

Bagpipe®

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Chris Pollak Sprints to Victory at 1979 Nationals

Joe Hale Photo

Features: 1979 Nationals; U.S.Y.R.U. Rule 37.1

Bagpipe

Journal of the Thistle Class Association

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LETTERS

On Turtled Thistles

Dear Art:

SOS: Please offer expert advice on how to right a turtled Thistle. We had a nasty experience in a 25-knot-wind opposed by a 4-knot current. We blew a 200-yard lead as we capsized to leeward while planing on a very broad reach with spinnaker up and centerboard $\frac{3}{4}$ up. We turtled within a minute—before we were able to lower the board sufficiently to stand on so as to keep the hull on her side.

We did manage to right her briefly by securing a tow line to a shroud and pulling over the turtled hull. However, she continued to roll right over again. Subsequent pulling by motor boat on the line, which by this time had fouled in the rigging, broke the mast.

Providing we can learn the proper technique, our plan is to practice on a nice, sunny day. Previous capsizing experience taught us to wear life jackets and have all our gear well secured.

For novice capsizers I would seriously recommend these last two steps. An important other step is to try swimming about in your life jacket to be certain it is reasonably comfortable. One unnecessary nuisance was that I was wearing ill-fitting socks which caused one of my good-fitting Topsiders to come off twice. While this may seem a small matter as you read this by the light of your cozy fire with your favorite brew in hand, I failed to find the situation amusing as we were swept toward the Pacific Ocean by the mighty Columbia River. MORAL: all your rags, those worn by your boat as well as your crew, should fit properly.

SOS,

Martin A. Seelig

On Epoxy Saturation

Dear Art:

I was very interested in Marlin Abramson's comments on not approving an epoxy saturation method of constructing a Thistle hull. (Measurer's Memo in the June/July *Bagpipe*). While I believe it is very important to preserve the one-design racing philosophy of the Thistle, Abramson's and the Governing Board's statements and conclusions deserve some questioning.

1. If the manufacturer of a new Thistle wants to risk selling "fewer than can be counted on one's fingers", how should that decision affect the good of the

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TCA DUES

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

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the skipper's meeting

FROM THE PRESIDENT

As the term of my office comes to a close, I would like to review for all Thistlers some of the decisions that were made at the Nationals, which were held at Tabor academy in Marion, Massachusetts. I feel that it is important that all members of the Class know what has transpired, not just the few who were able to attend the Annual Meeting.

In previous columns I mentioned that the Governing Board was carefully reviewing the 1979-80 budget with a view toward whether or not a general dues increase was required. By implementing tight budget controls, the GB agreed that a general dues increase was not necessary but that some additional revenue was required. Since the sail royalty and registration fees have not changed for many years, these fees were increased to \$5 and \$10, respectively.

Six amendments were considered at the Annual Meeting. The "Junior Membership", "Bow-Eye", "Amendment" and "Third Vice-President" proposals passed, while the "Twings" and "Hardwood" proposals failed. Approximately seventy percent of the fleets exercised their voting privileges.

One of the major concerns of the Class during the past several years has been membership attrition. In an effort to change this trend, a Growth and Development Committee was reactivated a year ago. Under the able leadership of Don Stehle, this Committee has made major strides. The fruits of its efforts are now becoming apparent. In 1971 the total TCA membership stood at 2648. It continued to grow through 1974 when it reached 2715. Thereafter, however, it continually dropped to 2427 in 1978. This year the membership remained at approximately that level and appears to have formed a platform for future growth. Hopefully, Don's successor, who will fill the newly established Third Vice-President's position, will be able to capitalize on Don's efforts and initiate a period of sustained growth.

Jerry Hinds, TCA's film custodian, reported that four new copies of "Many Moods of a Thistle" are now available for use. Anyone interested in using them should contract Jerry. Jerry indicated, furthermore, that he is investigating the

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FROM THE EDITOR

As this our twelfth and final issue goes to press, it seems appropriate to express my appreciation to a few people for their help over the last two years. First I should note my wife Nancy, who, as the unnamed and largely unrecognized assistant editor, labored tirelessly over every issue and often outlasted me in the wee small hours, as deadlines pressed down on us and the "DANGER — EDITOR AT WORK" sign was out in our basement. Far more than a typist, message taker and general organizer, she has enjoyed bringing her creative talents to the job, making our issues as visually stimulating as possible.

And, of course, special thanks to the nice folks at Word Processing, our typesetters here in Atlanta, and to Electric City Printing Company of Anderson, South Carolina. They held our hand, encouraged us and guided us all the way and didn't even laugh (in front of us, anyway) at some of our crazy ideas which gave away our true amateur status.

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MEASURER'S MEMO

At the Nationals, the numbers on a few sails seemed to be slipping down the sail. Before they fall off completely, the following specifications are to be added to the Official Sail Plan:

Under **Mainsail Notes**, change Paragraph 2 to read:

2. The numbers shall be 12" high block letters, similar to those on the drawing. They shall be placed between the middle battens, shall be clearly visible, and placed at different heights on the two sides of the sail, those on the starboard side being uppermost.

Under **Spinnaker Notes**, change Paragraph 1 to read:

1. The numbers shall be at least 10" high, centered vertically at approximately half-height, and shall appear on both sides.

Numbers on sails delivered prior to September 1, 1979, which don't meet the above requirements, need not be removed until the sail changes boats.

Marlin Abramson



J.A. Kimmel Photo

Thistle Fleet Thirteen Invites You
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Mid-Winters West
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