

THE

BAGPIPE

TWENTY-FIFTH ANNIVERSARY OF THISTLING

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FALL 1970



KENT FOSTER IS 1970 THISTLE NATIONAL CHAMP

THE BAGPIPE

Class Journal
of
The Thistle Class Association

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HAIL and FAREWELL!

Two years, and 12 issues, after it all started, we can say "Hail" to our new Bagpipe editor Charles Wardwell (668), and, "Farewell" to what has been a fascinating job.

HAIL:

Charles Wardwell, proud owner of Thistle no. 668, otherwise known as "Sea Sarah," is a relative newcomer to Thistling, but he has already served the class well. Charlie bought no. 668 in Chicago in 1963 and promptly trailed it to Detroit for measuring by George Devlin, and rigging tips by Spike Boston. Charlie quickly became the prime mover in building Thistling on Chicago's North Shore, providing his Wisconsin Thistle neighbors to the north in Racine with some company on Lake Michigan. Charlie organized the Winnetka fleet, which started racing in 1965, and two years ago was joined on the North Shore by the Waukegan fleet. This past year Charlie has served as a member of the Thistle National Executive Committee, as District Secretary of the Lake Michigan District, and most recently as a member of the 1970 National Race Committee. He has published the Thistle Class Yearbook for the past three years, so he should be well prepared for his job as Bagpipe editor.

Charlie commutes from his home in Winnetka to Chicago, where he is an executive with a company that manufactures technically oriented papers.

It comes as a surprise to most people, but Charlie officially qualifies as an "Old Goat" having been born some 53 years ago in Watertown, New York. He started his sailing at the family summer home at Sacketts Harbor on Lake Ontario in a variety of boats, including an International 14, and a Barnegat Sneak Box which he still sails on summer vacations. Charlie is both an avid day sailor and enthusiastic racer, and he revels in heavy air, taking fifth in the "demolition derby" race at Sayville '68. He is often joined on 668 by two of his lovely daughters, Mary, 20, Sally, 18, or Susie, 15.

Our best wishes to Charlie Wardwell as he takes on one of the most fascinating jobs in sailing, Editor of the Bagpipe.

FAREWELL:

Editing the Bagpipe, like racing a Thistle, is a job made much easier by a competent crew, and my wife over the last two years has handled a major part of the Bagpipe work load. Nina and I can say we wouldn't have missed the experience for anything in the world (nor would we repeat it for anything!). Ever since George Washington's Farewell Address, people have searched for a better way to say goodbye, but the usual result is a bit of maudlin prose, so we'll try to make it short.

Our thanks to all who have contributed their time and talents to the Bagpipe; we expressed our thanks to them last year; they've all been given well deserved by-lines, and we can only hope the class appreciates their efforts as much as we. It is the efforts of these people, and people like them, who are willing to share their knowledge of sailing, that make the Bagpipe (and the class) what it is.

Also our thanks to all of the Bagpipe readers who have taken their time to drop us a note, or have stopped us at a regatta with a few kind words. Compliments are always greatly appreciated! As many Bagpipe editors have noted, it is the close contact with many Thistlers from all over the country that makes the job really worthwhile. We will miss your letters (although our Postman won't), but we will be looking forward to seeing you on the circuit.

It has been pointed out that Rogue Thistle Fleet #142 is the only fleet fully dues paid and registered in the 1970 yearbook. Congratulations 142, may your success be widely emulated!

On the Cover

It's appropriate that the cover picture from the Nationals is George Silk's fine photo of a boat returning to harbor. With the course well off shore, sailing out and back constituted a substantial portion of each sailor's time at the Nationals. Most of this year's photo coverage is by Hank Troin (2787), who spent his vacation photographing the Nationals for the Bagpipe, with an assist from George Silk who, took a day off from his Americas Cup work, and from Carol Slockbower, who has contributed a number of photos to the Bagpipe. With all this help, though, we did not get one action shot of Kent Foster, and humbly apologize to our new National Champ.

the skippers' meeting

MEASURER'S MEMO

BY JIM MILLER

The recently concluded Nationals gave me an opportunity to weigh all the competing boats at the regatta. Bob Chittick took great pains to achieve accuracy in the weighing, using proof tested weights to establish that the scale was indeed calibrated to read within ½% accuracy at 500 pounds. Again the TCA is greatly indebted to Bill Scharenberg for his ability to talk Battelle out of the use of their fine scale for the Nationals. While there was some question as to inaccuracy caused by wind loading, I am confident that the weighing job went very well, and speaking for the Class, I sincerely thank the Westport people who took such pains to see that this critical testing was done very accurately. The weighing proved that certain builders are still building boats too lightly, and it indicates a need for all boats to be weighed and certified as to their weight before they leave the builders shop. I find it grossly unfair to compete all Summer long against good sailors, and have to wait until the Nationals to determine that the winner of the XYZ regatta did in fact have a boat that was 15 pounds under the minimum all up weight. While the owner of such a boat can plead ignorance, he is still sailing an illegal boat, anyway you slice it. The solution is fairly simple; that is, all boats competing in District Qualifying Series must be weighed before sailing; and, a record of underweight boats should be made for the District secretary to see that through the various fleet captains, compensating weight additions have actually been permanently installed in the boat in question. I feel that the all up weight consideration has been soft pedaled long enough, and it is incumbent upon the builder and the owner to present boats at regattas of legal weight. Detailed below, you will see a tabulation of all the light weight boats weighed at the 1970 Nationals. The owners were allowed to make temporary weight installations; however, following the conclusion of the Nationals, the listed boats must have permanent weights added, and it will be the responsibility of the fleet captains, or fleet secretaries, to see that these requirements are

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FROM OUR READERS

The following is a note from L. C. McClaskey on the mast question:

As a new sailor and owner of a comparatively new Thistle (2735), I have reviewed a number of the recent Bagpipes, particularly with respect to the proposed adoption of a new metal mast. It seems to me that most of the Association's Officers "strongly favor" obtaining an extrusion that will bend the way a good wood mast bends in the middle and upper wind speed ranges.

Referring to the "Experts' Roundtable" in the Spring 1970 issue, it appears that only two out of the top fifteen in the 1969 Nationals had aluminum masts. In some of the earlier issues, one gains the clear impression that the majority of the top sailors in our class feel that wood masts are superior in performance to the present aluminum mast. To correct this, owners of present aluminum masts could go to the expense of buying a new mast, and possibly new sails, or sail with non-competitive equipment. The latter would, of course, effect the resale value of their boats.

I was very impressed with President Wilson's remarks in the Sept.-Oct. 1969 issue of Bagpipe in which he reported that the purpose of the mast study was to develop alternatives upon which the class can vote and that the alternatives include (1) the status quo, (2) adoption of the current aluminum mast or (3) adoption of a new mast.

For the benefit of us newer sailors and the silent majority that never gets to the Nationals and those non-technical sailors that own Thistles just for the fun of it, I believe you would provide a very worthwhile service if you would publish a comprehensive analysis of the three alternatives referred to by Mr. Wilson instead of placing most all your attention on Alternative No. 3.

The Bagpipe has tried to stimulate discussions by its readers on the mast situation, but to our surprise few comments have been received, and all letters commenting on the mast question

have been printed. The new aluminum mast is "news," and has received the lion's share of the coverage, but, the current aluminum mast, and comparison with wood masts have received some coverage in the Bagpipe. About a page and half was devoted to a letter on the current aluminum masts by Remie Bell, and an answer to some questions he raised ("Answering Pennant," Spring '70); and a page, was devoted to a letter on the same subject from Bill Gent ("From Our Readers," Late Spring '70). Also, the class sailmakers expressed their opinions on the current Aluminum masts, and on desirable bend, in Sail Trends (January, February '69). Unfortunately, it is a bit hard to get expert opinions, based on personal experience, on the present Aluminum mast. To the best of our knowledge, as Mr. McClaskey comments, all of the top sailors in the class continue to use wood sticks.

Mr. McClaskey is completely correct that all of the alternatives merit considerable coverage and discussion in the Bagpipe. After a successful prototype has been developed, and tested in actual competition, and before the alternatives are placed before the class, a comprehensive analysis of the alternatives will be printed in the Bagpipe. In the meantime, all Bagpipe readers are strongly encouraged to send in their thoughts and opinions.

ANNUAL MEETINGS

The minutes from the Governing Board and Annual meetings were not available as the Bagpipe went to press, and will be printed in the next issue.

GOVERNING BOARD: The Governing Board passed a dues increase to \$10.00 for active members and \$5.00 for co-owners. Jim Miller was given a vote of confidence on his mast study, and will have a new die made for further tests.

ANNUAL MEETING: The floatation amendment was passed by a substantial margin, and will be required by the 1971 Mid-Winters. New officers, as listed in the masthead were elected.

REGATTA SCHEDULE

Jan. 23-24 Mission Bay Invitational San Diego, Calif.

The Nationals • 1970

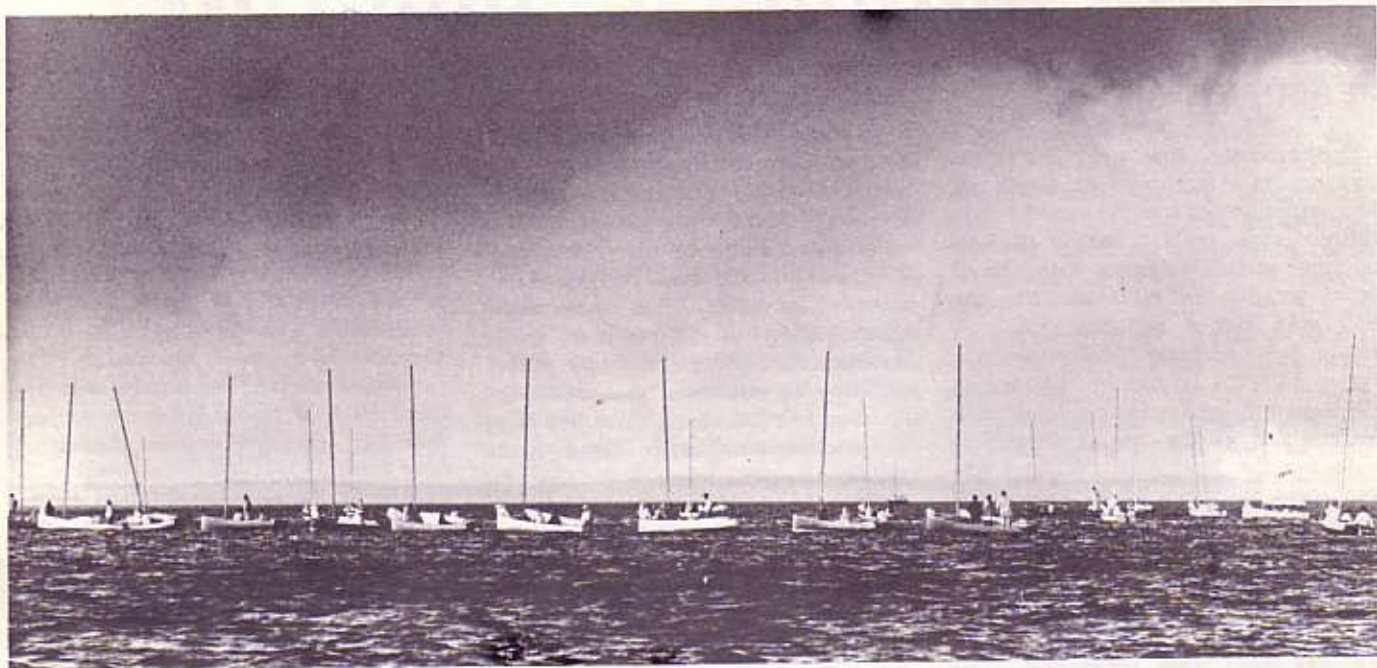


photo by george silk

Weather played a prominent part in the '70 Nationals, and the weeks racing started with a line squall that delayed the first race until Tuesday.

The winner of the 1970 Thistle Nationals was Kent Foster (1947) of Cincinnati, Ohio. Kent, who has spent many years crewing for such Thistle stalwarts as Jerry Ficks (1587) and Ed Fracker (2770), has been sailing out of Winnetka, Illinois this summer as co-owner of 1947. With Chuck Steigerdald (1619) of Hoover Yacht Club, Columbus, Ohio finishing third, and Bob White (2754), of Leatherlips Yacht Club, Columbus, Ohio finishing fourth, it was a bit of a "Southern Ohio Nationals." Dennis Clark (2833) of Seattle finished in the top five for the third straight year, with a strong second place finish; and, the top five was rounded out by Charles Pollak (1708), of Westport, the only member of the highly favored "Westport Mafia" to crack the top five.

At times the Nationals seemed like something out of Shakespeare, but it was often hard to determine whether it was one of his tragedies or one of his comedies. In the end, perhaps, it was perhaps a bit more like something out of Damon Runyon, as the affair at times appeared to be one of the biggest "floating crap games" to be seen in the New York area since Nathan Detroit of "Guys and Dolls" fame folded up his operations.

The "tragedy" aspect of the Nationals started early and continued at a fast pace, as one after another of the

top skippers went down the drain one way or another. Jim Miller (2776) '69 champion opened with an unbelievable 24th, more than his total point score for the entire '69 Nationals. Ron Meisner (2256), who had a shot at this year's Mid-Winter Championship until his mast broke in the fourth race at St. Pete, was one of the first to feel the ax, as he DSQ'd in the first race. Bob White, who had won the first race, was leading in the second race, when he went nearly wayless, fouled another boat, and dropped out. This about equalled Bob's total of fouls for the past five years. Dave Minton (28), who was leading after three races, and who was the popular favorite with the "gallery," went down the drain as the fourth race started when, in moderate air, a fitting at the end of his boom broke. As was true of many of the incidents in the series, this seemed to be another proof of The Theory of the Natural Perversity of Inanimate Objects. (Have you ever noticed that when you drop a piece of bread that it always lands buttered side down?) There were several recalls in this race, but the fitting chose to break just as the gun fired for the one start which was not recalled, and by the time Dave was able to get it fixed, he was well out of the race. In the fifth race the "oddball" happenings continued as Jerry Ficks, who was in a very close

second place in the series at the time, rounded in third for the run home, and promptly capsized in about 8 knots of wind. As best anyone could tell, it was some "freak" of centrifugal or inertial forces as Jerry can carry his chute virtually to weather in that air. One of the more spectacular events of the week actually occurred before the series started as the boats were screaming in on a lovely 3 mile plane from the practice race. The bulk of the fleet thru ignorance strayed onto Cockenoe Reef, and a number of boats smashed boards and rudders on George's rock. Dennis Clark produced some of the more spectacular action of the afternoon, as he tore his rudder off the boat while on a full plane, and went into what those on the spectator boat described as some rather interesting gyrations before he got his boat under control. Dennis also was the victim of one of the most spectacular reversals of position ever seen in the Nationals. In the sixth race, trailing Kent Foster by some 10 points, in the series, Dennis rounded the leeward mark for the final beat in second place, with Kent some 25 boats behind him. The air turned flukey, and by the time the beat was over, Kent had rounded the weather pin in first place, Dennis had rounded fourth, well behind Kent, and had seen what appeared to be an almost certain second National Cham-

pionship "gone with the wind." Such mundane events as dropping 20 boats in a wind shift, or "normal" gear failures were common enough that sympathy became a rare commodity as many skippers were too busy licking their own wounds.



Orv Yingling and his crew gave all Thistlers their first taste of Cedar Point's superb hospitality.

As the sailors arrived for the Nationals, the smooth running organization of Regatta Chairman Ted Fontelieu (655) soon became obvious. The Thistlers were quickly processed through housing, registration and measurement, and were ready to get down to the serious business of sailing. Ted's organization functioned like a well-oiled machine throughout the week, with excellent dinners promptly served, plenty of free beer, and lots of fun for all. The organization extended even to the Race Committee, as this was the first Nationals we've seen where there were both practice races to give the sailors a final tune-up, and also practice sessions to hone the Race Committee to a final razor edge as well. The training paid off as the Race Committee functioned smoothly throughout the series. Unfortunately, they often met weather conditions which would have tried the patience of Job and the wisdom of Solomon, but they kept the series going.



photo by george silk

Ted Fontelieu, the regatta chairman, opened the weeks "festivities" at the skippers' meeting.
(continued next page)

THE WINNERS: 1970 NATIONAL CHAMPIONSHIPS AWARDS FOR FINAL POSITION

FIRST

Carron Perpetual Trophy
Carron Keeper
Blue Flag, 3 Gold Chevrons
Crew Bowls: Scot Landon,
Tord Carmel

Kent Foster
Thistle #1947
Cincinnati, Ohio

SECOND

Seneca Bowl (Perpetual)
Carron Keeper
Red Flag, 2 Gold Chevrons
Crew Cups: Dave Clark,
Siri Bardarson

Dennis Clark
Thistle #2833
Fleet #61, Seattle,
Washington

THIRD

Fairhope Trophy (Perpetual)
Carron Keeper
Yellow Flag, 1 Gold Chevron
Crew Cups: Doug Laber,
Julie Steigerwald

Charles Steigerwald
Thistle #1619
Fleet #126, Columbus,
Ohio

FOURTH

St. Petersburg Trophy (Perpetual)
Carron Keeper
Green Flag
Crew Cups: Judy White,
John Oswald

Robert White
Thistle #2754
Fleet #21, Columbus,
Ohio

FIFTH

Richmond County Y. C. Trophy
(Perpetual)
Carron Keeper
White Flag
Crew Cups: Martha Pollak,
Cris Pollak

Charles Pollak
Thistle #1708
Fleet #99, Westport,
Connecticut

SIXTH

Williams Perpetual Trophy

Irv Liggett
Thistle #823
Fleet #99, Westport,
Connecticut

AWARDS FOR INDIVIDUAL RACES

FIRST RACE

Division No. 1
First: Robert White (2754),
Ulmer Trophy
Second: Gerald Ficks (1587)
Third: Kent Foster (1947)

Division No. 2
Joe Krafft (635)
Thomas Trophy
David Minton (28)
Barrie Smith (2849)

SECOND RACE

First: James Miller (2776)
Race-Lite Trophy
Second: John Lovett (1055)
Third: Dan Fletcher (1692)

Ron Meisner (2256)
Schock Trophy
Charles Steigerwald (1619)
Dennis Clark (2833)

THIRD RACE

First: Robert White (2754)
Boston Trophy
Second: David Minton (28)
Third: Lynn Nye (2846)

Dennis Clark (2833)
Mariner Trophy
Kent Foster (1947)
Fuller Moore (2786)

FOURTH RACE

First: Dennis Clark (2833)
Airroller Trophy
Second: Gerald Ficks (1587)
First: Robert White (2754)

Kent Foster (1947)
Kaiser Trophy
Lewis Wake (2702)
Richard Godfrey (2799)

FIFTH RACE

First: Robert White (2754)
Douglass & McLeod Trophy
Second: Tom Wilson (1815)
Third: Kent Foster (1947)

Ed Fracker (2770)
Howard Payne (2101)
Peter Milnes (2683)

SIXTH RACE

First: Kent Foster (1947)
Second: Long Island Sound Trophy
Chris Klotz (1)
Third: Jack Bierley (2750)

Joe Vander Gaag (2588)
Richard Percoco (1236)
Cliff Siegh (1938)

NATIONALS (continued)

THE WINDS

As the series started Monday morning, the weather problems that were to plague the Race Committee throughout the week began to appear. The practice race was delayed until Monday afternoon by thunder squalls. Shortly after a delightful practice race was sailed in lovely air, the squalls again appeared, delaying the first race of the series until it became too late to start. Most of the races that followed were sailed in good airs which allowed finishes in reasonable time, but flukey airs appeared in a number of the races, notably the second division in the first race, both divisions in the second race, the second division again in the fourth race, and both divisions in the sixth race. The sixth race, as a matter of fact, was so badly plagued by flukey airs that the last three boats to the weather mark were Jim Miller (2776), National Champion, Bruno Markelunius (1358), past Mid-Winter Champion, and Lew Wake (2702), current Atlantic Coast Champion. As a measure of how things scrambled during that race, Jim, who rounded the weather mark third from last, eventually finished fourth, beating boats who had rounded the weather pin 20 to 25 minutes before him.

THE SERIES

After the first two races, the series began to shake out. It appeared as if the pond sailors from Columbus were out to show their big water brethren from the East Coast how it's done in Columbus. After the second race, the leader was Chuck Steigerwald, with a fourth and second, and, the second place boat was Dave Minton, with an eighth and a second, tied with Kent Foster from Cincinnati, with a seven and a three. Had it not been for his dnf in the second race, Bob White, of Columbus would probably have made it a Leatherlips sweep for one, two, three with two firsts. Chuck took a tenth in the third race, and Dave who finished second, moved up into first place to keep Columbus at the forefront. Needless to say, Dave quickly became a popular favorite as many hoped that the man who has done so much for the class over the years might win the 25th National Championship.

One of Dave's crew noted before the fourth race that the total age of the three crew and boat totalled over 200 years. The age of the crew proved to be no problem, but the boat must have taken umbrage at reference to her advanced age, and Dave's chances went



photo by hank train

The lines at the Nationals usually looked like this . . .

1970 THISTLE NATIONAL CHAMPIONSHIP

CHAMPIONSHIP DIVISION

No.	Skipper	1	2	3	4	5	6	Pts.	Fin.
1947	K. Foster	3	7	2	1	3	1	16½	1
2833	D. Clark	13	3	1	1	7	16	40½	2
1619	C. Steigerwald	4	2	10	13	14	15	54	3
2754	R. White	1	dnf	1	3	1	21	73	4
1708	C. Pollak	15	22	9	7	8	14	74	5
823	I. Liggett	6	22	15	4	16	13	76	6
198	P. Hale	11	12	5	9	32	10	79	7
1124	R. Crump	9	5	15	6	10	35	80	8
2813	E. Duckworth	7	10	17	14	25	7	80	9
2750	J. Bierley	9	25	7	23	15	3	82	10
2786	F. Moore	14	41	3	8	12	5	83	11
2849	B. Smith	3	11	20	17	6	28	84	12
1815	T. Wilson	7	16	16	8	2	36	85	13
1817	W. Poole	6	15	20	12	4	29	86	14
1587	G. Ficks	2	9	4	2	30	42	89	15
2494	T. Barnard	12	4	12	17	36	8	89	16
2776	J. Miller	24	1	14	27	23	4	92	17
2753	H. White	18	7	26	10	9	22	92	18
1358	B. Markelunius	5	14	19	15	28	12	93	19
2854	S. Rapp	21	6	8	5	29	26	95	20
1808	H. King	10	20	6	22	31	9	98	21
2796	W. Smith	11	8	34	10	18	17	98	22
2000	E. Wood	5	26	14	5	34	18	102	23
1889	R. Glover	25	24	16	23	5	11	104	24
655	T. Fontelleu	8	32	7	11	13	34	105	25
1	C. Klotz	19	dsq	13	13	11	2	105	26
28	D. Minton	2	8	2	36	38	20	106	27
1223	W. Bell	27	11	11	9	dsq	6	111	28
1365	J. Holzaepfel	24	5	17	31	19	24	120	29
2624	E. Richards	16	19	22	7	20	38	122	30
1692	D. Fletcher	23	3	26	25	27	19	123	31
2196	H. Kastel	17	17	8	20	35	27	124	32
2707	R. Rostorfer	22	4	13	14	wd	25	125	33
2846	L. Nye	26	23	3	16	22	37	127	34
2674	W. Stubner	10	25	23	15	26	30	129	35
1080	J. Foster	20	12	12	24	21	41	130	36
2752	L. Haupt	23	13	27	19	17	31	130	37
924	M. Abramson	8	16	4	28	39	40	135	38
2702	L. Wake	21	21	9	2	37	wd	137	39
641	H. Brown	19	13	29	21	24	32	138	40
2256	R. Meisner	wd	1	10	4	40	wd	149	41
2799	Godfrey	37	24	6	3	42	39	151	42
1055	J. Lovett	30	2	31	27	41	23	154	43
2831	T. Rice	13	26	5	30	33	wd	154	44
2447	M. Simonson	22	6	18	35	44	33	158	45



photo by Hank Troin
But occasionally a last minute shift in the unpredictable winds produced chaos like this.

1970 THISTLE NATIONAL CHAMPIONSHIP CONSOLATION DIVISION

No.	Skipper	1	2	3	4	5	6	Pts.	Fin.
2770	E. Fracker	33	9	dnf	6	1	11	156 $\frac{3}{4}$	46
2820	R. McLeod	32	10	35	18	4	9	158	47
2101	L. Payne	18	dnf	25	11	2	12	165	48
2588	J. Vander Gaag	29	27	28	31	11	1	176 $\frac{3}{4}$	49
2551	G. Curran	25	21	25	29	7	26	183	50
2678	J. Stevenson	16	19	34	dns	5	13	184	51
2683	P. Milnes	15	32	30	24	3	31	185	52
1938	C. Siegh	20	42	32	18	21	3	186	53
1155	A. Menke	29	20	18	37	24	8	186	54
1754	E. Fillion	14	28	31	33	27	6	189	55
2621	J. Sackett	34	33	30	20	19	4	190	56
330	D. Moore	31	18	24	19	9	29	198	57
2026	J. Fenno	27	dsq	22	33	17	5	201	58
1110	L. Owen	43	15	44	29	13	7	201	59
1630	J. Berry	37	18	19	dns	6	27	204	60
635	J. Krafft	1	28	38	34	30	25	205 $\frac{3}{4}$	61
1394	B. Schmitter	12	37	40	32	17	21	209	62
2171	J. Brown	26	17	41	26	32	17	209	63
1138	G. Pearsall	28	33	21	21	20	dns	210	64
1236	R. Percoco	28	dsq	38	35	18	2	218	65
2345	B. Calhoun	31	39	33	12	26	30	221	66
2315	W. King	17	38	36	37	36	10	224	67
668	C. Wardwell	42	30	39	34	15	14	224	68
1748	A. Were	41	38	36	28	10	22	225	69
2403	W. Carpenter	32	14	29	32	35	34	226	70
2209	S. MacLean	36	35	33	38	22	18	232	71
1802	K. Small	38	29	24	43	25	24	233	72
2801	L. Little	33	40	37	dns	8	19	234	73
1163	R. DuRose	30	39	43	25	16	35	238	74
274	T. Lawson	36	23	32	dns	33	28	249	75
2745	G. Hamilton	42	35	28	16	34	wd	252	76
2558	S. Mullen	wd	31	35	30	28	33	254	77
1506	J. Nellie	43	30	42	36	23	32	256	78
2604	Russell	wd	37	41	dns	12	23	257	79
1111	S. Boston	39	27	21	39	wd	wd	260	80
900	B. Wagnon	40	34	39	40	37	20	260	81
1987	T. Goldon	35	40	45	26	31	36	263	82
2020	J. Geiner	40	31	27	22	wd	wd	264	83
2585	D. Walsh	35	34	11	41	wd	wd	265	84
1746	W. Whalen	38	dnf	37	40	38	15	265	85
1216	D. Willis	44	36	43	41	39	16	269	86
1886	D. Kelsey	41	29	23	39	47	47	276	87
2819	W. Alexander	4	dsq	dnf	dns	dns	dns	289	88
2023	E. Borchers	34	36	40	42	wd	wd	296	89
1642	N. Harvey	39	41	42	38	47	47	304	90

down the drain when his boom fitting broke at the start of the fourth race. Kent Foster, winning his division in the fourth race, moved into first place at that point, and was never again headed in the series. As the split was made into the Championship Consolation Division, it appeared as if there were only three sailors with a shot at the title. Kent Foster was leading with 12 $\frac{3}{4}$ points; but, Dennis Clark, who had come back from a 13th in the first race with a 3-1-1 series for 17 $\frac{1}{2}$ points, and Jerry Ficks, who had 17 points, were only a short distance behind Kent.

In the fifth race, Jerry who had sailed the first three legs of the race in second or third place, and had managed to put several boats between him and Kent, looked as if he might move up into a virtual tie for first position going into the sixth race. Kent, however, displayed excellent boat speed on the second beat, and moved past four boats to round only one boat behind Jerry. At that point, disaster struck. As Jerry put up his chute, he noticed a boat close hauled on starboard coming up and luffed slightly to be certain of keeping clear. The crew briefly dumped the chute as Jerry luffed up, but by some freak, even though all sheets were slack, the chute refused to dump, and in about 8 or 10 knots of air, Jerry's chances for a National Championship disappeared as he capsized. Clark retained his shot at the Championship as he came back on the final two legs to finish seventh.

As the sixth race started, Kent was leading with 15 $\frac{3}{4}$ points, and Dennis was less than 10 points behind at 24 $\frac{1}{2}$. At the first weather mark, Dennis rounded second and held a commanding lead over Kent, who rounded in the high 30's. Kent picked up 10 or 12 boats on the reaching legs, but as he rounded the leeward mark for the final beat, he was still about 25 boats behind Dennis, some 12 to 14 boats more than Dennis needed for a second National Championship. A dramatic major wind shift on the second beat favored those who had gone all the way to the right hand side of the course, and the first three boats to round the weather pin were Kent Foster, Chris Klotz (1), and Jack Bierley (2750), all of whom had rounded the leeward pin in the mid-20's to the mid-30's, and had sailed one tack to the starboard lay line. The fourth place boat was Dennis Clark, who was some 200 yards behind the lead

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NATIONALS (continued)

boats, and that turned out to be the ball game. The first three boats had enough wind to carry on to a finish; but, for the remainder of the fleet the wind died, and vagrant breezes shook things up completely before the race was finally over with Dennis dropping to 16th. The National Championship belonged to Kent Foster, and he had won it by sailing a superb series.

IN CONCLUSION

Kent had excellent boat speed as he finished well in the races where the air was steady; and, he also showed excellent wind sense as he did very well in all of the races where the air was shifty. When the chips were down in the sixth race, and the Championship apparently lost, Kent kept his head and correctly played the course for the one wind shift which could put him back in contention. In the final analysis, it was a job very well done, and our congratulations to the new Thistle National Champion, Kent Foster.

For the rest of the boats in the top five it was a rather different story, with about as many different plots as there were boats.

For Dennis Clark, it was a story of brilliant sailing, and almost unbelievable bad luck. Although no one realized it at the time, the turning point of the Nationals had come at the jibing mark in the first race. Dennis had seen a strong first place position wiped out when a dying wind, followed by a breeze coming up from behind, swept the fleet up over him and dropped him to thirteenth. Had Dennis maintained his position in the first race, he very well might have entered the final race a couple of points ahead of Kent. This might have allowed him to maintain a "Whither thou goest I will go" cover to avoid the affects of the final major contortions of the winds which turned what appeared to be excellent comeback into the final frustration of a long week. Dennis has had a pretty fair summer overall, though, with his second in the Thistle Nationals, a first in the OK Dinghy Nationals, and a first in International 14's at CORK.

The two "Charlies," Steigerwald in third, and Pollak in fifth, sailed good consistent series, without any really bad races and with a couple of good ones, to take home their silver.

Bob White's series more nearly mirrored that of Dennis. Bob took his DNF without losing his composure, good humor, or smile, and came back



photo by hank troin
Jerry Ficks and crew open up a big lead as they move out on the fleet . . .

to clean up much of the silver still in sight. It's no mean trick to finish 4th in the Nationals after a DNF, and Bob sailed brilliantly, but unfortunately it was still an "if only" series for him. However, with his 2nd and 4th in the last two Nationals, Bob has to be one of the strong favorites for '71, so for Bob, as for Dennis, it is "Wait 'til next year."

For the rest of the boats many of "the oddities" of the week are reflected in the point scores. The scores for

the third thru fifth places were somewhat higher than is usual in most Nationals, and equally interesting was the compression in scores which resulted in only 30 points separating the fifth thru twenty-fifth places.

It was fun, it was a bit "odd ball," it was The Twenty-Fifth, Cedar Point did a tremendous job all week long, the winds did their "Long Island Thing," their good fairy deserted a few boats, and for all Thistlers it's once again "Wait 'til next year!"



photo by carol stockbower
But sometimes the spinnaker section was not quite as "pretty", as in this photo of heavy traffic at the mark.

SPECIAL AWARDS: 1970 NATIONALS

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| 1. Lowest total score—last three races | Kent Foster (1947)—President's Trophy and Keeper |
| 2. Highest overall finish for skipper sailing first National Championship | Kent Foster (1947)—Hard Novice Trophy and Keeper |
| 3. Highest overall finish for skipper under age 18 | Joe Berry (1630)—Age 17—Morgan Junior Trophy and Keeper |
| 4. Skipper coming greatest distance | Guernsey Curran (2551)—Long Distance Trophy Keeper—Honolulu, Hawaii |
| 5. Skipper with lowest finish who completes all races without disqualification | Donald Willis (1216)—Last Place Keeper Trophy |
| 6. Highest finishes in last three Nations | Dennis Clark (2833)—Barnett Trophy and Keeper |
| 7. Highest overall finish for skipper 50 years or older | Charles Pollak (1708)—Old Goat Trophy and Keeper |
| 8. Highest overall finish for skipper from Lake Erie East | Ed Duckworth (2813)—Cottage Cup |
| 9. Highest overall finish for skipper west of the Mississippi | Dennis Clark (2833)—Clark Trophy |
| 10. Skipper with lowest score for the first three races | David Minton (28)—Mac Luff Goblet |

THE RACES

The Practice Race, Monday Afternoon

The practice race was sailed Monday afternoon, after a series of squalls had necessitated postponement until about 1:30. The race got off with pleasant light winds from the southwest at about five knots. The course was a very short dinghy type course, just long enough to give the race committee a chance to practice, and the sailors time to shake out their crews and boats.

First Race (First Try), Monday Afternoon

After the practice race on Monday afternoon, several attempts were made to get in the first official race, but a series of line squalls delayed the race until almost 6:00 P.M. Shifting winds then made it impossible to set a line, and the race committee finally elected to bring the fleet in rather than take a chance on having them race after dark. At this point, the winds picked up, and most boats planed home the full three miles. A number of the visiting boats, not cognizant of some of the shallows, managed to hit the rocks of Cockenoe Island Reef, and Monday night saw considerable time devoted to repairs to centerboards, rudders et al.

First Race, (Second Try), Tuesday Morning

The race started with fresh winds at 5 to 8, out of the northwest. A shift before the start resulted in a leeward favored line for the first division, and this gave a number of the boats problems in starting. Most of the boats went to the right shortly after the start, and the first boats to the weather mark had played the right hand side of the course. Jerry Ficks rounded first well ahead of Tom Wilson (1815), Bill Poole (1817), and Bob White. Except for a short carry by Jerry Ficks, the boats did not carry spinnakers on the first reach. Bob White went low, planed past the second and third place boats, and almost completely closed the long lead which Jerry Ficks had had at the weather mark. White passed Ficks under spinnaker on the second leg, which was close to a run. As the first boats rounded for the second beat, it appeared that they had almost a one tack beat to the weather pin, but the wind quickly shifted back and virtually squared up the course. White held his lead on the final leg to finish first, Ficks was second, and Kent Foster, who had rounded the weather pin fifth, moved up to take third.

The race committee re-set the line for the second division, but it appeared to be a bit shorter than that for the first division, and this apparently was one of the causes of a series of recalls. In fact, there were so many recalls that the second division had to stand aside and let the first division "play through." Many who had sailed at Mentor in '67 had visions of another long, long morning on the water. The line was reset after the first division had passed, and some three recalls later the second division got off to a fair start. The wind at this point had pretty well squared up the course. The boats which led at the weather mark basically had played the right side of the course, as Dennis Clark and Irv Liggett rounded one, two. The first reaching leg was very light, and for the first half of the leg spinnakers could be carried. At this point, Dennis had a very large lead. The wind started to haul forward, and the boats which profited the most were those which went to the jib earliest, and sailed high. Much of Dennis's early lead evaporated and Dennis, Irv Liggett, Rod Glover (1889), and Ed Duckworth (2811), rounded about 25 or 30 feet apart. As the first boats rounded, the wind died almost completely, and except for a few cat's paws, which tempted some sailors to jibe to either starboard or port, left the boats simply sitting. At this point, a "Blessed are they who are last, for they shall be first" wind came up, and completely scrambled the fleet. Some dramatic changes took place and many boats dropped or picked up 10 to 20 places. Clark dropped a dozen boats and this later turned out to be a critical turning point in the series. The wind then steadied for a normal beam reach. The second beat turned into a spinnaker reach for those who had gone left, and a close reach for those who went right. The final "run" was a one tack beat, and at the finish it was Kraftt (635), Minton, Barry Smith (2849), Steigerwald, and Wood (2000).

POSITION AT EACH MARK

Race 1 — Division 1

Pos.	Wind'rd	Jibing	Lee'rd	Wind'rd	Fin.
1	1587	1587	N/R	2754	2754
2	1815	2754	N/R	1587	1587
3	1817	1815	N/R	1947	1947
4	2754	655	N/R	2750	2819
5	1947	1817	N/R	2819	1358
6	655	2750	N/R	655	1817
7	2750	1947	N/R	1358	1815
8	2819	2819	N/R	1817	655
9	198	1358	N/R	1815	2750
10	2315	2831	N/R	1808	1808

Race 1 — Division 2

Pos.	Wind'rd	Jibing	Lee'rd	Wind'rd	Fin.
1	2833	2833	N/R	635	635
2	823	823	N/R	2000	28
3	2849	1889	N/R	28	2849
4	1110	2813	N/R	2849	1619
5	2000	2849	N/R	823	2000
6	1111	2000	N/R	1124	623
7	1889	2674	N/R	1619	2813
8	2674	1111	N/R	2674	924
9	2753	2801	N/R	2833	1124
10	2813	1110	N/R	924	2674

Second Race, Tuesday Afternoon

The second division had come in so late after their many recalls that the boats did not go back out until almost 3:00 P.M. The second race got off quite late in moderate winds of 3 to 5 out of the southwest. The air turned very shifty with a fairly wide velocity range, and boats which played the right side of the course came out on top with Lovett (1055), Fletcher (1692), and Barnard (2494) leading at the weather mark. The reaches were uneventful, but there were some significant changes of positions in the light air, with Jim Miller moving up from ninth to third. The second beat was very shifty with the air first filling in from one side and then from the other. Lovett, Fletcher, Miller and Barnard played the shifts well, and held their positions as they rounded the weather pin, one, two, three, four. Jack Holzaepfel, who had been well back at the leeward pin, came on strong to move into fifth. On the final run, Miller moved past Lovett and Fletcher to finish first.

The second division sailed in much the same conditions as the first division. Bob White moved up the weather leg extremely well, and was in first place as he neared the weather mark. Unfortunately, as he neared the mark he went almost wayless, fouled another boat, and withdrew from the race. At the pin, it was Moore (2786), Ficks, Meisner, and Steigerwald. The first reaching leg saw few changes in position, except for Barry Smith, who moved up strongly into fourth. At the leeward pin, positions had changed very little, as the lead boats traded positions. The second beat was also sailed in rather flukey airs, and Moore rounded the weather pin first, followed by Meisner, Steigerwald, and Rostorfer. Moore held his position on the run, but it turned out to be academic when it was discovered that he was sailing in the wrong division! Ron Meisner and Steigerwald finished one, two, as Dennis Clark moved up from

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