the earlier races in the series, and boats on either side, which played the shifts correctly, seemed to come out fairly well, although the right side did appear to be slightly favored again. The winner in the first division was Art Glasier (2342), and in the second division was Tom Beckham (2460).

#### Art's Comments

Due to mechanical problems in our transcribing system, Art's comments are not available.

### POSITION AT EACH MARK

#### Race 3 — Division 1

Pos.	Wind'r'd	Jibing	Lee'r'd	Wind'r'd	Fin.
1	2342	2342	2342	2342	2342
2	1347	1815	1815	1815	1815
3	1815	2678	2678	1587	1776
4	2678	1587	1587	1776	1587
5	1776	1347	1776	2678	2678
6	1587	1776	2167	2167	2167
7	1982	2167	2709	1161	1161
8	2167	2720	2720	2709	1236
9	1161	2709	2445	2720	2709
10	1457	1161	1347	1236	2720
11	1236	2445	1161	1347	1347
12	2720	1982	1236	655	655

#### Tom's Comments

Our total crew weight was 600 pounds, and we just "out-pounded" them. We started at the leeward end and just barely made the mark. We

went up the middle, somewhat to the left. We played the shifts, and with the wind and our crew weight we were able to finish first.

### POSITION AT EACH MARK

#### Race 3 — Division 2

Pos.	Wind'r'd	Jibing	Lee'r'd	Wind'r'd	Fin.
1	2460	2460	2460	2460	2460
2	2150	2150	2150	924	124
3	1630	1630	924	124	2702
4	1973	1973	1630	2702	1973
5	924	924	124	1973	1889
6	124	124	1973	2150	924
7	1070	1070	2702	1630	1630
8	2413	2702	2413	1889	2413
9	2702	2413	1889	2413	2150
10	1889	1889	1070	2685	2685
11	2685	2685	2685	1070	1070
12	2721	2721	2721	2625	2625

### Fourth Race

#### Wednesday — 4:30 PM

The winds were once again out of the west at about 10 to 12, with some gusts to 15 and some lulls to about 6. The winner in the first division was Gerry Ficks (1587), and in the second division was Art Glasier (2342).

#### Gerry's Comments

The first division of the fourth race was typical of several other races we've had in which the right hand side of the course was heavily favored. We took a committee boat start in order to get to the right hand side to take advantage of the shifts. We were in fifth or sixth place at the end of the first weather leg, passed two boats on the first reach, and held fourth going into the second beat. At the end of the second beat we had managed to pass Jim Miller by staying a little more to the right, and got a good lift as we approached the mark. Starting the downwind leg, Jim tacked to port, and we stayed on starboard heading dead downwind. Marlin Abramson and Ted Fontelieu were ahead of us and chose to go initially to the right. After several jibes, in which we attempted to play the wind shifts and sail a straight course for the finish line, we drew even with the leaders. As we approached the finish line, it looked as if the left or pin end of the line was favored, so we decided to finish at the pin. Marlin and Ted Fontelieu chose the Committee boat end, and the difference really was in the line. It was an extremely exciting leg, neck and neck, with the boats overlapping at almost all times.

### POSITION AT EACH MARK

#### Race 4 — Division 1

Pos.	Wind'r'd	Jibing	Lee'r'd	Wind'r'd	Fin.
1	924	924	924	924	1587
2	655	655	655	655	1776
3	1486	1776	1776	1587	924
4	1776	1587	1587	1776	655
5	1587	1486	1973	1486	1486
6	1973	1973	1486	1973	2050
7	2642	2642	1120	2050	1889
8	1120	1889	2050	1889	1973
9	1889	1120	1891	2642	2642
10	2050	2050	2642	1120	1120
11	1815	1815	1889	2460	1815
12	1457	1891	2167	1891	2460



photo by jim hosmers

The shifty airs produced congested conditions at the weather mark, as many boats who thought they were on the starboard tack layline suddenly found they had one more port tack to go. The approach to the mark was often thrilling as demonstrated by Bierley (2150), Clark (2685), and White (124).

#### Art's Comments

We were pretty lucky. On the second beat, while in fourth place at the leeward mark, we had a boat start to tack in front of us and force us over on starboard. As a result we went all the way out to the left and it turned out that this put us right up in a very close second. On the run we didn't want to jibe right at the mark, so we just got the chute up and got going. The first boat and third boats went out to the left, so we kept going out to the right, and that turned out to be the right way to go.

#### POSITION AT EACH MARK

##### Race 4 — Division 2

Pos.	Wind'rd	Jibing	Lee'rd	Wind'rd	Fin.
1	2150	2150	2150	2150	2342
2	1045	2294	2294	2342	2150
3	2294	113	1045	1619	1619
4	2342	1045	2342	2294	2702
5	2678	2342	1236	124	124
6	2702	1236	113	2702	2294
7	113	2000	2678	113	2000
8	2721	2678	124	2000	1236
9	124	2721	2000	1236	2678
10	2445	2702	2721	2665	2665
11	1236	124	1619	2678	113
12	2000	2445	2702	447	2720

#### Fifth Race

##### Thursday — 4:00 PM

In the fifth race, the wind for the first time in the series had left the west, and was coming out of the north at 10 to 15 mph. This race eliminated one of the top contenders, Gerry Ficks, when a rudder gudgeon broke before the start. The boats split up both sides of the course, and both sides came out reasonably well. The biggest factor was correctly playing the final shifts into the weather mark. The winner of the Championship Division was Dennis Clark.

#### Dennis's Comments

We started near the pin. We weren't doing too well, but when we flipped to starboard near the lay line for the windward mark, we seemed to have a fantastic lift and passed a lot of boats who hadn't gone as far right. We were first around the weather mark, followed closely by a group of boats who elected to go high on the first reach. We also went high and decided not to put up our chute. Glasier went low. We put our chute up just as we were rounding the jibing mark, and took off on fairly nice spinnaker reach on the second reaching leg. We caught one puff that nobody else

seemed to catch and gained maybe 300 yards on Glasier. It took us down to leeward a bit too far, we had a hard time getting back up to the mark, and things were a bit confused as we rounded the leeward mark. We tried to cover on the second windward leg, and the boats that went out and came back into the mark on the starboard tack gained quite a bit on us. We lost about 5 boats that leg, but a couple of lucky shifts near the weather mark got them back.

#### POSITION AT EACH MARK

##### Race 5 — Division 1

Pos.	Wind'rd	Jibing	Lee'rd	Wind'rd	Fin.
1	2685	2685	2685	2685	2685
2	1236	1236	2342	2150	2702
3	2342	2342	2050	124	2050
4	2050	2050	2000	2000	2000
5	2000	2000	1236	2342	1776
6	1347	1347	1889	2702	124
7	124	124	2702	2050	2342
8	1889	1889	2665	1776	2150
9	1815	1815	124	2720	2720
10	1776	1776	1776	2294	1236
11	2720	2665	1347	1889	1889
12	655	655	1815	1236	2294

#### Sixth Race

##### Thursday — 5:30 PM

The wind was about the same as in the fifth race, and from the same direction, although it seemed to vary a little more in velocity. Once again, boats went out both sides of the course, although this time the left hand side seemed to be a little bit better. Another top contender was eliminated when Art Glasier withdrew after a port-starboard incident. The winner of the sixth race was Ned Lockwood (2050).

#### Ned's Comments

We started the race about the mid-  
(continued next page)



photo by charlene fontelieu

Even Jim Miller (1776) found the going rough at times. Jim's crew can be seen pointing out a hole in the thundering herd as Jim bears off for it.

**NATIONALS (continued)**

dle of the line. We worked our way up the middle, and were right in the middle half-way up the beat. We tacked on the shifts and got a nice lift 100 yards from the mark. At the weather mark, one blue boat was about 10 seconds ahead of us with Bob White right behind us. On the first reach we kept our chute in the bag. White put his chute up and lost about 10 seconds by putting it up. After we jibed we put up our chute. Fracker moved up on us, but at the leeward mark we had him by about 10 seconds. Up the second beat, we tacked to cover Fracker. It became a two-boat race, and we held on our port tack together for about 5 minutes. During the entire last beat we were very fortunate that the second, third, fourth, and fifth boats did not split off from us. As we got to the weather mark, Fracker was about 8 seconds behind us. We had our chute full rather quickly, and we seemed to have gained distance on the run on Fracker and White.

**POSITION AT EACH MARK  
Race 6 — Division 1**

Pos.	Wind'rd	Jibing	Lee'rd	Wind'rd	Fin.
1	1486	1486	2050	2050	2050
2	2050	2050	2709	1709	124
3	124	124	1486	1486	1486
4	924	2709	124	124	2709
5	2709	924	924	924	924
6	655	655	655	655	655
7	1776	1776	1776	1776	1776
8	1889	1889	2636	1889	1236
9	2167	2636	1889	2636	1889
10	2294	2294	2167	1236	2702
11	2460	2167	1236	2702	2636
12	2678	2678	2702	2721	2721



photo by jim hosmers

It's all over! With the championship won, the chute comes down for the last time.

**1969 THISTLE NATIONAL CHAMPIONSHIP**

**CHAMPIONSHIP DIVISION**

No.	Skipper	1	2	3	4	5	6	Pts.	Fin.
1776	J. Miller	1	2	3	2	5	7	19½	1
124	R. White	4	5	2	5	6	2	24	2
2702	L. Wake	7	12	3	4	2	10	38	3
2050	N. Lockwood	3	11	21	6	3	1	44½	4
2685	D. Clark	3	1	10	17	1	14	45½	5
2150	J. Bierley	2	3	9	2	8	23	47	6
655	T. Fontelieu	4	6	12	4	18	6	50	7
1889	R. Glover	10	13	5	7	11	9	55	8
2342	A. Glasier	10	9	1	1	7	dnf	60½	9
924	M. Abramson	9	16	6	3	22	5	61	10
1815	T. Wilson	9	4	2	11	20	18	64	11
2167	L. Haupt	16	2	6	13	16	15	68	12
1236	R. Percoco	14	20	8	8	10	8	68	13
1619	C. Steigerwald	1	7	19	3	14	26	69¾	14
2709	E. Fracker	12	4	9	17	25	4	71	15
2678	J. Stevenson	5	13	5	9	26	13	71	16
2721	S. Boston	6	10	14	14	17	12	73	17
1630	P. Berry	8	8	7	16	19	16	74	18
2720	J. Griener	11	18	10	12	9	22	82	19
2665	B. Randall	20	10	13	10	15	17	85	20
2636	C. Buchan	2	15	13	19	26	11	86	21
1973	B. Groshart	13	17	4	8	23	21	86	22
1587	G. Ficks	17	1	4	1	dnf	dnf	88½	23
1486	R. Kelley	20	21	19	5	24	3	92	24
2000	E. Wood	dsq	8	18	7	4	24	94	25
2460	T. Beckham	21	22	1	12	21	19	95¾	26
1347	C. Kempf	6	17	11	20	13	29	96	27
2294	R. Wood	26	9	24	6	12	20	97	28
1120	M. Seelig	19	6	14	10	28	28	105	29
2445	G. Silk	13	3	17	19	29	27	108	30
1161	T. Peters	14	7	7	16	dnf	dnf	110	31
1420	R. Holland	8	19	21	15	30	25	118	32

**CONSOLATION DIVISION**

No.	Skipper	1	2	3	4	5	6	Pts.	Fin.
1891	R. Brett	7	19	16	dsq	55	1	130¾	34
1070	G. Trott	27	14	11	18	60	7	137	35
1045	D. Brust	18	16	15	dnf	58	3	143	36
2632	B. Sebastian	11	25	16	23	59	14	148	37
2703	J. Wolfe	dsq	5	27	27	50¾	10	152¾	38
2413	W. Smith	15	20	8	dsq	69	8	153	39
1526	C. Aalto	5	23	26	14	73	12	153	40
2625	B. Shaw	26	25	12	21	56	19	159	41
2642	R. McLeod	30	29	22	9	57	13	160	42
113	W. Nexson	12	33	22	11	71	15	162	43
1371	G. Levin	28	15	23	26	63	9	164	44
1457	R. Kline	25	11	31	18	70	11	166	45
1310	H. Inouye	29	26	20	25	65	2	167	46
2457	T. Buckholz	15	23	26	15	62	27	168	47
2530	D. Borden	dnf	33	25	22	52	4	169	48
2528	P. Curran	16	27	17	24	66	20	170	49
28	D. Minton	17	12	23	24	79	16	171	50
2455	B. Zemp	24	27	15	20	61	31	178	51
1982	R. Sherlock	dnf	24	20	28	54	23	182	52
926	G. Hufford	19	28	dnf	22	68	17	187	53
1294	R. Wilheite	25	30	30	23	77	6	191	54
2648	E. Cook	24	18	32	26	75	18	193	55
1897	T. Goodwin	23	28	29	21	67	25	193	56
1426	B. Fausset	23	30	24	dnf	64	21	195	57
37	B. Mitchell	27	22	28	25	74	26	202	58
2067	R. Van't Riet	31	21	25	27	76	22	202	59
1688	L. McMillion	18	31	28	29	72	24	202	60
1089	J. LaFollette	22	26	30	30	80	30	218	61
2075	R. Fitting	28	24	31	31	78	29	221	62
2578	D. Cramer	27	32	29	28	dns	28	222	63
2384	G. Duncan	29	29	27	dns	dns	33	234	64

**THE WINNERS: 1969 NATIONAL CHAMPIONSHIPS  
AWARDS FOR FINAL POSITION**

**FIRST**

Carron Perpetual Trophy  
Carron Keeper  
Blue Flag, 3 Gold Chevrons  
Crew Bowls: Bill Cooley,  
Glen Moore

Jim Miller  
Thistle #1776  
Oyster Bay, New York

**SECOND**

Seneca Bowl (Perpetual)  
Carron Keeper  
Red Flag, 2 Gold Chevrons  
Crew Cups: Judy White,  
Paul Ward

Robert White  
Thistle #124  
Fleet #21, Columbus, Ohio

**THIRD**

Fairhope Trophy (Perpetual)  
Carron Keeper  
Yellow Flag, 1 Gold Chevron  
Crew Cups: Marc Hollerback,  
Dave Bertleson

Lewis Wake  
Thistle #2702  
Fleet #2, Detroit, Michigan

**FOURTH**

St. Petersburg Trophy  
(Perpetual)  
Carron Keeper  
Green Flag  
Crew Cups: Rick Grenske,  
Steve Carr

Ned Lockwood  
Thistle #2050  
Grand Traverse, Michigan

**FIFTH**

Richmond County Y. C.  
Trophy (Perpetual)  
Carron Keeper  
White Flag  
Crew Cups: Frank Chapman,  
Mark Schmidt

Dennis Clark  
Thistle #2685  
Fleet #61, Seattle,  
Washington

**SIXTH**

Williams Perpetual Trophy

Jack Bierley  
Thistle #2150  
Fleet #85, Erie, Pennsylvania



The winner, Jim Miller, contemplating the spoils of war.



Second in the Nationals was Bob White's "poorest" finish in any regatta this year! He won every other regatta he entered.



Lou Wake, a new "teenage terror," took third.



Ned Lockwood came from way-back to take fourth.



Dennis Clark, who has had a lot of practice accepting trophies, was fifth.

**AWARDS FOR INDIVIDUAL RACES**

**Division No. 1**

**Division No. 2**

**FIRST RACE**

First: Jim Miller (1776)  
Ulmer Trophy  
Second: Carl Buchan (2636)  
Third: Dennis Clark (2685)

Charles Steigerwald (1619)  
Thomas Trophy  
John Bierley (2150)  
Ned Lockwood (2050)

**SECOND RACE**

First: Dennis Clark (2685)  
Race-Lite Trophy  
Second: Larry Haupt (2167)  
Third: George Silk (2445)

Gerald Ficks (1587)  
Schock Trophy  
Jim Miller (1776)  
John Bierley (2150)

**THIRD RACE**

First: Art Glasier (2342)  
Boston Trophy  
Second: Tom Wilson (1815)  
Third: Jim Miller (1776)

Tom Beckham (2460)  
Mariner Trophy  
Robert White (124)  
Lewis Wake (2702)

**FOURTH RACE**

First: Dennis Clark (2685)  
Douglass & McLeod  
Trophy  
Second: Lewis Wake (2702)  
Third: Ned Lockwood (2050)

Art Glasier (2342)  
Kaiser Trophy  
John Bierley (2150)  
Charles Steigerwald (1619)

**FIFTH RACE**

First: Gerald Ficks (1587)  
Airroller Trophy  
Second: Jim Miller (1776)  
Third: Marlin Abramson  
(924)

Jock Wolfe (730)  
Don Borden (2530)  
William Walton (447)

**SIXTH RACE**

First: Ned Lockwood (2050)  
Long Island Sound  
Trophy  
Second: Robert White (124)  
Third: Ralph Kelly (1486)

Roger Brett (1891)  
Hank Inouye (1310)  
Richard Brust (1045)

## NATIONALS SIDELIGHTS

The keynote for this year's Nationals was set early, as members of the Eugene Yacht Club, and their ever-present and ever-helpful caretaker, met the incoming boats, and did everything in their power to make them feel welcome. The Thistlers from the Eugene Yacht Club may have been few in number, and may have lacked the experience of the "semi-professional" group which has run our Nationals at Sayville; but, they more than made up for any lack of experience with their enthusiasm, planning, and hard work. The meals throughout the week were excellent; and, all necessary services, from free medical care provided by one of the fleet doctors, to a boat store with a complete line of hardware, run by another member of the fleet, were provided on the Club grounds. One night, a friend pointed to one of the men in the serving line and said, "It's hard to believe, but this afternoon, he was out working on the Committee Boat, when I got in this evening he was cooking dinner, and now he's serving dinner." This was the story of the week at Eugene. To paraphrase a rather famous Englishman, "Never have so few done so much for so many." Our thanks to Fleet 124 for a job very well done.

Another factor which added to everyone's enjoyment of this year's Nationals was the fact that nearly everyone lived on the Club grounds, either in the two large and very convenient areas provided for tenting, or in the rental trailers. This is an arrangement which we should try to copy at future Nationals whenever possible.

The Race Committee work throughout the Nationals was excellent, as Bob Clark was able to get off all six

races with only one recall for the entire series. Although the winds were generally shifty, Bob consistently had lines that were square to the median wind, and the fleet generally spread out reasonably well along the line. For some reason, the entire fleet hung considerably further back below the line than normal, and although most of the boats were lined up in a nearly straight line, it was well behind the starting line. Whether this was due to the new NAYRU rules on luffing on the starting line, to the generally square and long lines, or to some other factor, we don't know. It was certainly a novel experience, though, for a Thistle Nationals.

This was to be the year of the "mini-controversy." The first "mini-versy" occurred during measurement, when a number of centerboards from one of the Class builders turned out to be thicker than allowed in the specifications. There were many disgruntled and unhappy Thistlers working late through the night Saturday sanding down their boards. The following morning, the tenting area, in which most of the sanding was taking place, looked as if there had been a snowstorm. Many of the comments of these Thistlers cannot be printed in the Bagpipe, but we noticed that their humor improved immeasurably when they saw both the Class President, Tom Wilson, and the Chief Measurer, Jim Miller, busy at work sanding down the boards of their chartered boats.

The second "mini-versy" of the Nationals occurred when many of the Thistlers found out that the Awards Banquet would cost \$10 per person. The general reaction was "Oh no, not again, not \$10 for a banquet meal."

Few really believed the Eugene Thistlers, when they said that the meal would be a superb "gourmet type," well worth the \$10. To any of the "doubting Thomases" who left early, the meal was truly superb, and well worth the \$10. It would have cost at least that much for an equivalent dinner almost anywhere in the country. In fact, when you include the wine, the Bagpipe band, the Scottish dancer, and the dance band, we wonder a little bit how they did it for the price. It was certainly the finest awards banquet which the Thistle Class has ever held; and, even to a died-in-the-wool Scotsman like myself, it was well worth the money for myself and my wife. (I must admit a few qualms about purchasing a \$10 dinner for our 9-year-old son, but he assured me that he, too, felt it was well worth the money.) As a Scotsman, I must admit I'd like to see it lower-priced next year, but it sure was enjoyable this year.

The third "mini-versy" of the week was perhaps closer to a full-fledged controversy, as there were wide disagreements as to whether or not the races should be postponed to wait for better winds. While the northerlies blew on Saturday, the blahs came on Sunday, and they were to last through Thursday noon. The morning and early afternoon breezes each day were of adequate velocity for racing, probably in the range of 3-5 mph, but they were extremely shifty, and the lake was full of "holes" and "tanks." The conditions were such that it would have been very difficult to get off the two division starts on a fair course, and the record of 11 recalls at Mentor '67 might well have been broken had the National Race Committee elected to race in the lighter mid-day winds. Each day, the Race Committee postponed the races until the westerly came in, and this provided races in winds of anywhere from 6 to 15 mph. Many of the sailors who are at their best in lighter or shifter airs felt that the races should have been held when scheduled. The National Race Committee, however, held firm and followed the plan announced in the Nationals Race supplement: Sit out the blahs, and wait for the evening westerly. The result was that the series came in four "bursts": a single race Monday, two races back-to-back extending late into the evening Tuesday, a single

(continued on page 19)

### SPECIAL AWARDS: 1969 NATIONALS

1. Lowest total score—last three races
2. Highest overall finish for skipper sailing first National Championship
3. Highest overall finish for skipper under age 18
4. Skipper coming greatest distance
5. Skipper with lowest finish who completed all races without disqualification
6. Highest finishes in last three Nationals
7. Highest overall finish for skipper 50 years or older
8. Highest overall finish for skipper from Lake Erie East
9. Highest overall finish for skipper west of the Mississippi

Ned Lockwood (2050) — President's Trophy and Keeper  
 Art Glasier (2342) — Hard Novice Trophy and Keeper  
 Carl Buchan (2636) — Age 12 — Morgan Junior Trophy and Keeper  
 Ted Fontelieu (655) — Long Distance Trophy Keeper (3,000 miles)  
 Robert Fitting (2075) — Last Place Keeper Trophy  
 Tom Wilson (1815) — Barnett Trophy and Keeper  
 Art Glasier (2342) — Old Goat Trophy and Keeper  
 Jack Bierley (2150) — Cottage Cup  
 Dennis Clark (2685) — Clark Trophy

# THE EUGENE SCENE

photos by george and miss georgie silk



Who says Thistlers don't travel in style? One of the early arrivals was Bill Walton (447) who drove up in a Rolls Royce!



Never have Thistlers received such complete service, including medical and psychiatric care, right on the clubhouse grounds. Dick Brust sewed up Mark Gilliland's foot after Mark dropped Jerry Ficks' centerboard on it.



Measurement was delayed a bit when the scale broke. Sound familiar?



The meals at the clubhouse, all superb, started Monday night with the Chicken Barbecue. This meal featured the World's only fruitbowl carrying 50 square feet of sail.



Bob Clark, the able R. C. Chairman, answers Thistlers' questions at the Skippers' meeting.



Waiting for the Westerly was the daily order of business, and the long waits gave ample time for many bull sessions. Anytime two top Thistlers stopped to talk, a crowd was sure to gather. A discussion on masts between Fontelieu, Barrett, and Clark drew a large crowd, who listened attentively to Ted Fontelieu expound his theories.



This was "advertised" as a family style Nationals, and it lived up to the claims, as the kids had a ball. Riding the club garbage wagon was a favorite pastime for the "light air crews."



Thursday morning, Larry Haupt personally conducted flotation tests on several Thistles including his own.