

THE BAGPIPE

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CHUCK STEIGERWALD — 1972 NATIONAL CHAMPION

THE BAGPIPE

Class Journal
of the
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The question of safety afloat is one which should always be in the minds of regatta organizers and participants. Things have really been pretty good of late from the standpoint of sailing accidents among the Thistle clan. We all go out, and, somehow, one way or another, we all get back to the harbor. Certainly, many times, this is due more to natural or engineered safeguards than our own actions. Boats with positive flotation float, blown rigs go to leeward while we're all to weather, and more often than not we're racing Thistles in relatively warm water and/or small lakes.

One seldom thinks of Thistling as dangerous sport. However, as we have seen, and as was described by Jerry Ficks in "Safety - The Skipper's Choice" in the Summer, 1970 issue of *The Bagpipe*, there is always the potential for the wrong combination of events to occur which places a boat and her crew in jeopardy.

Recently, two events occurred at large Thistle regattas, which, although not approaching the catastrophe level, did serve to point out the continuous need for safe practice. At the 1972 Great Lakes Championships, Sunday's wind forecast was for southwest 6-16 knots on Lake St. Clair. The race was started in 20-25 knots, and by the finish, it was easily over 30 knots. Only 30 of the 54 boat fleet finished, and some of them capsized on the beat back to the harbor, all of which was bad. There were several power boats working the regatta, and the Coast Guard was on the scene too, and that was good. Many wood boats didn't float high enough to be sailed out, and at least one boat's flotation floated away. That's bad. The weather was beautiful except for the high wind. The air temperature was about 90°, and the water temperature a warm 70°. That's good. The wind and the current on the lake were opposed, tending to keep overturned boats somewhat stationary. That's good. A lot of people were tired and wet, but there were no injuries. When the boats did get back to the harbor, a well organized boat count was going on. Who did it? Jerry Ficks did.

The other incident was the 90 knot storm that hit the Nationals on Monday afternoon, as reported elsewhere in this issue. Except for the large number of recalls incurred by Division II in the morning race, and the weather wise decisions of the Race Committee, 88 boats could have been on the waters of Lake Michigan when the storm hit. Surely, no rescues could have been attempted during the unbelievably strong wind and heavy rain. It was quite dark, the temperature cooled down sharply, and Lake Michigan was very cold. Man, that's all bad. It takes a combination of events to make a catastrophe. The combination was there. Happily, the fleet was not.

One of the highlights of the annual Canacanoe Regatta recently at Canandaigua Yacht Club (CYC) was a dinner marking the 25th anniversary of the club's Thistle Fleet 10.

The occasion meant something special to Frank (Bud) LeBoutillier and Jack Phalen, both charter members of the group. For Frank it rang a particularly nostalgic note.

A veteran of 50 years of sailing, it was he who organized Fleet 10 in 1947 when such ardent Thistle skippers as Erwin McGuire, Harmon Strong and the late George Bridgeman were testing the new type of boat.

About 1930, when the CYC was experiencing a rejuvenation of interest in fresh-water sailing, Frank and his brother, Addison, were having fun rac-

Continued on page 3

TCA DUES

Active members	\$10.00
Unattached members	10.00
Associate members	5.00
Co-owners, other than the senior co-owner	5.00

Note: \$4.50 of each member's dues shall be the annual subscription rate for the Bagpipe which is published bi-monthly in February, April, June, August, October, and December.

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Deadline FOR NEXT TWO ISSUES:
November-December — October 1
January-February — December 1

the skippers' meeting

SAILS USED IN SEARS FINALS

The TCA arranged for 9 suits of sails to be provided for the Sears NAYRU Finals, just as the Class did in 1969. In doing so, the Class has met its responsibilities to NAYRU to see that the sailors are provided with equally competitive equipment to insure a fair series; and also has insured that the results of the series again would demonstrate the one-design nature of the Thistle. This provides Thistlers with an opportunity for an outstanding bargain as the sails, which will have been used in only 8 races, will be offered to the Class members at a 25% discount. The sails are by Murphy & Nye, and the mains will be the standard Murphy & Nye cut, suitable for the new aluminum mast as well as existing masts. Phone or mail your orders to Honey Abramson. The sails will be sold on a first-come, first-served basis. Individual sails will be available, but preference will be given to orders for the complete suits of jib, main, and spinnaker.

HAPPY MOTORING

by Dr. M.J. Diamond (1572)

*To be a Thistler pure
Is a virtue; to be sure
Returning wreathed in smiles
After paddling for miles
Is part of Thistle lore*

*A motor mounts unbalanced weight
The transoms beauty desecrates
It catches air and slows the pace
May even prejudice a race
No Thistler pure could tolerate*

*So I'll tack through the narrow harbour
Standing up and yelling "Starboard"
To a "C & C" I'll shout "Excuse me"
To a "Yankee" I'll say "Thank Yee"
I'm going to be a Thistler pure.*

Dr. Diamond, of London, Ontario, requested motor mount information from Secretary-Treasurer Honey Abramson. Honey replied that she had no such information, prompting the above.

REAL TOGETHERNESS

When Fleet 127 in Arizona measures a boat, the whole fleet participates and all of them sign the certificate.

REGATTA SCHEDULE UPDATE

October 14-15: Atwood YC, Dellray, Ohio Start: 1:30 p.m.
October 14: Detroit Icebreaker, CSYC, Detroit, MI Start: 10:00 a.m.
Midwinters West: January 26-28, 1973 San Diego, CA
Midwinters: February 25-March 2, 1973 St. Petersburg YC, St. Petersburg, FL.

NAYRU

To many of us, the North American Yacht Racing Union signifies little more than a name on the cover of the racing rules; it is a "distant organization," and we tend to forget it is a "going operation" which requires funds to continue its existence. NAYRU provides the "glue" to hold the classes,

IOWA THISTLING

The Executive Committee has approved the charter for the Central Iowa Thistle Fleet LM #157, sailing at Rock Creek Reservoir near Ames, Iowa. Charter members are George L. Carter, Kennedy C. Fawcett, Hugo F. Franzen, Bernard C. Gerstein, and John Verkade. Mr. Gerstein will be Fleet Captain and Mr. Franzen will be Fleet Secretary.

DNF continued

ing a 12-foot dinghy. In 1932 they captured their first trophy. A few years later, the pair were trying their racing luck in a 14-foot International. Then came the Thistle and he was converted.

"There were three Thistles at the club when we started a fleet in 1947. At the end of the season there were six. Now we have about 27," he said recently.

"This has always been a rigid class and some of the old wooden models can still hold their own with today's Fiberglass jobs," he added.

In 1949, he served as president of the National Thistle Class Association. He was active in 1950 and 1951 as chief measurer, in full charge of recommending what should and what should not be the standard equipment of a Thistle.

Chances are that Frank will always be partial to the boat he knows best. As he puts it: "In a Thistle you have a good compromise between racing performance and family pleasure. And isn't that what club sailing is all about?"

Rochester Democrat and Chronicle

the clubs, and the associations together; and, provides cohesive guidance for yacht racing in all its forms. Without it, there would be no single set of racing rules to apply to all regattas, no Sears Cup, no Mallory Cup, and probably no national yacht racing as we know it today. It would seem to go without saying that all of us who race actively have an obligation to support NAYRU in some form, but many Thistlers are probably unaware that they are cordially invited to become members of this vital organization. The dues are \$10 for a Regular Member, \$15 for a Contributing Member, and \$25 for a Sustaining Member. For these dues, you get more than the satisfaction of knowing that you are supporting a fine organization. You also receive the NAYRU yearbook, and receive regular copies of the new appeals decisions as they are published. Why not sit down today and write a check to NAYRU, 37 W 44th Street, New York, 10036.

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