

THE

BAGPIPE

THE 31st YEAR OF THE THISTLE

Vol. XXIX, No. 6

SEPTEMBER-OCTOBER 1976



Joe Hale Photo

... THREE, TWO, ONE ... NATIONALS ARE UNDERWAY

Feature: 1976 National Championship Regatta

THE BAGPIPE
Journal
of the
Thistle Class Association

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FROM THE EDITOR

Congratulations are in order for Tom Flaherty (1570) and his troupe of Thistlers who superbly executed all aspects of the 1976 Thistle National Championship Regatta. Never before have I seen sail and hull measurements completed as professionally and speedily. The organization simply was amazing. Thanks, Tom, for your efforts and for those of your associates.

Let me take this opportunity to welcome aboard the new Thistle Class Association officers who take office on 1 October. Tom Richards takes the helm of TCA while Larry Gaenzle steps in as 1st Vice-President and Marlin Abramson assumes the duties of Chief Measurer.

The US Postal Service has now approved a request to mail the Bagpipe from South Carolina. This should save approximately two weeks in the time required for delivery. Thanks to Honey Abramson and Jerry Hinds who did the leg work in securing approval for the second port of entry.

In an upcoming issue of the Bagpipe I would like to prepare articles on the following

- (1) Because many Thistlers have adopted vans for travel to and from regattas and for weekend accommodations, I want to do a feature on outfitting a van for the regatta circuit.
- (2) Since the new aluminum mast section has been prone to failure and the new booms have been prone to deformation, I would like to do a feature on rigging innovations that can help prevent gear failures.

If you can supply information or tips pertaining to either of these two feature areas, please forward them. Moreover, I would be most pleased to receive black and white photographs that illustrate your inventions and innovations.

Since mast failures have occurred more frequently than anticipated, the Class would like to technically analyze the breakage problem. Accordingly, if you break one of the new aluminum spars, please cut out the section which failed and ship it to Marlin Abramson, Chief Measurer, for analysis. Hopefully, a general failure pattern can be recognized by analyzing a number of sections that have failed.

Before signing off I want to remind all that the 1977 Mid-Winters are scheduled for 28 February through 3 March 1977. Make your reservations for accommodations now and plan to make the St. Pete scene in February.

CORRECTION

Please note that there are two instances of page reversals in the Yearbook. They are pages 34 and 43 and pages 78 and 87. We apologize for the mix-up and have been assured that it will not happen again.

TCA DUES

Active Members	\$15.00
Unattached Members	15.00
Associate Members	8.00
Co-owners, other than the senior co-owner	8.00

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:

January-February: 15 December

March-April: 15 February

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**PERMANENT
REAR COMMODORES**

Gordon (Sandy) Douglass
David Minton (28)

the skipper's meeting

PRESIDENT'S MESSAGE

As the official TCA year comes to an end, it would appear as if TCA has kept on its proper course through the year. Its course through the last 30 years has been, one of conservative action that would preserve the one-design racing abilities of the Class. The major emphasis through the years has been to create a sailboat and the racing thereof that would allow the skipper and crew to determine the success of the boat rather than individual sails, centerboards, hulls, masts, etc. Many people have worked hard and long to preserve this concept of people (not equipment) determining the winner. I believe that the action of the Governing Board, Chief Measurer, and all others involved in the work this year has continued this strong direction of a one-design boat.

All one-design Classes are going through a period of troubles in competing with the day sailor, trailerable-type of sailing boat. From the figures we are able to gather, it would seem that our Class is doing exceptionally well in this struggle, and although we are not growing a rate that perhaps we would like, it would seem very definitely that the activity of members, fleets, and the National group is remaining at a very high level. This is due to a large part in the philosophy of the Class and the competitive sailors that we are able to attract into the Class. The large number of younger sailors in the Class, certainly speaks well for the boat and the Class, and I am sure that this youth will guarantee future strength in the Class. It is important that all members (new, old, young, experienced) take an active part in the organization of Fleet

level and District level activities. It is equally important that people correspond with Class officers and, particularly, in the BAGPIPE to let their feelings and desires be known to the other members. Nothing happens by itself and, therefore, if there are changes that you would like or changes that you would like not to have happen, it's critical that these desires be expressed. The letters that I have received have been the prime guidance during the year. To please everyone is, of course, impossible, but without hearing from the members, it is equally impossible to act. Therefore, keep your Regional and National Class officers informed of the desires of the membership continually.

At the close of my office term, I would like to thank the many, many people that have aided me in Class work this year. I would like to express a particular thanks to my wife, Jane, who has packed many meals, driven many miles, and listened many evenings to TCA talk. It has been fun for us all.

Thank you members for the opportunity to serve as President, and I am looking forward to another year of exciting Thistling next year.

Charles E. Steigerwald

1977 MIDWINTERS

27 FEBRUARY - 3 MARCH

ST. PETERSBURG YACHT CLUB
ST. PETERSBURG, FLORIDA

MID-WINTERS WEST 1977

14-16, January 1977

Pre-Race Tuning and Informal Racing

12-13, January 1977

Mission Bay Yacht Club

1215 El Carmel Place
San Diego, Cal. 92109

Sponsored by Thistle Fleet 13

Contact Bob Thomas or Ruth Rubel

LETTERS TO THE EDITOR

Dear Mrs. Abramson:

Sooner or later, despite professional poverty, bill collectors, inflation, alimony and child support, realism, psycho analysis, or Gerald Ford, I am going to own a Thistle, wooden one, restored to a fare-thee-well. One must have dreams.

Until then, I'd like to join TCA. Enclosed is \$15.00 for whatever kind of membership that provides. I could also use forms for measurement and registration and the title of the best book on rigging a Thistle.

Very truly yours,
Rudolph S. Belrar

Dear Editor:

This note is being written for a dual purpose — to pass on to you and the rest of the Thistlers a few thoughts our race committee have on the new Thistle race course and to document for our own files

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