

1967
Yearbook

Thistle Class
Association

including the official

CONSTITUTION

BY LAWS, SPECIFICATIONS

AND INFORMATION

COMPLETE FLEET ROSTER &

NUMERICAL INDEX AS OF 4/1/67

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Contents

| | Page |
|---|------|
| 1967 National Officers | 5 |
| Map of Districts | 8 |
| Former National Officers | 10 |
| National Champions | 12 |
| Constitution | |
| Article I Name | 15 |
| Article II Object | 15 |
| Article III Emblem..... | 15 |
| Article IV Policy | 15 |
| Article V Organization | 15 |
| Article VI Jurisdiction | 15 |
| Article VII Fleet Charters | 15 |
| Article VIII Dues | 16 |
| Article IX Membership | |
| Classification | 16 |
| Article X Executive Officers..... | 16 |
| Article XI District Officers..... | 17 |
| Article XII Governing Board | |
| and Executive | |
| Committee | 17 |
| Article XIII Committees..... | 17 |
| Article XIV Honorary Officers | 18 |
| Article XV Meetings..... | 19 |
| Article XVI Delegates..... | 19 |
| Article XVII Quorum and | |
| Roll Call..... | 19 |
| Article XVIII Voting..... | 19 |
| Article XIX Impeachments..... | 19 |
| Article XX Amendments | 19 |
| Article XXI Order of Business | 20 |
| By-Laws | |
| Article I Fleet Business and | |
| meetings..... | 21 |
| Article II Membership, | |
| Eligibility, and | |
| Dues | 21 |
| Article III Renewal of Charter... | 22 |
| Article IV Reports and | |
| Returns..... | 22 |
| Article V Sloop's Number | |
| and Name..... | 22 |
| Article VI Measurement and | |
| Certificates | 23 |
| Article VII Racing Rules | 23 |
| Article VIII Instructions | 23 |
| Article IX Racing Restrictions... | 23 |
| Article X Interpretation..... | 24 |
| Article XI Outlawed Races | 24 |
| Article XII Sanctioned Events... | 24 |
| Article XIII The National | |
| Championship..... | 24 |
| Article XIV Honor Awards..... | 27 |
| Article XV Obligations..... | 28 |
| Article XVI Limitations | |
| Governing | |
| Purchase of Sails ... | 28 |
| Article XVII Building Plans | 28 |
| Article XVIII Protection of Name | |
| and Emblem | 28 |
| Article XIX Specifications..... | 28 |
| Article XX Registration | |
| Procedure | 29 |
| Chief Measurers Official Plans and | |
| Specifications | 30 |
| Lines and Offsets | 32 |
| Molded Plywood Hull Construction.. | 33 |
| Reinforced Synthetic Resin | |
| Construction | 34 |
| Spars | 35 |
| Rudder, Tiller, Centerboard and | |
| Gasket | 36 |
| Sail Plan | 37 |
| Parts and Materials..... | 38 |
| Chief Measurer's Rulings | 40 |
| Specifications | |
| Article I General | 42 |
| Article II Hull Construction..... | 42 |
| Article III Hull Weight | 42 |
| Article IV All-Up Weight | 42 |
| Article V Buoyancy Tanks..... | 43 |
| Article VI Masts | 43 |
| Article VII Decks | 43 |
| Article VIII Rigging and | |
| Equipment..... | 43 |
| Article IX Fittings | 43 |
| Article X Reefing..... | 43 |
| Article XI Sails..... | 43 |
| Official Measurements | 44 |
| Instructions to Owners | 45 |
| Information | 46 |
| Fleet Roster | 49 |
| Carolinas District | 49 |
| Central Atlantic District | 51 |
| Delta District | 54 |
| Florida District..... | 57 |
| Hawaii District..... | 60 |
| Lake Erie East District..... | 61 |
| Lake Erie West District | 69 |
| Lake Michigan District..... | 75 |
| Long Island Sound District..... | 81 |
| Michiana..... | 88 |
| New England District | 94 |

| | | | |
|-----------------------------------|--------------------|----------------------------------|-------------------|
| New Jersey District | 96 | Sails by Schock..... | 2 |
| Niagara Frontier District | 100 | Commodore Uniform Co., Inc. | 4 |
| Northern California District..... | 105 | Telo Company | 4 |
| Pacific Northwest District..... | 108 | W. D. Shock Co. | 6 |
| Ontario Canada District | 110 | Mentor Harbor Yacht Club | 7 |
| Rocky Mountain District | 111 | Fillip Manufacturing..... | 11 |
| South Atlantic District | 112 | Murphy and Nye..... | 14 |
| Southern California District..... | 118 | Van Zant Sails..... | |
| International | 121 | | Inside Back Cover |
| No District..... | 121 | Boston Yacht Sails | Back Cover |
| Numerical Roster..... | 122 | | |
| Advertising Index | | | |
| Douglass and McLeod..... | | | |
| | Inside Front Cover | | |

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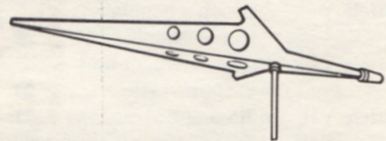
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1967 National Officers

OF THE THISTLE CLASS ASSOCIATION



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David C. Minton, Jr.
2640 Bridgeview Road
Columbus, Ohio 43221
614-488-2013



1st Vice President
Thomas W. Wilson, Jr.
118 E. 61st Street
New York, N.Y. 10021
212-421-9398



2nd Vice President
Arthur E. Menke
126 Dolphin Drive
Spartanburg, S.C. 29302
803-585-8903



Chief Measurer
Ted Himsworth
98 W. Wilson Bridge Rd.
Worthington, Ohio 43085
614-888-2377



Commodore
Larry Haupt
515 Springfield Pike
Cincinnati, Ohio 45215
513-761-4284



Vice Commodore
Walt Schwanhauser
25 Thornhill Road
Fairfield, Conn. 06431
203-259-6058



Rear Commodore
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P.O. Box 767
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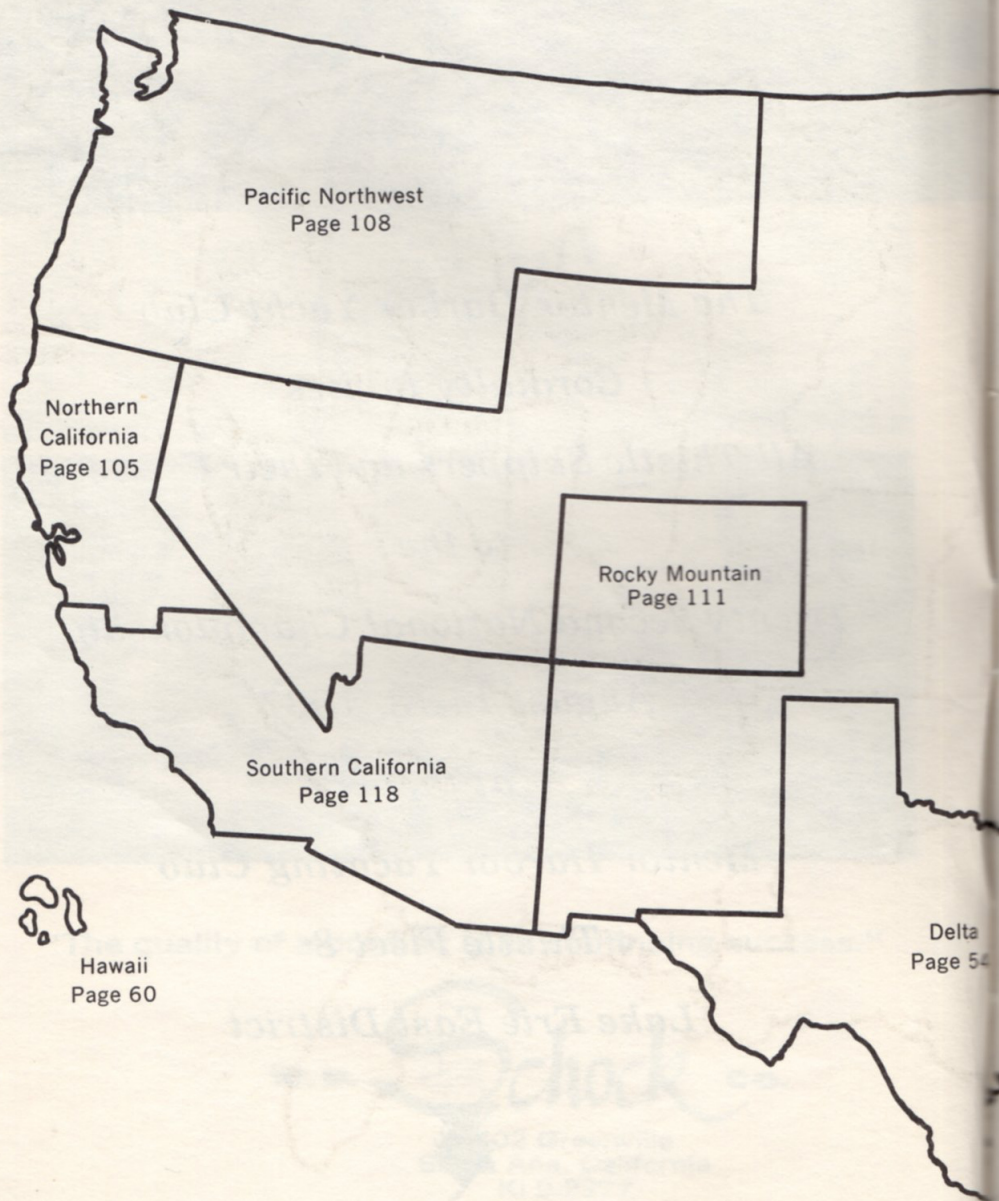
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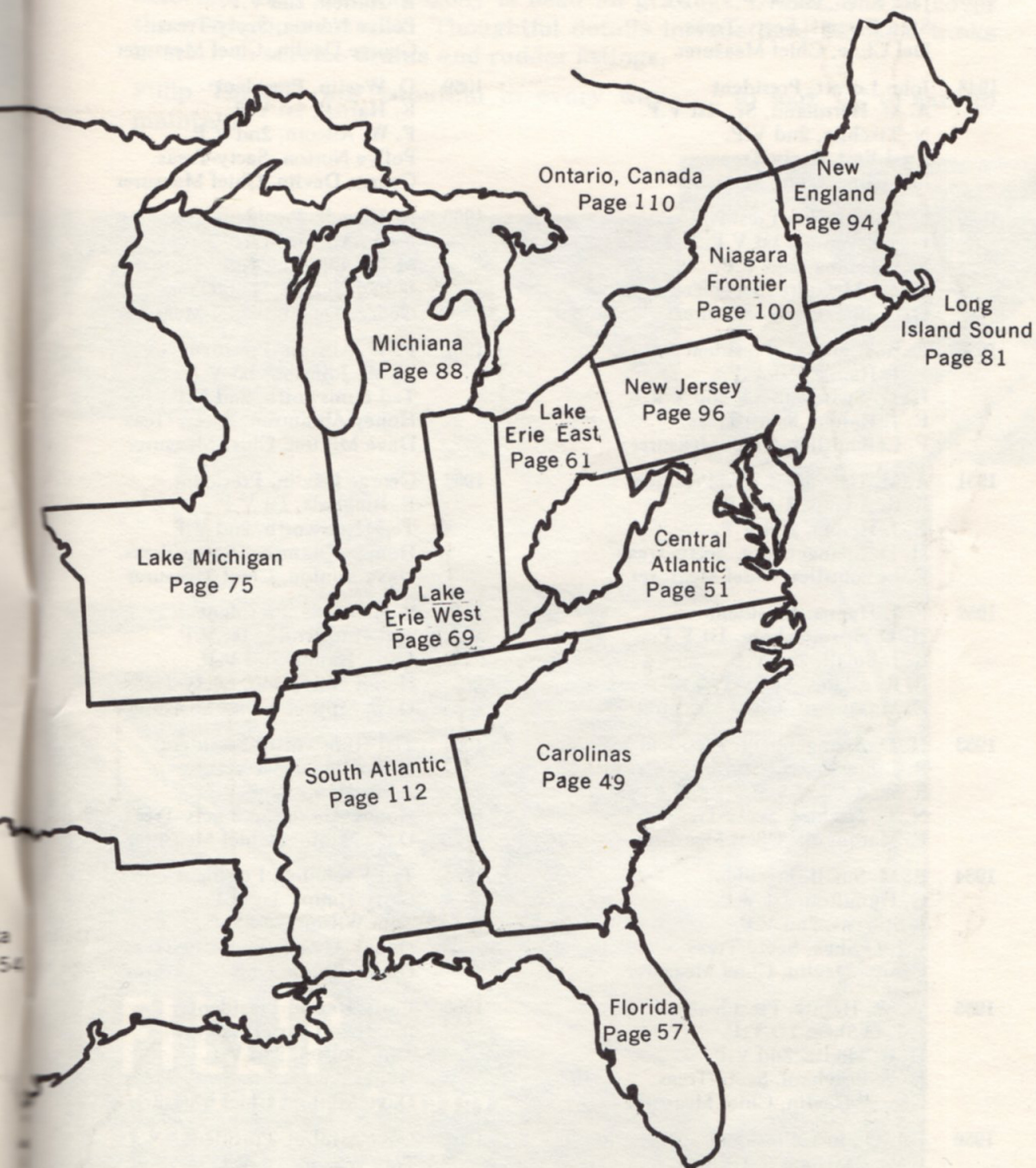


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to the
Twenty Second National Championship
August 14-18, 1967
at the
Mentor Harbor Yachting Club
Thistle Fleet 8
Lake Erie East District





Map of Thistle Districts



Former National Officers

- | | | | |
|------|---|------|---|
| 1946 | John Bohannon, President L. I. Carron, 1st V.P. R. K. Laughlin, 2nd V.P. Dick Shaw, Secty-Treas. E. Farmer, Chief Measurer | 1957 | A. A. Arms, President W. Frissell, 1st V.P. A. E. Ware, 2nd V.P. Pollye Norton, Secty-Treas. George Devlin, Chief Measurer |
| 1947 | Carl Seifert, President L. I. Carron, 1st V.P. Jack Snell, 2nd V.P. Stan Bassett, Secty-Treas. Del Cline, Chief Measurer | 1958 | W. Frissell, President D. Westin, 1st V.P. E. Harrell, 2nd V.P. Pollye Norton, Secty-Treas. George Devlin, Chief Measurer |
| 1948 | John Lovett, President A. M. Herrmann, Sr., 1st V.P. N. Tischler, 2nd V.P. Fred Best, Secty-Treas. Del Cline, Chief Measurer | 1959 | D. Westin, President E. Harrell, 1st V.P. F. W. Allcorn, 2nd V.P. Pollye Norton, Secty-Treas. George Devlin, Chief Measurer |
| 1949 | F. LeBoutiller, President Don Beverage, 1st V.P. E. J. Hanna, 2nd V.P. Erwin McGuire, Secty-Treas. Del Cline, Chief Measurer | 1960 | E. Harrell, President F. W. Allcorn, 1st V.P. M. W. Johnson, 2nd V.P. Pollye Norton, Secty-Treas. George Devlin, Chief Measurer |
| 1950 | E. R. Brainard, President E. J. Hanna, 1st V.P. H. D. Spangenberg, 2nd V.P. E. J. Hanna, Secty-Treas. F. LeBoutiller, Chief Measurer | 1961 | F. W. Allcorn, President M. W. Johnson, 1st V.P. Ted Himsworth, 2nd V.P. Honey Abramson, Secty-Treas. Dave Minton, Chief Measurer |
| 1951 | A. M. Herrmann, Sr., President R. R. Adams, 1st V.P. E. J. Hanna, 2nd V.P. H. D. Spangenberg, Secty-Treas. F. LeBoutiller, Chief Measurer | 1962 | George Devlin, President E. Richards, 1st V.P. Ted Himsworth, 2nd V.P. Honey Abramson, Secty-Treas. Dave Minton, Chief Measurer |
| 1952 | E. J. Hanna, President H. D. Spangenberg, 1st V.P. R. J. Small, 2nd V.P. R. R. Adams, Secty-Treas. F. Marquardt, Chief Measurer | 1963 | E. Richards, President Ted Himsworth, 1st V.P. Larry Haupt, 2nd V.P. Honey Abramson, Secty-Treas. Dave Minton, Chief Measurer |
| 1953 | H. D. Spangenberg, President R. J. Small, 1st V.P. R. Waite, 2nd V.P. N. T. Tischler, Secty-Treas. F. Marquardt, Chief Measurer | 1964 | Ted Himsworth, President T. Fontelieu, 1st V.P. Larry Haupt, 2nd V.P. Honey Abramson, Secty-Treas. Dave Minton, Chief Measurer |
| 1954 | R. M. Small, President G. Hamilton, 1st V.P. J. Stevens, 2nd V.P. J. J. O'Shea, Secty-Treas. George Devlin, Chief Measurer | 1965 | Ted Fontelieu, President Larry Haupt, 1st V.P. Tom Wilson, 2nd V.P. Honey Abramson, Secty-Treas. Dave Minton, Chief Measurer |
| 1955 | W. W. Heintz, President J. J. O'Shea, 1st V.P. H. R. Sindle, 2nd V.P. J. W. Beacham, Secty-Treas. George Devlin, Chief Measurer | 1966 | Larry Haupt, President Jonathan Carriel, 1st V.P. Tom Wilson, 2nd V.P. Honey Abramson, Secty-Treas. Dave Minton, Chief Measurer |
| 1956 | J. J. O'Shea, President J. W. Beacham, 1st V.P. A. A. Arms, 2nd V.P. M. Tuthill, Secty-Treas. George Devlin, Chief Measurer J. W. Beacham, President A. A. Arms, 1st V.P. | 1967 | Dave Minton, President Tom Wilson, 1st V.P. Art Menke, 2nd V.P. Honey Abramson, Secty-Treas. Ted Himsworth, Chief Measurer |

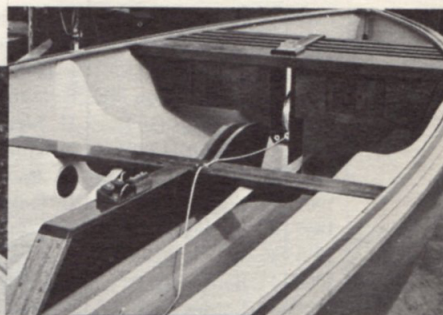
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Thistle National Champions

| Year | Champion | Second | Third | Place |
|------|---------------------|---------------------|----------------------|----------------------|
| 1946 | G. Douglass (1) | Miller/Seifert (55) | Bassett/Snell (56) | Toledo, Ohio |
| 1947 | J. Lovett (3) | G. Douglass (1) | H. Sinnhaffer (198) | Rocky River, Ohio |
| 1948 | G. Douglass (1) | O. Keller (8) | J. Hendricksen (21) | Canandaigua, N.Y. |
| 1949 | W. Lawson (338) | A. Hermann (32) | H. Spangenberg (125) | Baltimore, Md. |
| 1950 | F. Marquardt (336) | J. Hendricksen (21) | Smith/Fordyce (494) | Milford, Conn. |
| 1951 | G. Douglass (1) | F. Marquardt (336) | J. Hendricksen (21) | St. Michaels, Md. |
| 1952 | J. Hendricksen (21) | G. Douglass (1) | F. Marquardt (336) | Sandusky, Ohio |
| 1953 | R. Brainard (545) | H. Sindel (560) | G. Douglass (1) | Racine, Wis. |
| 1954 | H. Boston (111) | H. Sindel (560) | S. Merrick (361) | Fenwick, Conn. |
| 1955 | G. Douglass (1) | H. Boston (111) | A. Hermann (32) | Detroit, Mich. |
| 1956 | G. Douglass (1) | J. Hendricksen (21) | G. Butts (165) | Mentor, Ohio |
| 1957 | J. Hendricksen (21) | S. Merrick (361) | A. Williams (631) | Seneca, N.Y. |
| 1958 | J. Jennings (1093) | H. Mead (589) | D. Posey (705) | Fairhope, Ala. |
| 1959 | J. Jenkins (1228) | J. Jennings (1093) | C. Morgan (1105) | St. Petersburg, Fla. |
| 1960 | B. Goldsmith (632) | H. Boston (111) | J. Jenkins (1228) | Detroit, Mich. |
| 1961 | E. Walsh (818) | B. Goldsmith (632) | J. Hendricksen (21) | Racine, Wis. |
| 1962 | P. Bordes (603) | W. Stubner (1124) | J. Miller (1233) | Staten Island, N.Y. |
| 1963 | E. Walsh (818) | J. Wanenmacher (25) | D. Posey (801) | Sayville, N.Y. |
| 1964 | P. Bordes (603) | J. Carriel (821) | D. Posey (801) | Cleveland, Ohio |
| 1965 | P. Bordes (603) | D. Posey (801) | N. Dailey (1399) | Milford, Conn. |
| 1966 | Walt Stubner(1124) | Tom Wilson (1815) | Church Wiley (1256) | Sayville, N.Y. |

Stubner All Alone Up Front - 1966 Nationals at Sayville





Hawaii Fleet - 76 - Kaneohe Bay

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Murphy  ***Nye***

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Thistle Class Constitution

(Revised 1967)

Article I – NAME

The name of this organization shall be the THISTLE Class Association.

Article II – OBJECT

The object of the Thistle Class Association shall be to promote Thistle Class racing under uniform rules, governed by this Association, and to maintain rigidly and without deviation the one design features of Thistle Class sloops, as designed by Gordon K. Douglass.

Article III – EMBLEM

A simplified presentation of a thistle, as drawn by Gordon K. Douglass and indicated on the sail plan, in which the stem and calyx are in green and the petals in lavender.

Article IV – POLICY

1. To cooperate with other yachting organizations and, in return, to insist on strict observance of the rules of the Thistle Class.

2. To keep the cost of acquisition and upkeep of Thistle Class sloops within modest limits without sacrificing high standards of performance and seaworthiness.

3. To promote a one-design class of Thistle sloops in which racing shall be to determine the skill of skipper and crew. Everything in the Constitution, By-Laws, Specifications, and Rulings is intended to assure competition in boats of identical design in all essentials such as hull lines, sail plan, etc.

4. A sloop is eligible for and considered in the Thistle Class only if it conforms to measurement rules as certified by an official THISTLE class measurement certificate and has been properly registered.

Article V – ORGANIZATION

1. A Thistle skipper shall apply for membership in the Association, whenever practicable, through a Fleet on whose waters he normally sails. If an applicant is for any reason not admissible to Fleet membership, he may apply directly to the Association for Unattached Membership. In either case, his application shall be subject to refusal for cause by the Executive Committee.

2. The Fleet is a territorial unit open to all eligible persons within its area. It elects its own officers which must include a Fleet Secretary. The Fleet is self-governing in all local matters not conflicting with Association rules, and has the power to accept or reject applications for Fleet membership.

3. Groups of geographically contiguous Fleets constitute Districts. Districts shall be designated by the Governing Board.

4. The powers of the Association shall be vested in the Governing Board.

Article VI – JURISDICTION

The Association has jurisdiction over all Thistle activities. Its Class Rules govern all sanctioned Thistle races regardless of by whom they are held. Its Constitution, By-Laws, Rulings, and Specifications are binding upon all members and Fleets, and all registered Thistle sloops must conform to its official plans and specifications.

Article VII – FLEET CHARTERS

1. A new Fleet may be granted a charter upon application to the Executive Committee by three or more owners, who must be members of the Association, of three or more registered and measured Thistle sloops not within the territory of an organized Fleet.

2. Fleet Charters may be granted by the Executive Committee or suspended by the Governing Board but revoked only at an annual meeting for failure to maintain in good standing a minimum membership and quota of Thistle sloops as above required, or for other adequate causes. (For terms of annual renewal, see By-Laws.)

Article VIII – DUES

Association dues and taxes shall be fixed by the By-Laws. Fleet dues, if any, shall be fixed by the Fleet. Both must be paid before a member can be in good standing in either.

Article IX – MEMBERSHIP CLASSIFICATIONS

1. An Active Member is a member of a chartered Fleet and has the privileges of voting and holding office. He may command a Thistle Sloop in sanctioned races, in accordance with the By-Laws. He must be an owner or part owner and a corinthian. There are no age or sex limitations.

(a) Active Membership in any Fleet shall be restricted to Active Members of the Association.

2. An Unattached Member is a person meeting all active membership requirements except that he is not a member of a Fleet. He is entitled to all privileges of active members except Fleet representation.

3. An Associate Member is a corinthian non-owner of a Thistle, but who is enrolled as part of the crew of a specific Thistle. An Associate Member cannot vote, hold office, or represent the Fleet as skipper, but may as crew.

(a) Associate Membership in any Fleet shall be restricted to Associate Members of the Association.

4. A Sustaining Member is a person, usually a non-owner of a Thistle Class sloop, who joins the Association because of interest in the welfare of the Class. A Sustaining Member, as such, may not vote, hold office, or represent a Fleet.

5. A member cannot belong to more than one Fleet at a time, nor can a Thistle be registered in more than one Fleet.

6. Active or unattached membership shall be retained until the end of the calendar year in which the member ceases to be a Thistle owner.

Article X – EXECUTIVE OFFICERS

Duties and Method of Election

1. The Executive Officers of the Thistle Class Association and their respective duties shall be as follows:

(a) **PRESIDENT** – The President is the chief executive. He shall preside at meetings, serve as chairman of the Executive Committee and Governing Board, rule on procedure and jurisdiction, summarize decisions, appoint special committees, authorize payment of all bills.

(b) **VICE PRESIDENT** – The Vice President shall officiate in the absence of the President.

(c) **SECOND VICE PRESIDENT** – The Second Vice President shall officiate in the absence of the President and the First Vice President. He shall also edit the Bagpipe, the official organ of the Thistle Class Association.

(d) **CHIEF MEASURER** – The Chief Measurer shall be the Chairman of the Measurement Committee and, as such, shall be in charge of all certified measurers, shall grant or reject all measurements certificates and issue duplicates, and answer questions about measurement rules. He shall interpret the rules and regulations concerning construction, sail plan, rigging and equipment; and shall make rulings on matters not specifically covered in the official plans and specifications. Such rulings shall be published in the Bagpipe and are subject to approval of the Governing Board. All rulings by the Chief Measurer shall be as binding as if part of the Constitution. Where appropriate, these rulings shall be made an official part of the class specifications. The Chief Measurer shall not approve changes in construction specifications, sail plan, or rigging. He shall be the custodian of the official specifications and shall be responsible for keeping them up to date.

2. The aforementioned officers shall be elected at the Annual Meeting and serve for one year, from October first to September thirtieth, or until their successors qualify.

Each shall be nominated, seconded, and voted upon separately by the Fleet Delegates in the order named. The candidate receiving the greatest number of votes shall be considered elected. Nominations may be made by mail, in advance of an annual meeting.

3. The following officer shall be appointed by the president at the time he takes office. He shall serve on the governing board without vote. This appointment shall be approved by the executive committee which shall also set the amount of pay, if any.

(a) **SECRETARY-TREASURER**

Article XI – DISTRICT OFFICERS

Duties and Method of Election

1. The District Officers of the Thistle Class Association shall consist of the following:

(a) **DISTRICT SECRETARY** – The District Secretary shall be a member of the Governing Board and have general supervision over all Thistle Class activities in the District.

(b) **ALTERNATE** – The Alternate shall officiate during any prolonged absence of the District Secretary. Should the office of District Secretary become vacated the alternate shall become secretary for the unexpired term.

2. The District Secretary shall be elected by vote of the Fleet Representatives in each District. The election must be held in advance of the Annual Meeting, and the Secretary elected shall serve during the ensuing year, from October first to September thirtieth. The person receiving the second greatest number of votes shall be the Alternate. The retiring Secretary shall forward the names of the new Secretary and Alternate to the Association Secretary immediately after their election.

3. If any District fails to hold an election as provided for above, a Secretary for such District shall be appointed by the Executive Committee.

Article XII – GOVERNING BOARD AND EXECUTIVE COMMITTEE

Duties and Method of Election

1. **THE GOVERNING BOARD** – The Governing Board shall serve one year, from October first to September thirtieth, and shall consist of all Executive Officers, the immediate past President and the District Secretaries. Majority vote shall decide all issues, if not otherwise stipulated. The Governing Board shall interpret the Constitution, By-Laws, shall conduct all business and determine policy of the Association, shall serve as the last Court of Appeal in disputes over constitutional rights. The Governing Board has the power to enforce its decisions by suspension of entire Fleets or individual members. Its rulings shall be binding and final. The Governing Board may amend the By-Laws but not the Constitution.

2. **THE EXECUTIVE COMMITTEE** – The Executive Committee is a sub-committee of the Governing Board, empowered to act in the name of the Governing Board in matters requiring prompt action and personal discussion. The Executive Committee shall consist of the President and two or more Governing Board members appointed by the President and approved by three-quarters of the Governing Board. The President shall serve as Chairman. The Executive Committee shall sanction or ban races or other activities; shall pass on the eligibility of committees; shall grant charters; fill vacancies in office subject to ratification by the Governing Board in case such vacancies are being filled by a member or members of the Executive Committee; impeach Fleet and Association officers subject to ratification by three-quarters of Governing Board when a Governing Board Officer is involved; suspend members guilty of gross violation of rules or unsportsmanlike conduct for a period not exceeding its term of office; approve the purchase and sale of securities and approve depositories.

Article XIII – COMMITTEES

1. **MEASUREMENT COMMITTEE** – The Measurement Committee shall serve under the chairmanship of the Chief Measurer. The Measurement Committee shall be appointed by the Chief Measurer and approved by the Governing Board. The Measurement Committee shall review all matters referred to it by the Chief Measurer and report thereon to the Association at the next Annual Meeting with their recommendations. If so instructed by the Association, the Measurement Committee shall draft appropriate proposed amendments for ratification at a subsequent Annual or Special Meeting.

2. **NATIONAL RACE COMMITTEE** – The National Race Committee shall have charge of the National Championship Series. To this end, it shall appoint, from its own members if possible, a Regatta Committee which shall conduct the series, and generally supervise all other officials and committees associated therewith. The National Race Committee shall consist of three members of the Governing Board, plus additional members to make an odd number of at least five, including the Secretary of the District in which the series shall be held, and the Secretary of the Fleet sponsoring the series. The Race Committee shall be appointed by the President at least six months before the start of the series, and serve until twenty-four hours after the last heat or sail-off of said series, or until all matters pertaining to the series shall have been settled. During the period of the series, it shall supersede the Governing Board which remains inactive. The National Race Committee shall have direct appellate jurisdiction over all matters which are a part of the current series, but its powers shall not extend to other matters, nor shall it revoke Executive Committee or Governing Board rulings. Hearings shall be held and witnesses heard collectively or separately. Decisions shall be rendered within twenty-four hours of the race or as described in race circular. The National Race Committee shall, however, have the power to reopen a hearing because of new evidence at any time during its term of office, but all protests and business must be disposed of before the Committee disbands. Dissolution of the National Race Committee shall serve as a limitation against the introduction of any further evidence, and shall guarantee the status quo to all decisions made while in session, unless permission is granted by the Governing Board to appeal to the NAYRU. Otherwise all decisions of the National Race Committee shall be considered final, rendered in accordance with provisions contained in this article. The President shall appoint the Chairman of the National Race Committee who shall preside during all deliberations of the committee. An alternate chairman shall preside in the absence of the chairman. A majority shall constitute a quorum and a majority decision shall decide all questions.

3. The following committees may be appointed by the Executive Committee and their duties are as defined below.

(a) **THE BUDGET COMMITTEE** – The Budget Committee shall consist of the President and Secretary-Treasurer of the Association. This Committee shall prepare a budget for the ensuing year. As soon as approved by the Governing Board, the Budget shall be published.

(b) **THE DEVELOPMENT COMMITTEE** – The Development Committee shall be given full responsibility for developing new fleets.

(c) **THE PUBLICITY COMMITTEE** – The Publicity Committee shall be responsible for matters concerning publicity.

(d) **THE AMENDMENTS COMMITTEE** – This Committee shall process all proposed amendments to the Constitution in the prescribed manner.

(e) **SPECIAL COMMITTEES AND/OR OFFICERS**, including Thistle Race Committees for sanctioned events, may be appointed at any time by the Governing Board.

Article XIV – HONORARY OFFICERS

1. The following honorary officers of the Association may be elected by a three-quarters vote of the Governing Board, or by popular vote at the Annual Meeting. If elected by the Governing Board, said election must be ratified at the Annual Meeting.

(a) **COMMODORE** – There shall be one Commodore. He shall be in charge of all social activities and functions. He shall make the opening and closing addresses at the Annual Meeting, and serve as toastmaster at all functions.

(b) **VICE COMMODORE** – The Vice Commodore shall, according to priority, assume the duties of the Commodore in his absence and be in charge of social activities in their respective localities.

(c) **REAR COMMODORES** – The Rear Commodores shall, according to priority, assume the duties of the Vice Commodores in their localities in the absence of the Vice Commodores.

2. In recognition of Mr. Gordon K. Douglass' invaluable services to the Thistle Class Association, both as founder and designer of the Thistle, and subsequently as general

advisor, he shall hold the rank of Permanent Rear Commodore of the Association, with the following duties and/or privileges:

(a) Permanent advisory membership on the Executive Committee and on the Governing Board, with full voting privileges.

(b) Permanent eligibility, exempt from the qualification requirements of Article XII, Paragraph 10, of the By-Laws, for National competition.

3. Except as noted in Paragraph 2(a) above, these honorary offices shall have no vote on the Governing Board or on the Executive Committee.

Article XV – MEETINGS

1. The Annual Meeting shall be held during the period of and in the vicinity of the National Championship Series, if possible. Special meetings by order of the Governing Board or upon demand in writing by twenty-five percent of the fleets must be held. Time and place of all meetings must be fixed by the Executive Committee.

2. Notice must be sent to the last recorded Secretary of each fleet in time to permit action by delegate or proxy. If it is a Special Meeting, the purpose thereof must be plainly stated in such form as to permit voting by mail. No other business than that stated can be transacted.

Article XVI – DELEGATES

1. The membership of each fleet shall be responsible for the selecting and instructing of a delegate. If unable to send a delegate, the Fleet shall assign a duly authorized proxy to present the Fleet's views and cast its votes at all meetings. The delegate or proxy shall be certified in writing by the Fleet Secretary.

2. Any number of alternates or proxies may be named, but the first in order present shall be the only one entitled to cast the Fleet's votes. Only those alternates or proxies properly certified in writing by the proper Fleet officers will be recognized.

Article XVII – QUORUM AND ROLL CALL

1. One-half of the Fleets in good standing shall constitute a quorum at meetings.

2. If a quorum exists at roll call, it exists throughout the session.

Article XVIII – VOTING

1. Each Fleet shall be entitled to cast one vote for each Thistle Class sloop enrolled in said Fleet which has been properly recorded with the Association by an active member in good standing, but no Fleet is entitled to more than 33-1/3 percent of the total number of votes cast. No more than one vote shall be allowed for any one member no matter how many Thistle Class sloops he may own. Membership books close thirty days before any meeting, or as ordered by the Executive Committee.

2. Members may be heard, but only accredited delegates, proxies, alternates, and isolated members shall vote on motions. All entitled to vote MUST vote on each motion unless excused by the Chairman. A majority of votes cast shall decide all questions not otherwise stipulated, and the Chair shall cast the one deciding vote in case of a tie and may also fix a time limit on speakers and debate of motions.

Article XIX – IMPEACHMENTS

Any member may be expelled only by three-fourths vote at an Annual Meeting. (For impeachment of officers, see Article XII, Section 2.)

Article XX – AMENDMENTS

1. The Constitution, Specifications, and Rulings may never be suspended but may be amended at any meeting by two-thirds of the votes present.

2. The Governing Board may amend the By-Laws at any time, by an affirmative vote of three-fourths of its members, calculated to the nearest whole number. If the three-fourths count comes to a figure in which the fraction is one-half, then the result is rounded to the nearest even number. Example: 13-1/2 becomes 14; and 14-1/2 becomes 14.

3. The basic principles of Articles III, IV, V and VI cannot be changed, nor can an amendment be passed which shall render ineligible a former Thistle sloop or active member whose eligibility was established under the then existing rules of this Association and whose status cannot be changed to conform to the proposed amendments, nor shall retroactive legislation be passed affecting active members' Fleets' constitutional rights, except by a three-fourths vote of the total voting strength of all Fleets in good standing in the Association. If not present, a referendum may be ordered.

4. All proposed amendments, at either annual meetings or a special meeting, must be included in the notice thereof which shall be mailed to the general membership not less than thirty days prior to the date of the meeting.

5. The Executive Committee shall have the power to simplify, clarify, or correct the language of any article if the intent or purpose remains unchanged.

6. Proposed amendments to the Constitution and changes in the Specifications shall be submitted to the Amendments Committee only by Fleet action.

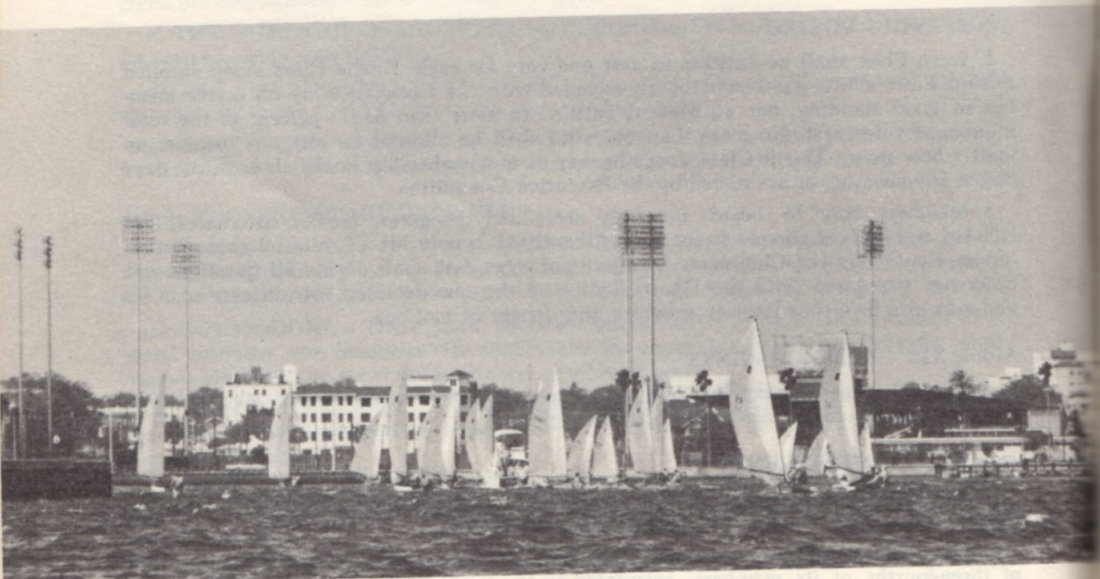
Article XXI – ORDER OF BUSINESS

Annual Meeting

1. Call to Order.
2. Roll Call of Fleets.
3. Minutes of Last Meeting.
4. Reports of the Officers.
5. Ratification or Revocation of Charters.
6. Ratification of Executive Committee Rulings.
7. Unfinished Business.
8. Instructions to Measurement Committee.
9. New Business.
10. Election of Officers for the New Year.
11. Adjournment.

At Special Meetings

1. Roll Call.
2. Special Business.
3. Adjournment.



Midwinter's 1967

By Laws

(Revised 1967)

Article I – FLEET BUSINESS AND MEETINGS

1. The Annual Meeting of each Fleet shall be not later than December 1 of each year, and results of the election of Fleet Officers shall be filed with the Association not later than two weeks after this election.

2. The official language between the Fleets and the Association shall be English.

Article II – MEMBERSHIP, ELIGIBILITY, AND DUES

1. **Dues.** Thistle Class Association dues shall be:

| | |
|------------------------|-----------------|
| For ACTIVE MEMBERS | \$6.00 annually |
| For UNATTACHED MEMBERS | \$6.00 annually |
| For ASSOCIATE MEMBERS | \$4.00 annually |
| For SUSTAINING MEMBERS | \$4.00 annually |

2. **Co-owners.** Where a THISTLE Class sloop is owned in good faith by more than one person, only one of the owners shall be required to pay annual dues of \$6.00. This part owner shall be considered to be the senior co-owner and shall enjoy all the privileges of active membership. The other part owners shall be considered co-owners and shall pay annual dues of \$4.00. The co-owners shall be deemed to be active members to the extent and only to the extent that they have the right to command a Thistle in any sanctioned race, including the National Championship after proper qualification.

3. **Membership cards.** Upon receipt of dues, the Secretary of the Association shall issue official membership cards. These cards shall show the class of membership (active, senior co-owner, co-owner, associate or sustaining). The membership cards of active, senior co-owner, and co-owners shall show the number of the boat and shall be stamped "Registered Boat" if the Secretary's records show that a Measurement Certificate has been issued. These notations on the Membership Card are essential if the skipper plans to participate in Fleet, District, or other sanctioned events including the National Championship.

4. **Family ownership.** Immediate members of a family who expect to skipper a THISTLE in any sanctioned event must be registered as co-owners of that particular boat. Immediate members of a family are defined as husband and/or wife and sons and daughters. Either spouse may be registered as the senior co-owner.

5. **Measurement Certificates.** The measurement certificate of a THISTLE sloop owned by more than one person shall show the names of the senior co-owner and all of the co-owners except that it will not be necessary to show the names of "Immediate Family" co-owners as defined in Article II, Section 4.

6. **Due date.** All dues for all classes of membership are due in January of each year. Dues shall be deemed delinquent after February 15 except for new incoming members. Dues paid after this date by active, unattached, senior co-owner, co-owner, and associate members shall be subject to an additional charge of fifty cents to cover reinstatement costs.

7. **Eligibility.** Dues of all participating skippers must have been paid and the registration of their boats completed before the District Eliminations, and not later than July 1st, to be eligible for the District Eliminations and the National Championship of that year.

(a) Exception. Skipper who was a dues-paid owner of a registered THISTLE the preceding year and is purchasing another boat may receive an extension of time to measure the newly acquired boat providing permission is requested 10 days before the July 1 deadline and measurement is completed before the district eliminations of the district of the petitioning skipper.

8. **Payment of dues.** Dues of all active and associate members, including co-owners, shall be collected by the Fleet Secretary and forwarded to the National Secretary-Treasurer. Unattached members shall forward their dues directly to the National Secretary-Treasurer. Sustaining members may forward their dues to either the Fleet or National Secretary.

9. **District and Fleet dues.** District and Fleet dues are optional. If any, they shall be collected and retained by the local District or Fleet.

10. **Crews.** It is desirable but not obligatory that crews on THISTLEs be co-owners, sustaining, or associate members.

11. **Club boats.** In the case where a recognized yacht club owns one or more THISTLEs for the purpose of encouragement of junior sailing, members of the owning club shall be permitted to skipper such THISTLEs in any sanctioned event except the National Championship series and those events held for the purpose of establishing eligibility to participate in the National Championship series subject to the following conditions:

(a) Such club-owned THISTLEs must be registered with the THISTLE Class Association in the name of the club, and the club shall assume all legal liability incident to ownership thereof.

(b) The skipper must be a "junior" as defined by the NAYRU Sears Cup rules.

(c) The skipper must be an active member of the THISTLE Class Association, in good standing, and be recorded not later than June 1 as a "junior" skipper of the specific club-owned THISTLE which he intends to skipper during that year.

(d) No more than three "junior" skippers may be recorded for any one THISTLE.

12. **Chartering.** An active member in good standing may charter a THISTLE and sail in any event except District Eliminations provided he uses his own sails. Chartering for District Eliminations can only be done with the approval of the District Secretary. The intent of this article is to permit active members to charter a boat when their own boat is not usable due to damage, or the event is too far from their own Fleet site.

13. **Intent.** It is the intent of this article to encourage the ownership of THISTLEs and to prohibit the practice of non-owners borrowing, chartering, or token purchasing a THISTLE for the purpose of racing in a series or regatta.

Article III – RENEWAL OF CHARTER

1. Each Fleet is required to file an annual report with the Association during January of each year to renew its rights and privileges under its charter. The annual report shall be submitted to the National Secretary-Treasurer on a form supplied by the Association.

Article IV – REPORTS AND RETURNS

1. If the annual report of Fleet dues and Registration of members has not been received by the Association on or before June 1, the Fleet becomes mandatorily suspended. Suspension applies to members of suspended Fleets.

2. Suspended Fleets, members and ineligible sloops may be posted by publication, and must be barred from all THISTLE races. Suspended Fleets cannot be reinstated until requirements of the Association have been fulfilled. A former member of a suspended Fleet may be reinstated as an unattached member upon application to and approval by the Executive Committee.

Article V – SLOOP'S NUMBER AND NAME

1. The official number, allocated to new sloops on application to the Secretary, shall be permanent, and shall be cut into the keel aft of the centerboard trunk, with numbers at least two inches in height. This same number shall be affixed to each spinnaker and, with the THISTLE Class insignia, to each mainsail used by a THISTLE Class sloop during its life. Application for the official certificate of measurement and registration shall be accompanied by a fee of five dollars (\$5.00) which shall go to the Class treasury.

2. The Secretary of the Association shall maintain a permanent record of each THISTLE Class sloop, showing number, name, and ownership.

Article VI – MEASUREMENT AND CERTIFICATES

1. No yacht shall be eligible to enter any race where THISTLEs race as a Class until an official certificate of measurement and registration has been granted to the owner of said yacht.

2. The owner shall be responsible for the accurate measurement and registration of his yacht in accordance with the procedure set forth in Article XXIX.

3. It shall be the sole responsibility of every owner of a registered THISTLE to maintain his boat in accordance with the approved Measurement Certificate submitted at the time of registry.

4. The Association's Certificate shall be binding upon all organizations conducting races for the THISTLE Class. A yacht holding such certificate shall not be subject to remeasurement on protest of measurements unless there is reasonable evidence of alterations, erroneous measurements, or falsified measurements. Protests of measurements of a certified THISTLE sloop must include \$15.00 deposit plus measurement fee returnable only if sustained. A THISTLE sloop is always subject to remeasurement by order of the Governing Board, National Race Committee or the Chief Measurer. (As amended August 1958.)

Article VII – RACING RULES

The official code of racing rules which shall govern all THISTLE Class races held by the Association and units thereof, unless otherwise specified in circular or invitation races, shall be that of THE NORTH AMERICAN YACHT RACING UNION except wherein they may conflict with the rules of the THISTLE Class Association in which event the latter shall supersede it. It is recommended that, insofar as practicable, the rules of the NAYRU and TCA shall likewise govern all fleet races.

Article VIII – INSTRUCTIONS

Instructions contained in race circulars and local rules in Fleet By-Laws or published notice to its members, not conflicting with THISTLE Class Rules, must be observed. Verbal instructions or unrecorded rules are not official. Fleet rules shall not obtain in intersectional or inter-Fleet races.

Article IX – RACING RESTRICTIONS

1. The correct number must be displayed on both sides of the mainsail in numbers not less than 10 inches high and must be displayed on both sides of the spinnaker in numerals not less than 10 inches in height placed at least 8 feet above the foot of the spinnaker.

2. The THISTLE Class insignia, as specified by the Association, must be displayed on both sides of the mainsail.

3. All members of crews shall be corinthians.

4. Except in local Fleet races, the number of persons allowed in one boat in a race shall be not less than two and not more than three. The same number shall be carried through all races of a series.

5. No dead weight can be carried as stationary or shifting ballast.

6. A THISTLE must carry ground tackle of serviceable character for the locality as approved by the Race Committee and bailing equipment and a paddle or oar.

7. No sail other than approved jib, mainsail, and spinnaker can be used.

8. Skippers in Fleet series and open races must be active or unattached members.

9. The same skipper shall handle the helm of a given yacht through all races of a series or regatta, except that he may have his crew handle the helm while he is making adjustments or handling the spinnaker.

10. It is the policy of the Association that prizes and points be awarded to the eligible skipper – also the trophies of perpetual character be inscribed with the name of Fleet, yacht, skipper and crew.

11. Life Saving Equipment. A THISTLE must carry wearable life saving equipment for each crew member, and at the discretion of the Race Committee, each crew member

must wear this equipment or be subject to disqualification. Wearable life saving equipment includes devices which are attached to the body by straps or equivalent means, provide positive buoyancy, and leave the hands free.

Should the wearable equipment be non-Coast Guard approved, then the boat shall also carry Coast Guard approved equipment where required.

Article X – INTERPRETATION

1. In deciding any question, the intended meaning of the rules shall prevail. In case of an actual foul, no extenuating circumstances may be considered, but they may be considered where Class Rules or restrictions require interpretation and there has been no deliberate attempt to gain an unfair advantage. Precedent and the established policies of the Association shall be taken into consideration when interpreting any rule or regulation, or where the situation is not covered by rule. The rulings of the Executive Committee, Governing Board, and National Race Committee shall be carefully preserved for reference.

Article XI – OUTLAWED RACES

The enforcement of Class Rules and Regulations is essential to the protection of all owners in a one-design class. Members are required to report to the Association any race held for the THISTLE Class as such wherein Class Rules are not respected and enforced by the organization conducting it, or where entries of ineligible yachts are knowingly accepted. A member who makes himself a party to such practice by knowingly, and after due warning, entering outlawed events shall himself be subject to suspension.

Article XII – SANCTIONED EVENTS

1. **Sanction** – All series for major THISTLE Class championships territorially greater than one Fleet, or events for perpetual, semiperpetual or open trophies, must be sanctioned by the Secretary of the District in which the event is held if it is an Inter-Fleet or open event. The District Secretary shall sanction the District championship. Inter-District championships shall be sanctioned by the Executive Committee. The Executive Committee may outlaw any event for cause.

Article XIII – THE NATIONAL CHAMPIONSHIP

1. **Purpose** – The National Championship is conducted annually to determine the National Champion of the THISTLE Class.

2. **Trophy** – The “I. Louis Carron Perpetual Trophy” is the perpetual trophy for the National Championship and will be held by the winning skipper until the next series, subject to approval and order of the Executive Committee.

3. **Regions** – For the purpose of the National Championship, the country shall be divided into four regions: The Eastern Region consisting of the New England District, the New Jersey District, the Niagara Frontier District, the Long Island Sound District, and the Central Atlantic District; the Central Region consisting of the Lake Erie Districts, the Michiana District, the Lake Michigan District, and the Canadian District; the Southern Region comprising the South Atlantic District and the Florida District; and the Western Region comprising the Delta District, the Northern and Southern California Districts, the Pacific Northwest District, and the Hawaiian District. Subject to final approval by the Executive Committee, the member having last won the event shall have the privilege of selecting the site for the National Championship, except that

(1) said National Championship cannot be held by the same Fleet in two consecutive years

(2) it cannot be held for more than two consecutive years in the same Region

(3) it must be held on open water as free as possible from headlands, shoals, obstructions, or aids to navigation

(4) it must be held where adequate housing, launching, docking, and mooring facilities are available in close proximity to each other

(5) it must be held where an active THISTLE Fleet can assume responsibility for all local arrangements.

4. Race Committee – The National Race Committee shall have charge of the National Championship Series (see Article XIII of the Constitution). The responsibility for arranging and providing for proper facilities, entertainment, etc., shall rest with the Fleet on whose water the series is held. In this regard, the Fleet must cooperate with, and be guided by, the Governing Board and the National Race Committee.

5. Date – The National Championship shall be sailed during the last or next to last full week in August, under the current IYRU rules as adopted by the NAYRU and as amended by the TCA and the instructions from the National Race Committee. The schedule of the races during the week shall be at the discretion of the National Race Committee, in conjunction with the local Fleet, in order to provide the optimum sailing conditions for the selection of a National Champion.

6. Number of Races – The National Championship shall consist of six completed races. The original starting gun for Division I for the sixth race should not be fired after 3:30 p.m. (local time) on Friday. In the event of very extreme weather conditions, the total number of races sailed may be reduced, but to no less than four completed races, by the National Race Committee. If circumstances do not permit the sailing of the minimum number of four races, the site of the next Championship shall be selected by the Executive Committee.

7. Course – The course for the National Championship shall consist of a “Modified” Gold Cup course of five legs, starting and finishing near the same mark. The first three legs shall be around a triangle, starting with a windward leg followed by two reaching legs. The fourth leg shall be a repetition of the first leg to windward, and the fifth leg shall be the return downwind to the finish line in the vicinity of the starting line. All marks shall be left on the same side and where possible all marks shall be left to port. The triangle laid out for this course shall be an equilateral triangle of 1.2 to 1.5 nautical miles on a side making a total course length of not less than 6 nor more than 7-1/2 nautical miles. The maximum length of 7.5 miles is to be sailed when possible. The course cannot be changed under any conditions and cannot be shortened after the start of a race.

8. Qualification – Each skipper entering the National Championship Series must be an active member of the Association in good standing. He must also be a bona fide owner or co-owner of the yacht to be sailed by him except as provided by chartered boats. The skipper, and crew of not more than two, must be registered with the National Race Committee by each skipper prior to the first race. Only this crew shall sail in the THISTLE sloop under which they are registered. Any exception must be with a special and specific written approval of the National Race Committee.

9. Qualification for the National Championship shall be as follows:

(a) The defending National Champion, the Class President, and the Chief Measurer are qualified regardless of quota.

(b) All other participants may qualify by completing both of the following steps:

Step 1: Compete in their District Elimination series.

Step 2a: Be certified as having qualified under the quota by their District Secretary, or

2b: Place in the top five of a sanctioned Inter-District Championship, or

2c: Place in the top five in the Midwinter Championship, or

2d: Place in positions 2 through 5 in the previous year's National Championship.

(c) The quota from the districts shall be established by the Governing Board and published in Bagpipe prior to May 1 of the current year.

10. Districts – The District Elimination Series shall be set up by the District Secretary who may, through a majority vote of the Fleets within the District by numbers of registered yachts, establish the quotas from the Fleets of yachts qualified to compete in the District Eliminations. The method of conducting Fleet Eliminations may be determined by the Fleets. The Fleet Secretaries shall certify to the District Secretary the yachts qualified for the District Elimination Series. If a District so elects, unattached members who are unable to compete in Fleet Eliminations can compete in the Districts only if they have placed first, second, or third in a sanctioned THISTLE regatta within a year prior to the District Elimination Series.

11. **Measurement** – All yachts entered in the National Championship shall be subject to measurement and approval of the Chief Measurer prior to the first race in the National Championship Series. If any yachts or equipment do not come within the restrictions, or within the tolerances permitted, the use of the same shall be prohibited. Only two suits of working sails and one spinnaker will be approved for use by each contestant. Only sails bearing the number of the THISTLE sloop in which the skipper qualified for entry may be used. Any or all yachts may be ordered remeasured by the Chief Measurer, Executive Committee, or National Race Committee.

12. **Bordes System** – The two-division, six-race Bordes system will be used for conducting the National Championship. After registration is completed, all entries will be divided into four groups (A, B, C or D) in order to provide four groups of about equal racing ability. Using the results of the previous year's National Championship as posted in The Bagpipe, all of the current entries who participated in the Nationals of the previous year will be listed in order, according to their place in the final results, from first to last. The remaining entries will be added to this list, in order by boat number, from the lowest to the highest. From the list developed, boats 1, 5, 9, etc., will be placed in Group A; boats 2, 6, 10, etc., in B; boats 3, 7, 11, etc., in C; and boats 4, 8, 12, etc., in Group D.

13. Each race of the National Championship will consist of two divisions, with Division II starting 15 minutes later than Division I over the same course. If the wind direction changes so drastically between the start of the first and second division so that the second division no longer has a beat to the first mark, then the race must be called off for both divisions until a new course can be set. If the wind direction changes but there is still a beat left to the first mark, the starting line should be realigned to permit a fair start for the second division without recalling the first division. In changing the starting line, only one of the two markers should be moved.

14. The composition of the Divisions in each race of the National Championship will be:

First Race - Division I, Groups A and B; Division II, Groups C and D

Second Race - Division I, Groups A and C; Division II, Groups B and D

Third Race - Division I, Groups B and C; Division II, Groups A and D

Fourth Race - Division I, Boats 1, 3, 5, etc.;

Division II, Boats 2, 4, 6, etc.

(As determined by positions after three races)

Fifth and Sixth Races - Division I, top half of entries

(+1 if an odd number of entries)

Division II, remaining boats

(As determined by positions after four races)

(As determined by positions after three races if fourth race is to be the last one.)

15. **Time Limit** – The time limit for each race of the National Championship shall be three hours. If the lead boat of either division does not complete the course within the required time limit, then the race will not count for either division. If the lead boat of both divisions completes the course within three hours, then the race is official.

16. **Scoring** – The scoreboard for the National Championship should provide space for the following columns for posting results. Boat #, Skipper, Group, 1st, 2nd, 3rd, pts, pos, 4th, pts, pos, 5th, pts, pos, 6th, pts, Final. Entries will be arranged by boat #, from the lowest to the highest. The results of each race for each division will be scored using the low point system. First boat - 3/4 of a point; second boat - 2 points, third boat - 3 points, etc. Dnf, Dns, Dsq - 1 point more than the total entries scheduled to sail in the largest division of any of the first three races. To clarify point score on the score board, each Division II boat in the fifth and sixth race will be given an additional 50 points.

17. **Ties** – Ties in point scores in the National Championship Series will be resolved at the end of all but the last race in favor of the boat with the lowest score in its best race. If boats did equally well in their best race, then in favor of the boat with the lowest score in its second best race, etc. If boats have identical finishes in all races,

in favor of the boat which beat the other boat most frequently. Ties in point score at the end of the last race will be resolved in favor of the boat that has beat other boat in most number of races they have sailed in together. If a tie still exists it will be resolved in favor of the boat finishing best in the last race.

18. **Protests** – In the National Championship Series protests need not be resolved prior to the start of any race except the fifth.

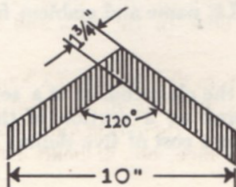
19. **Team Racing** – In the National Championship, Team Racing or the act of deliberately and willfully sacrificing one's own chances of a place in a race, thereby substantially injuring or improving the chances or place of others, is barred and shall be ground for disqualification. Covering or luffing, provided a yacht is sailed within the right-of-way rules and in a manner consistent with maintaining or bettering its own standing in a race or point score, shall not be deemed Team Racing tactics. In flagrant cases, affecting the point score among the leaders, the Race Committee shall have the power with or without protest, to order the race resailed, bar the offender from the resailed and remaining races, and recommend his or her suspension to the Governing Board.

20. **Charters** – Boats may be chartered for the National Championship Series by qualified THISTLE owners who are unable, through reasons of distance or damage to their hull, to bring their own boat to the site of the National Championship. The President shall appoint from the local Fleet handling the National Championship a chairman of the Chartering Committee whose name and address will be published in one of the spring issues of The Bagpipe. Prospective charterers will then write to the chairman requesting a charter. This letter must be accompanied by a check for \$25.00, payable to the THISTLE Class Association. No requests will be considered without a check or money order. This money will be divided as follows: \$20.00 will be paid to the owner of the boat and \$5.00 will be retained by the Association. Closing date shall be August 1. On this day the Chartering Committee will apportion boats available in the order of greatest distance from the site of the Nationals. If there are more applicants than available boats, checks of the unsuccessful will be returned. If boats are still available, requests received after August 1 will be filled on a "First come, first served" basis. Charterers may cancel up to within one week of the Regatta. If cancellation notice is not received in time, the \$25.00 is forfeited and will be apportioned as originally planned if the owner brings his boat to the site; otherwise, the \$25.00 goes to the Association. Boat owners shall be responsible for bringing their boats to the site of the National Championship. Boats shall be cleaned and unfouled. Running and standing rigging shall be sound and able to withstand normal racing conditions. Charterers will use their own sails. They shall be responsible for all damages to the boat and spars and shall pay the boat owner for same. They will not be responsible for breakage of running or standing rigging except in cases of collision or abnormal racing conditions. In the event of a dispute, the National Race Committee shall be the sole and final judge of responsibility. Charterers may not bore holes in the seats or do anything else that may be construed as defacing without permission of the boat owner. A boat will be returned to its owner in exactly the same condition and arrangement as it was received. This includes un-rigging and replacing on a trailer.

21. **Notices** – During the National Championship Series official notice of hearings, decisions, rulings, changes in procedure and instructions shall be served upon all parties, by posting on a bulletin board at headquarters daily during the series. By due notice, the time and place may be varied because of conflicting conditions. The responsibility of being at headquarters and seeing notices at given hours rests with the entries and officials.

Article XIV – HONOR AWARDS

1. The Award insignia shall consist of colored chevrons of the following dimensions:



2. Honor Awards may be displayed as follows:

- (a) Honor Awards may be displayed on the mainsail at any point above the second spreader.
- (b) The chevrons shall be vertically stacked, apex upward, not more than three inches apart.
- (c) The number of chevrons awarded shall be as follows:
 - (1) Three chevrons for the first place yacht.
 - (2) Two chevrons for the second place yacht.
 - (3) One chevron for the third place yacht.
- (d) The following chevron colors shall denote the Honor Awards as follows:
 - (1) National Championship - gold.
 - (2) Inter-District Championship - blue.
 - (3) District Championship - red.
- (e) Each Fleet may designate its Fleet champion by the award of a single black chevron.
- (f) Awards rank in the following order: 1 - gold; 2 - blue; 3 - red; and 4 - black. Thus, one blue chevron outranks three red chevrons. It is suggested that the skipper display his highest award, but only one set of chevrons representing a particular honor award may be displayed on the sail at one time.
- (g) Honor Awards are not made to the boat but the skipper and shall be retained by the skipper for use on any THISTLE that he may sail while still a member of the Association.
- (h) It is suggested that members of the trophy committee make physical presentations* of the chevrons when the trophy for the event is awarded.

Article XV – OBLIGATIONS

The Association shall not be liable for any debts contracted by its fleets or officers other than expenditure authorized by the budget or upon written order of the President and Secretary.

Article XVI – LIMITATIONS GOVERNING PURCHASE OF SAILS

1. The purchase of new sails by THISTLE owners shall be limited to one suit in any calendar year, except that one additional suit may be purchased for any THISTLE during its first sailing season. This rule shall apply to both working sails and spinnakers.

2. In case of accident to sails, the owner may petition the Executive Committee to permit use of an additional sail replacing the one so damaged.

Article XVII – BUILDING PLANS

1. Official building plans for the THISTLE may be obtained from the Secretary of the Association at a cost of five dollars (\$5.00).

2. The official number of a THISTLE Sloop is secured by the builder from the Secretary of the THISTLE Class Association.

3. Plans are subject to annual revision only as provided in the Constitution. Responsibility of keeping advised as to these revisions rests with the purchaser of plans.

Article XVIII – PROTECTION OF NAME AND EMBLEM

No boat may properly be sold, or entered in any race as a THISTLE, or at any time display the THISTLE emblem upon its sails or otherwise, unless the registration fee has been paid by the owner to the Association and accepted by the Association. For the benefit of owners and prospective owners, the Association shall take whatever steps may be necessary to protect the THISTLE name and emblem from unauthorized use.

Article XIX – SPECIFICATIONS

1. The official specifications of the class consist of a series of drawings, signed by the Chief Measurer, and are considered as a portion of the Constitution. Copies may be obtained from the Class Secretary at a cost of five dollars (\$5.00).

2. Specifications, however complete, cannot anticipate every possible situation which may arise. If a point is not covered therein or governed by the dictates of common sense, a ruling must be obtained from the Chief Measurer. In interpreting wording of obscure meaning, the Chief Measurer shall consider the intended meaning rather than any technical misconstruction which may be derived from the wording, and shall bear in mind at all times the basic principle of the specifications, namely, to maintain the THISTLE as a standard one-design class.

3. Measurements and weights in the specifications are in feet, inches, and pounds, in accordance with the standards of the United States Bureau of Standards.

4. To be eligible for registration, the hull, spars, rigging and sails must conform strictly throughout in respect to design and dimensions to the current official specifications of the THISTLE Class Association. Drawings and specifications are not official unless signed by the Chief Measurer. The Association's Certificate of Measurement and Registration, obtained through proper certification of measurement and payment of registration fee, is the only recognized proof of eligibility to the THISTLE Class.

5. The Official Number of a THISTLE must be permanently burned or cut into the keel aft of the centerboard trunk, with numbers at least two inches in height for future identification, before a Registration Certificate can be issued.

Article XX — REGISTRATION PROCEDURE

1. Before starting construction of a THISTLE, the builder shall make application to the Secretary of the Association for an official certificate of measurement and registration. The charge for this certificate, which specifies the official hull number, is five dollars (\$5.00).

2. Upon completion and/or purchase of a THISTLE, the boat must be measured by the owner as provided for by Article VI, Section 2, who will fill out the measurement record sheet containing the official number of the hull. A THISTLE owner in good standing must witness the measurements and sign the measurement record sheet as certification of the accuracy of the measurements.

3. The owner shall complete the remainder of the certificate and forward it to the National Secretary-Treasurer for approval in behalf of the Chief Measurer and completion of the registration procedure.

4. If the measurements are not in accordance with the official specifications, the National Secretary-Treasurer shall refer the certificate to the Chief Measurer for action.

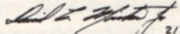
5. The Secretary of the Association shall complete the official certificate of measurement and registration, properly record the boat's name and number, and the owner's name, address, and Fleet, and return the certificate to the owner.

6. Each time ownership of a THISTLE changes outside the immediate family of a senior co-owner, the old registration becomes null and void, and the boat must be measured and re-registered as if it were a new boat. Each re-registration requires the payment of the registration fee of \$5.00 to the Association.

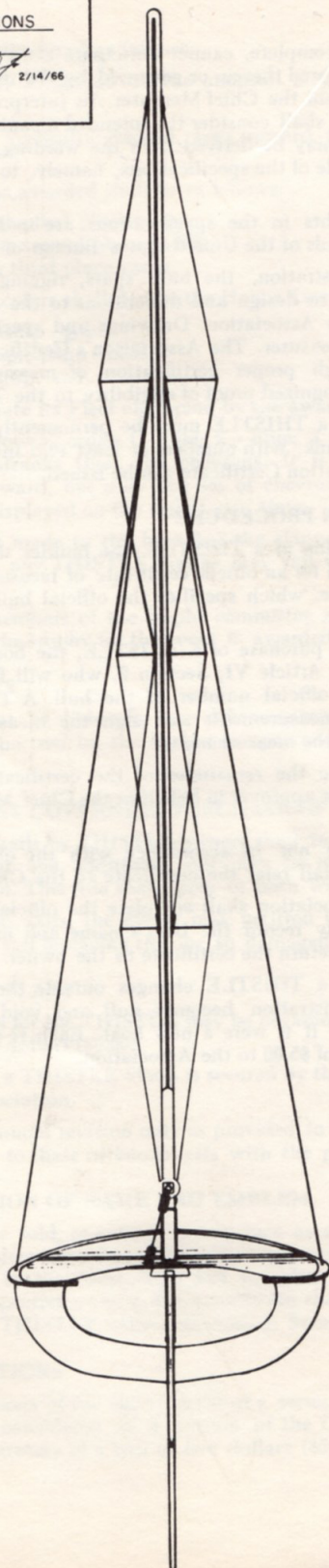
THISTLE CLASS ASSOCIATION

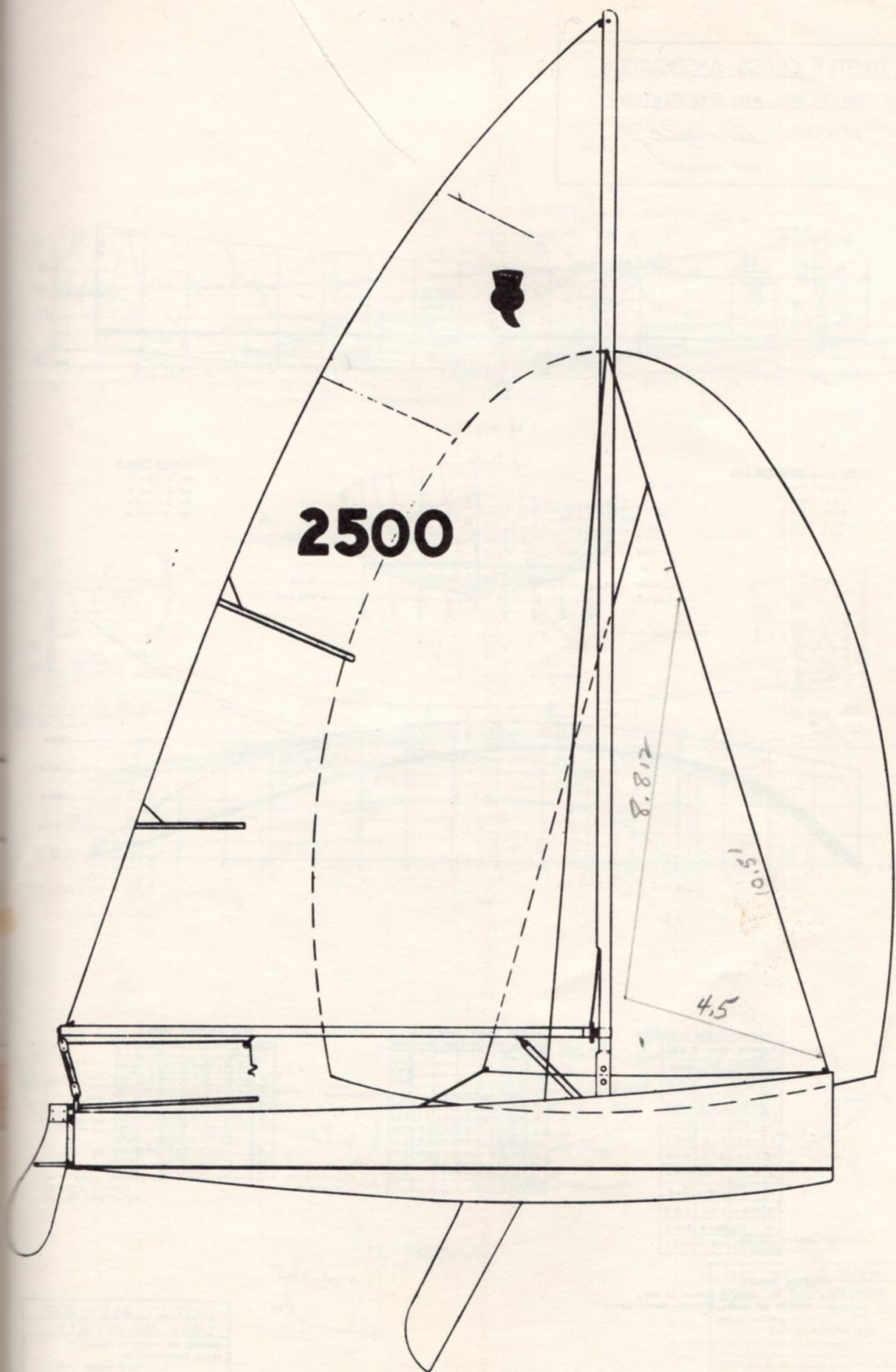
OFFICIAL PLANS AND SPECIFICATIONS

ATTESTED

 2/14/66

CHIEF MEASURER



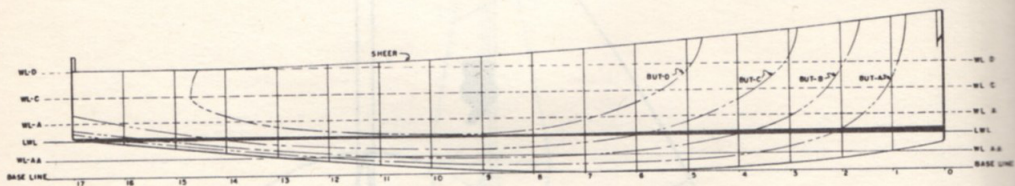


THISTLE CLASS ASSOCIATION

OFFICIAL PLANS AND SPECIFICATIONS

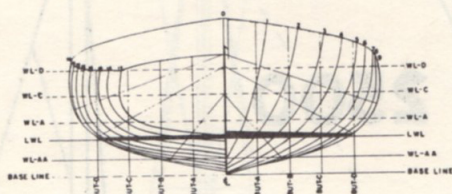
ATTESTED

Paul L. Hester
2/14/66
CHIEF MEASURER



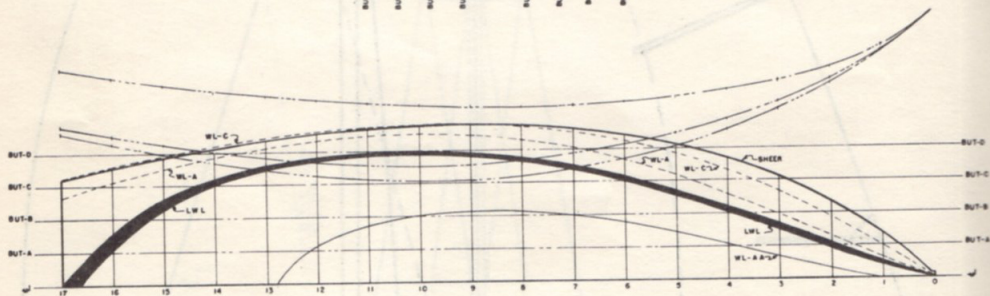
HEIGHT OF WL ABOVE BASE LINE

WL-AA = 0-0-0
LWL = 0-0-4
WL-A = 1-0-4
WL-C = 1-0-4
WL-D = 2-0-4



BUTTOCKS FROM S

BUT-A = 0-7-4
BUT-B = 1-5-0
BUT-C = 1-10-4
BUT-D = 2-0-0



GIRTHS - SHEER & BOOT TOP

| DISTANCE FROM S KEEL | | | |
|----------------------|--------|--------|-------|
| STA | BOTTOM | TOP | SHEER |
| | BOOT | TOP | |
| 0 | 0-3-3 | 0-5-4 | 2-5-5 |
| 1 | 0-6-1 | 0-8-5 | 2-8-3 |
| 3 | 1-2-0 | 1-5-1 | 3-5-7 |
| 5 | 1-9-6 | 2-1-2 | 3-9-7 |
| 7 | 2-5-4 | 2-7-2 | 4-1-3 |
| 9 | 2-7-1 | 2-10-6 | 4-2-6 |
| 11 | 2-6-3 | 2-10-0 | 4-1-0 |
| 13 | 2-3-6 | 2-9-2 | 3-9-3 |
| 15 | 1-7-7 | 2-1-3 | 3-4-0 |
| 17 | 0-0-0 | 1-3-4 | 2-9-7 |

HEIGHT ABOVE BASE LINE

| STA | WL-A | WL-C | WL-D | WL-AA |
|-----|-------|-------|-------|-------|
| 0 | 0-4-0 | 0-4-0 | 0-4-0 | 0-4-0 |
| 1 | 0-4-0 | 0-4-0 | 0-4-0 | 0-4-0 |
| 2 | 0-4-0 | 0-4-0 | 0-4-0 | 0-4-0 |
| 3 | 0-4-0 | 0-4-0 | 0-4-0 | 0-4-0 |
| 4 | 0-4-0 | 0-4-0 | 0-4-0 | 0-4-0 |
| 5 | 0-4-0 | 0-4-0 | 0-4-0 | 0-4-0 |
| 6 | 0-4-0 | 0-4-0 | 0-4-0 | 0-4-0 |
| 7 | 0-4-0 | 0-4-0 | 0-4-0 | 0-4-0 |
| 8 | 0-4-0 | 0-4-0 | 0-4-0 | 0-4-0 |
| 9 | 0-4-0 | 0-4-0 | 0-4-0 | 0-4-0 |
| 10 | 0-4-0 | 0-4-0 | 0-4-0 | 0-4-0 |
| 11 | 0-4-0 | 0-4-0 | 0-4-0 | 0-4-0 |
| 12 | 0-4-0 | 0-4-0 | 0-4-0 | 0-4-0 |
| 13 | 0-4-0 | 0-4-0 | 0-4-0 | 0-4-0 |
| 14 | 0-4-0 | 0-4-0 | 0-4-0 | 0-4-0 |
| 15 | 0-4-0 | 0-4-0 | 0-4-0 | 0-4-0 |
| 16 | 0-4-0 | 0-4-0 | 0-4-0 | 0-4-0 |
| 17 | 0-4-0 | 0-4-0 | 0-4-0 | 0-4-0 |

HALF BREADTHS FROM S

| STA | WL-A | WL-C | WL-D | WL-AA |
|-----|-------|-------|-------|-------|
| 0 | 0-0-0 | 0-0-0 | 0-0-0 | 0-0-0 |
| 1 | 0-0-0 | 0-0-0 | 0-0-0 | 0-0-0 |
| 2 | 0-0-0 | 0-0-0 | 0-0-0 | 0-0-0 |
| 3 | 0-0-0 | 0-0-0 | 0-0-0 | 0-0-0 |
| 4 | 0-0-0 | 0-0-0 | 0-0-0 | 0-0-0 |
| 5 | 0-0-0 | 0-0-0 | 0-0-0 | 0-0-0 |
| 6 | 0-0-0 | 0-0-0 | 0-0-0 | 0-0-0 |
| 7 | 0-0-0 | 0-0-0 | 0-0-0 | 0-0-0 |
| 8 | 0-0-0 | 0-0-0 | 0-0-0 | 0-0-0 |
| 9 | 0-0-0 | 0-0-0 | 0-0-0 | 0-0-0 |
| 10 | 0-0-0 | 0-0-0 | 0-0-0 | 0-0-0 |
| 11 | 0-0-0 | 0-0-0 | 0-0-0 | 0-0-0 |
| 12 | 0-0-0 | 0-0-0 | 0-0-0 | 0-0-0 |
| 13 | 0-0-0 | 0-0-0 | 0-0-0 | 0-0-0 |
| 14 | 0-0-0 | 0-0-0 | 0-0-0 | 0-0-0 |
| 15 | 0-0-0 | 0-0-0 | 0-0-0 | 0-0-0 |
| 16 | 0-0-0 | 0-0-0 | 0-0-0 | 0-0-0 |
| 17 | 0-0-0 | 0-0-0 | 0-0-0 | 0-0-0 |

GENERAL NOTES

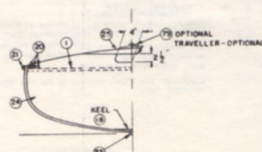
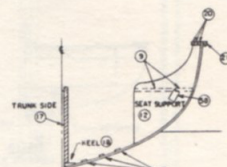
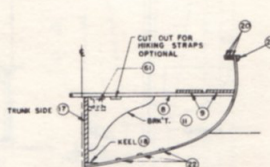
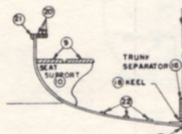
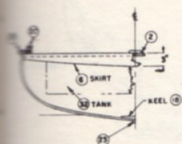
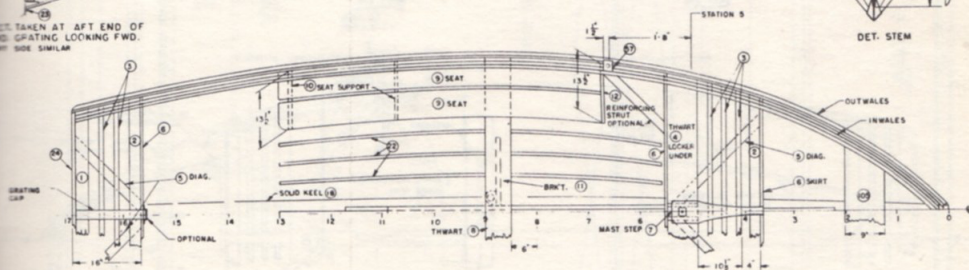
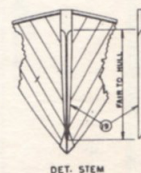
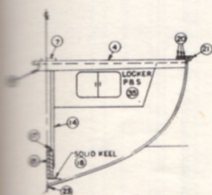
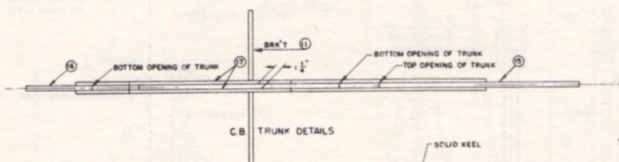
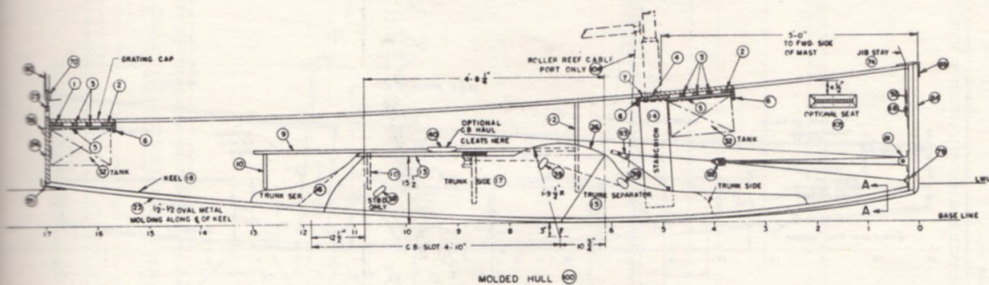
- ALL LINES ARE TAKEN TO OUTSIDE OF SHELL
- ALL OFFSETS ARE GIVEN IN FEET-INCHES-EIGHTHS

THISTLE CLASS SLOOP LINES AND OFFSETS

DESIGNED BY GORDON & DOUGLASS
DESIGN COPYRIGHTED BY
DOUGLASS & MILLED 1946

SCALE - 1" = 1'-0"

SHEET 1

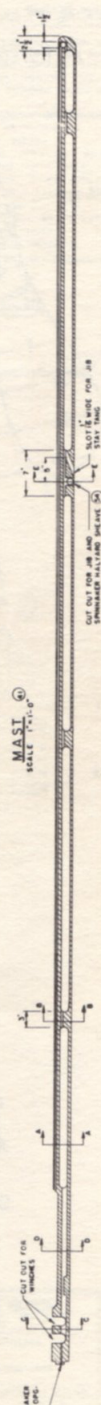
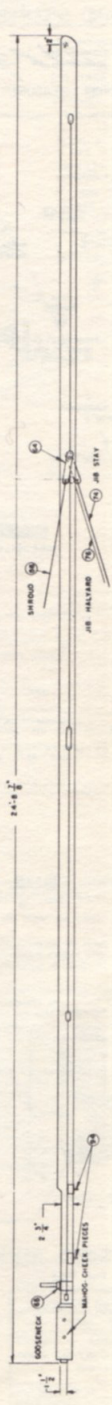
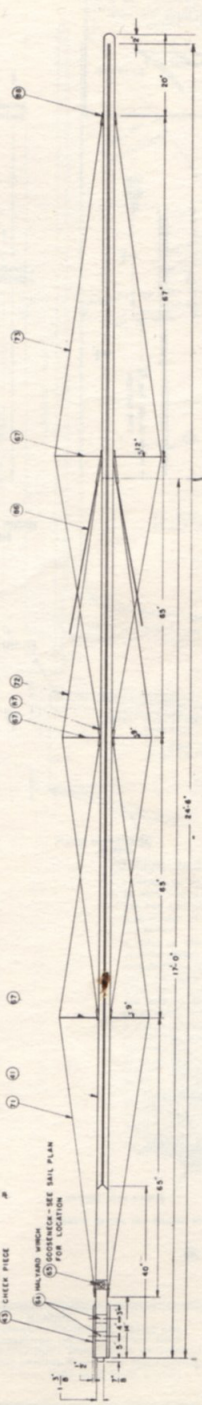
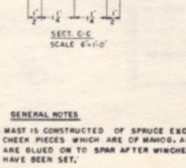
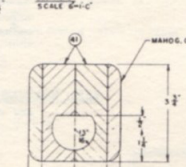
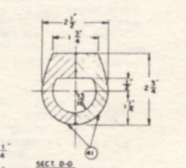
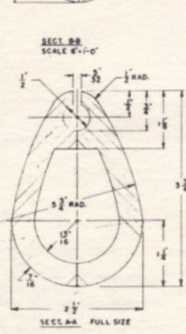
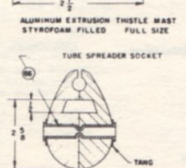
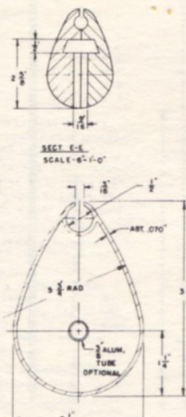
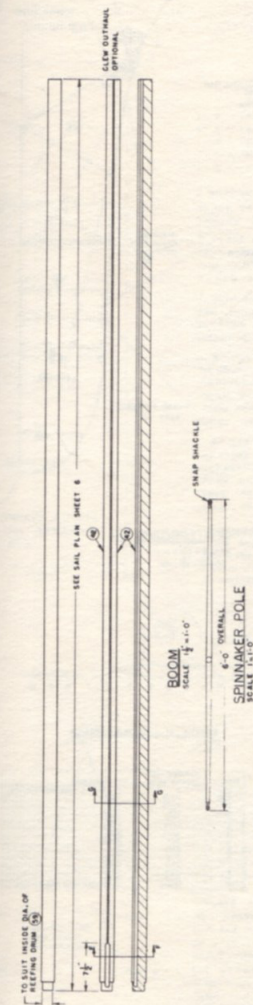


NOTE
REQUIRED & OPTIONAL PARTS LISTED
BY NUMBERS ON SHEET 7

| THISTLE CLASS SLOOP | |
|---|---------|
| MOLDED PLYWOOD HULL CONSTRUCTION | |
| DESIGNED BY GORDON F. DOUGLASS | |
| DESIGN COPYRIGHTED BY DOUGLASS & BELLE 1946 | |
| SCALE: P-1-0" | SHEET 2 |

CHIEF MEASURER





THISTLE CLASS 100'
SPARS
DESIGNED BY GORDON K. DOUGLASS
DESIGN COPYRIGHTED BY
DOUGLASS & MILED 1946
SCALE - AS NOTED
SHEET 4

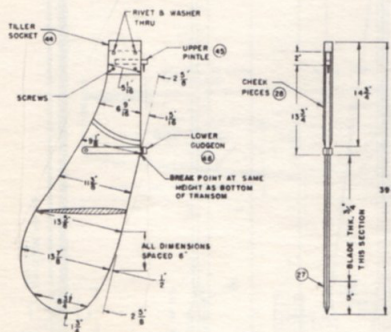
GENERAL NOTES
1. MAST IS CONSTRUCTED OF SPRUCE EXCEPT CHEEK PIECES WHICH ARE OF MAHO. AND ARE BLED ON TO SPAR AFTER WINCHES HAVE BEEN SET.
2. MAST IS PARALLEL, SIZED.
3. BOOM IS CONSTRUCTED OF SPRUCE AND IS PARALLEL, SIZED.
4. BOOM IS SOLID EXCEPT FOR SAIL GROOVE.
5. MATERIAL AND DIAMETER OF SPINNER POLE ARE OPTIONAL.
6. METAL MAST IS EXTRUDED ALUMINUM WITH ALUMINUM BOX BASE.

OFFICIAL PLANS AND SPECIFICATIONS

ATTESTED

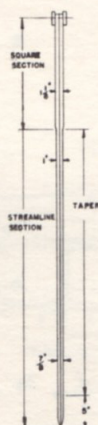
CHIEF MEASURER

2/14/66



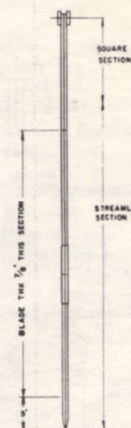
RUDDER

SCALE $1\frac{1}{2}'' = 1'-0''$



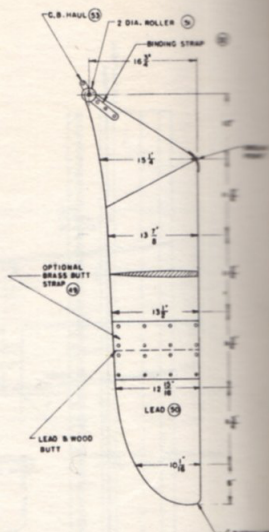
SECTION

FIBERGLASS-LEAD CR



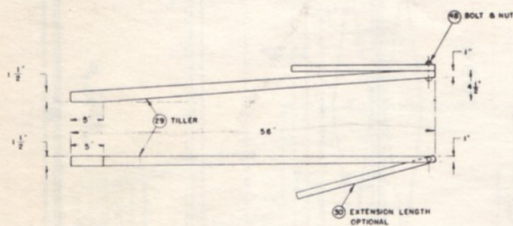
SECTION

WOOD-LEAD CB.



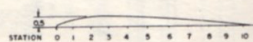
CENTERBOARD ③

SCALE - $1\frac{1}{2}'' = 1'-0''$
WEIGHT - 70 LBS.



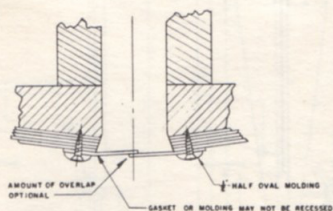
TILLER

SCALE $1\frac{1}{2}'' = 1'-0''$



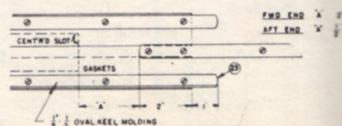
DETAILS OF STREAMLINE SECTION

| STATION | DISTANCE FROM LEADING EDGE | HAIR THICKNESS |
|---------|----------------------------|-------------------------------|
| 0 | 0.00 | 0.14 (LEADING EDGE RADIATION) |
| 0.05 | 0.44 | 0.20 |
| 0.1 | 0.89 | 0.19 |
| 0.2 | 1.34 | 0.30 |
| 0.3 | 1.79 | 0.47 |
| 0.4 | 2.24 | 0.55 |
| 0.5 | 2.69 | 0.63 |
| 0.6 | 3.14 | 0.61 |
| 0.7 | 3.59 | 0.58 |
| 0.8 | 4.04 | 0.55 |
| 0.9 | 4.49 | 0.51 |
| 1.0 | 4.94 | 0.42 |



RUBBER GASKET (2)

FULL SCALE



KEEL MOLDINGS AT ENDS OF CENTERBOARD SLOT

HALF SCALE

SPINNAKER



MEASUREMENTS

- 1-2 = 17'-6" 1-7 = 19'-6"
1-3 = 18'-6" 2-7 = 5'-9"
1-4 = 18'-6" 3-4 = 5'-9"
1-5 = 18'-6" 2-5 = 6'-3"
1-6 = 19'-6" 3-6 = 6'-3"

1. WITH SPINNAKER SEAM FOLDED, PLACE SEAM AND LEECH INTERSECTION ON POINT 1. (FIG. 1)

2. PLACE LEECH AND FOOT INTERSECTION ON LINE 2-3. (FIG. 2 & 3) THIS INTERSECTION MUST LIE BETWEEN POINTS 2 & 3 (NO PULL)

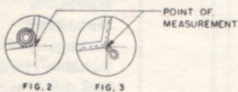
3. WITH CLOTH SMOOTHED OUT FLAT, (NO PULL) SEAM AND FOOT INTERSECTION MUST LIE WITHIN THE AREA 4, 5, 6, 7.

BY USE OF A STRAIGHT EDGE, MEASURE DISTANCE A-B, THE INTERSECTIONS OF THE LEECH AND SEAM WITH THE 6'-0" ARC SWUNG FROM POINT 1. THIS DIMENSION MUST BE BETWEEN 5'-0" & 5'-6"

BY USE OF A STRAIGHT EDGE, MEASURE DISTANCE C-D, THE INTERSECTIONS OF THE LEECH AND SEAM WITH THE 12'-0" ARC SWUNG FROM POINT 1. THIS DIMENSION MUST BE BETWEEN 6'-5" & 6'-11".

SPINNAKER NOTES:

- THE NUMBERS SHALL BE 10" HIGH CENTERED ON SEAM, BOTH SIDES.
- OVERLAPPING SLOTS OR VENTS IN SPINNAKER ARE PROHIBITED



JIB

MEASUREMENTS

- 1-2 = 15'-5" 1-7 = 14'-8"
1-3 = 15'-8" 2-5 = 7'-8"
1-4 = 14'-0" 2-6 = 7'-8"
1-5 = 14'-0" 3-4 = 7'-0"
1-6 = 14'-8" 3-7 = 7'-0"

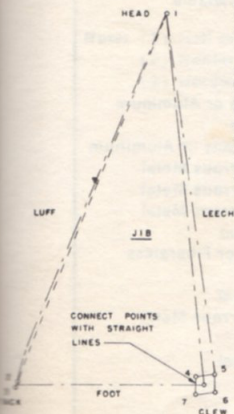
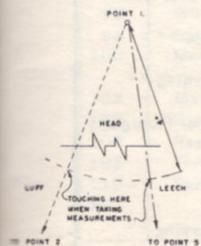
1. PLACE HEAD OF LUFF AND LEECH AS SHOWN IN FIG. 1.

2. PLACE LUFF AND FOOT INTERSECTION ON LINE 2-3 (FIG. 2 & 3) PULLING CABLE TIGHT, THIS INTERSECTION MUST LIE BETWEEN POINT 2 & 3.

3. HOLDING THE HEAD AND TACK AS INDICATED IN STEPS 1 & 2 ABOVE, APPLY A 10 POUND PULL TO THE CLEW ALONG THE JIB METER. THE LEECH AND FOOT INTERSECTION MUST LIE WITHIN THE AREA 4, 5, 6, 7 (FIG. 4 & 5)

JIB NOTES:

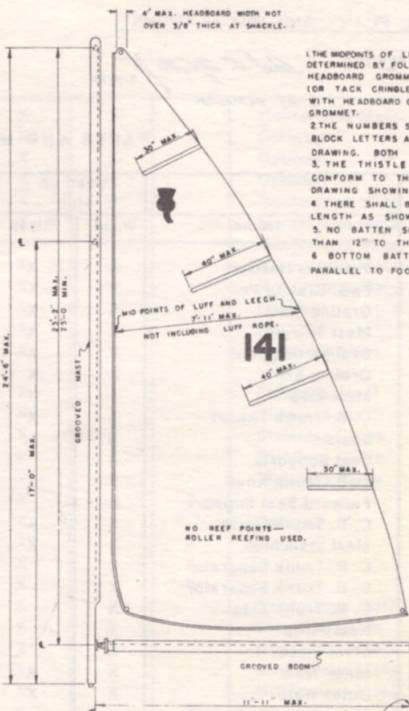
- THERE SHALL BE 8 SHAPS APPROXIMATELY EVENLY SPACED ATTACHED TO LUFF WIRE.
- LUFF SHALL BE ATTACHED TO A LUFF WIRE.
- NO ADJUSTMENT OF LENGTH OF LUFF PERMITTED.
- AMOUNT OF ROACH IN FOOT & LEECH-optional STIFFENING PROHIBITED



MAINSAIL

MAINSAIL NOTES

- THE MIDPOINTS OF LUFF AND LEECH ARE DETERMINED BY FOLDING THE LUFF WITH HEADBOARD GROMMET ON TACK GROMMET (OR TACK CRUMBLE) AND THE LEECH WITH HEADBOARD GROMMET ON THE CLEW GROMMET.
- THE NUMBERS SHALL BE 12" HIGH BLOCK LETTERS AS SHOWN ON DRAWING. BOTH SIDES.
- THE THISTLE EMBLEM SHALL CONFORM TO THE FULL SIZE DRAWING SHOWING SAME BOTH SIDES
- THERE SHALL BE 4 BATTENS WITH LENGTH AS SHOWN.
- NO BATTEN SHALL BE CLOSER THAN 12" TO THE LUFF.
- BOTTOM BATTEN MUST BE PARALLEL TO FOOT WITHIN 4" IN 30"



NOTES: CLOTH OF SAIL MUST NOT BE ABLE TO BE EXTENDED BEYOND THIS LENGTH.
THIS POINT ON THE ALUMINUM MAST IS THE BOTTOM OF THE BOLT ROPE SLOT

GENERAL NOTES:

- THERE ARE NO LIMITATIONS AS TO MATERIAL OR WEIGHT OF SAILCLOTH FOR SPINNAKER, JIB AND MAINSAIL.
- NO BOARDS OR BATTENS PERMITTED EXCEPT AS SHOWN.
- SHALL BE WOVEN SAILCLOTH OF THE SAME NOMINAL WEIGHT THROUGHOUT, EXCEPT FOR CONVENTIONAL STRENGTHENING AT HEAD, TACK AND CLEW.
- SYNTHETIC FILMS ARE NOT PERMITTED EXCEPT FOR WINDOWS OF REASONABLE SIZE.
- LAMINATED MATERIALS ARE NOT PERMITTED INCREASING THE NUMBER OF THICKNESSES OF MATERIAL IS PERMITTED ONLY FOR SEAMS, CONVENTIONAL TACKING, AND STRENGTHENING AT HEAD, TACK AND CLEW. CONVENTIONAL TACKING IS THE MULTIPLE THICKNESSES OF MATERIAL APPLIED TO THE LEECH (OR FOOT OF A JIB) FOR STRENGTHENING. TACKING THAT STIFFENS THE LEECH (OR FOOT OF A JIB) SO AS TO PERMIT A ROACH HAS THE EFFECT OF A BATTEN AND IS PROHIBITED.
- 2 LUFFS IN FOOT AND/OR LUFF OF MAINSAIL PERMITTED, BUT NOT PERMITTED ON JIB.

WARNING
NO ITEM OF HARDWARE, MATERIAL, OR FITTING CAN BE USED FOR ADJUSTING THE SHAPE OF THE SAILS WHILE UNDERWAY, EXCEPT THOSE ITEMS SPECIFICALLY SHOWN ON THESE OFFICIAL PLANS AND SPECIFICATIONS OR ALLOWED BY PUBLISHED MEASUREMENTS RULINGS

THISTLE CLASS SLOOP

SAIL PLAN

DESIGNED BY: GORDON H. DOUGLASS
DESIGN COP'Y DATED BY:
DOUGLASS & WLEED 1946

ADOPTED 1/29/59 CORRECTED 3/21/63
SCALE-NONE SHEET 6

THISTLE CLASS ASSOCIATION

OFFICIAL PLANS AND SPECIFICATIONS

ATTESTED

[Signature]
2/14/66
CHIEF MEASURER

PARTS AND MATERIALS

| Part # | Name | Used on | | Reqd. | Opt. | Material |
|--------|------------------------|---------|-------|-------|------|------------------------|
| | | Hull | | | | |
| | | Wood | Glass | | | |
| 1 | Transom Header | X | X | X | | Mahogany |
| 2 | Fwd. Grating Pc. | X | X | X | | Mahogany |
| 3 | Grating Slats | X | X | X | | Mahogany |
| 4 | Mast Thwart | X | X | X | | Mahogany |
| 5 | Grating Diagonal | X | X | X | | Mahogany |
| 6 | Grating Skirt | X | X | X | | Mahogany |
| 7 | Mast Step | X | X | X | | Mahogany |
| 8 | C. B. Trunk Thwart | X | X | X | | Mahogany |
| 9 | Seats | X | | X | | Mahogany |
| 10 | Seat Supports | X | | X | | Mahogany |
| 11 | C. B. Trunk Knee | X | X | X | | Mahogany or Fiberglass |
| 12 | Forward Seat Support | X | | X | | Mahogany |
| 13 | C. B. Trunk Cover | X | X | X | | Mahogany |
| 14 | Mast Stanchion | X | X | X | | Mahogany |
| 15 | C. B. Trunk Separator | X | | X | | Mahogany |
| 16 | C. B. Trunk Separator | X | | X | | Mahogany |
| 17 | C. B. Trunk Side | X | | X | | Mahogany |
| 18 | Keel Piece | X | | X | | Mahogany |
| 19 | Stem Piece | X | | X | | Mahogany |
| 20 | Inner Wale | X | X | X | | Suitable Hardwood |
| 21 | Outer Wale | X | X | X | | Suitable Hardwood |
| 22 | Floor Anti-skid Strips | X | | | X | |
| 23 | Keel Molding | X | | X | | 1/2" Half Oval NFM |
| 23 | Keel Molding | | X | X | | ** See Note ** |
| 24 | Transom | X | | X | | Mahogany |
| 24 | Transom | | X | X | | ** See Drawing ** |
| 25 | Transom Cap | X | X | X | | Hardwood |
| 26 | C. B. Trunk Radius Pc. | X | X | X | | Mahogany or Fiberglass |
| 27 | Rudder Blade | X | X | X | | Mahogany |
| 28 | Cheek Pieces | X | X | X | | Mahogany |
| 29 | Tiller | X | X | X | | Hardwood |
| 30 | Tiller Extension | X | X | | X | Optional |
| 31 | Center Board | X | X | X | | ** See Drawing ** |
| 32 | Buoyancy Tanks | X | | X | | Non Inflatable |
| 32 | Buoyancy Tanks Aft | | X | X | | Non Inflatable |
| 35 | Lockers | | | | X | |
| 38 | Spinnaker Cleat | | | | X | |
| 39 | Cheek Block | | | | X | |
| 40 | C. B. Haul Cleat | | | | X | |
| 41 | Mast | X | X | X | | Spruce or Aluminum |
| 42 | Boom | X | X | X | | Spruce |
| 43 | Cheek Pieces | X | X | X | | Mahogany or Aluminum |
| 44 | Tiller Socket | X | X | X | | Nonferrous Metal |
| 45 | Rudder Upper Pintle | X | X | X | | Nonferrous Metal |
| 46 | Rudder Lower Gudgeon | X | X | X | | Nonferrous Metal |
| 48 | Bolt, Nut and Washers | X | X | | X | Optional |
| 49 | Butt Strap | X | X | | X | Brass or Fiberglass |
| 50 | C. B. Ballast | X | X | X | | Lead |
| 51 | C. B. Rollers | X | X | X | | Optional |
| 52 | C. B. Strap | X | X | X | | Nonferrous Metal |
| 53 | C. B. Haul | X | X | | X | |
| 54 | Mast Sheaves | X | X | X | | Optional |
| 55 | Transom Lower Pintle | X | X | X | | Metal |
| 56 | Transom Upper Gudgeon | X | X | | | Metal |
| 57 | Fairlead | X | X | X | | Optional |
| 58 | Chain Plate | X | X | X | | Nonferrous Metal |

| | | | | | | |
|------|---------------------------|---|---|---|---|--|
| 59 | Boom Reefing Drum | X | X | X | | Nonferrous Metal |
| 60 | Boom Outhaul | X | X | | X | Optional |
| 61 | Winch | X | X | X | | Optional |
| 63 | Winch Crank | X | X | X | | Optional |
| 64 | Tangs | X | X | X | | Nonferrous Metal |
| 65 | Gooseneck | X | X | X | | Nonferrous Metal |
| 66 | Spreader Socket | X | X | X | | Nonferrous Metal |
| 67 | Spreader | X | X | X | | Nonferrous Metal |
| 68 | Bow Toggle | X | X | | X | Nonferrous Metal |
| 69 | Bow Plate | X | X | X | | Optional |
| 70 | Double Main Sheet Block | X | X | X | | Optional |
| 71 | Lower Diamond Stay | X | X | X | | Stainless Steel |
| 72 | Intermediate Diamond Stay | X | X | X | | Stainless Steel |
| 73 | Upper Diamond Stay | X | X | X | | Stainless Steel |
| 74 | Jib Stay | X | X | X | | Stainless Cable |
| 76 | Jib Halyard | X | X | X | | Stainless Cable |
| 77 | Main Halyard | X | X | X | | Stainless Cable |
| 79 | Deck Strap | X | X | | X | |
| 80 | Main Sheet | X | X | X | | Optional |
| 81 | C. B. Block | X | X | | X | |
| 82 | C. B. Block | X | X | | X | |
| 83 | C. B. Block | X | X | | X | |
| 84 | Stem Molding | X | X | X | | Nonferrous Metal |
| 86 | Shrouds | X | X | X | | Stainless Cable |
| 87 | Stay Tang | X | X | X | | Nonferrous Metal |
| 88 | Stay Tang | X | X | X | | Nonferrous Metal |
| 89 | Spreader Tips | X | X | X | | Nonferrous Metal - Opt. |
| 91 | Jib Tack Downhaul | X | X | | X | |
| 92 | Turnbuckle | X | X | | X | |
| 93 | Winch Dog and Spring | X | X | | X | Metal |
| 94 | Spinnaker Pole Fitting | X | X | | X | Optional |
| 100 | Molded Hull | X | X | X | | Molded Plywood or Resin Reinforced Fiberglass |
| 102 | Mast Step for A1. Mast | X | X | X | | Aluminum |
| 103 | Gasket | X | X | X | | Rubber or Plastic |
| 104 | Reefing Cable | X | X | X | | Stainless Cable |
| 105 | Forward Seat | X | | | X | Optional |
| 110— | Parts for Standard A1. | | | | | |
| 122 | Mast | X | X | X | | |

Note: (1) Half oval molding required unless part of molded hull.

(2) Nonferrous metals include stainless steel, brass, bronze, monel, aluminum, and titanium.

(3) Hardwood is defined as hard compact wood such as mahogany, oak, maple, teak.

WARNING

It is impossible to foresee every conceivable innovation which may be thought of in the future or mention every suggestion that has been ruled illegal in the past. When in doubt, it must be assumed that anything in connection with the boat, sails or rigging which is not clearly covered by the Official Plans and Specifications or published Measurer's Rulings is illegal and that a ruling must be obtained from the Chief Measurer before attempting such an innovation.

CHIEF MEASURER'S RULINGS

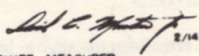
1. **Main Sheet** — Must run between tang on end of boom and eye of traveler on transom, and not more than one part of any other position on boom. Mid-boom sheeting, in lieu of sheeting from the aft end of the boom to the transom, has the effect of a boom-bending device and is prohibited.
2. **Sliding Gooseneck** — Not permitted.
3. **Main Sheet Claw on Boom** — Not permitted.
4. **Main Sheet Traveler** — Except on top of transom, not permitted. A traveler on the transom is permitted so long as the track does not extend thwartship beyond the gunwales. Bridles and Horses not permitted.
5. **Fiberglass Reinforced With Plastic** — May be used on wood constructed Thistles, only as a substitute for the usual paint or varnish finish, or to protect and strengthen parts subject to extreme wear and tear. It may not be used as a substitute for all or part of any structural member. When a damaged molded plywood hull is repaired with Fiberglass, the resulting thickness must be not less than 5/16 inch.
6. **Bow Toggle** — Optional. Turnbuckle to fixed tang may be substituted. No other device for adjusting jib stay while under way is permitted.
7. **Buoyancy Tanks** — Required. These may be of wood construction or buoyant material such as Styrofoam. Supplemental flotation of any type may be placed under the seats, but seats may not be widened nor the buoyancy extended beyond the vertical plane of the inside edge of the seats.
8. **Main Halyard Sheave Diameter** — Optional. Lead of main halyard may not be more than 3/4" aft of aft face of mast.
9. **Roller Reefing Gear** — All fittings on boom which would interfere with reefing must be readily removable. The use of roller reefing gear on the mast in lieu of the standard gear shown on the Official Plans is permitted. (See ArticleX)
10. **Hiking Posts** — Not permitted.
11. **Trapezes** — Not permitted.
12. **Any Device for Cocking the Centerboard** — Not permitted.
13. **Padding Fastened to Rail** — Not permitted.
14. **Mast Struts** — Not permitted.
15. **Any Device for Adjusting Position of Mast During a Race** — Not permitted.
16. **Lower Fitting on Transom for Rudder (Pintle or Gudgeon)** — The standard lower pintle with keel shoe on the transom for the rudder is optional but, if replaced by a fitting not having a shoe along the keel, the standard keel molding (or, in the case of Fiberglass Thistles, "Fiberglass buildup") must extend clear to the transom.
17. **Spinnaker Pole Fitting on Mast** — Not more than two eye fittings for attaching spinnaker pole may be attached to the mast. Height from the sheer line is optional.
18. **Over-All Length of Boom** — The distance from the aft face of the mast at the point of attachment to the after-most part of the mainsheet tang attachment may not exceed 12' 0 1/2", and the aft end of the sail slot may not exceed 11' 11" measured from the same point on the mast. Adjustable outhaul permitted.

19. **Forestays or Jumperstays** — It is not permissible to use a forestay or jumperstay in addition to the jib stay specified by the Official Plans.
20. **Leading Shrouds from Mast to Chainplates** — The shrouds must be led through the fairleads in the gunwales to the chainplates, and not directly from the mast to the chainplates.
21. **Relocation of Shrouds and/or Use of Running Backstays** — Relocation of the shrouds to positions other than shown on the Official Plans and/or the use of running backstays is prohibited.
22. **Metal Leading Edges of Centerboard** — Not more than one square inch of metal in cross section may be substituted for wood. Trailing edges must not be stiffened by any means other than coating with Fiberglass.
23. **Self Bailers** — Self bailing devices such as trap door and tubular bailers are permitted.
24. **Flooring the Cockpit** — Flooring the cockpit with foamed plastic in an attempt to make a self-bailing Thistle is prohibited.
25. **Gratings** — Required. The gratings are one of the distinguishing features of the Thistle. Their elimination would materially alter the appearance of the Thistle.
26. **Cleats and Other Fittings** for trimming jib and spinnaker sheets may be placed at any position on the gunwale rails if no part of such hardware extends outboard of the rail or is higher than 2 inches above the rail. It is recognized that this ruling is contrary to NAYRU rule 54.2 prohibiting fittings that sheet sails outboard of the skin of the hull.
27. **Kick-Up Rudders** are permitted if they meet the profile and measurement specifications of the standard fixed-blade rudder and are locked or pinned in the down position while racing. If the lock is released or the pin removed or sheared off, the blade obviously is no longer locked in the down position and the yacht is subject to disqualification.
28. **Devices for Changing Tension of Shrouds** other than the standard toggle arrangement while racing are not permitted.
29. **Mainsail Tack Grommet** — Elimination of the tack grommet of the mainsail by loops of wire or line of any kind, whether fixed or leading to grommets in either luff or foot, is prohibited.
30. **Close Proximity** — The tack of the spinnaker, when set and drawing shall be within six inches of the outboard end of the spinnaker pole. This ruling defines for Thistles "close proximity" in connection with the 1961 NAYRU Rule 54.3 — Spinnaker, Spinnaker pole.
31. **Spinnaker Pole** — The spinnaker pole or whisker pole must be attached to the mast fitting when used with the jib. Holding either pole by hand is prohibited.
32. **Transom Trap Doors** — Not permitted.
33. The spinnaker halyard may be led horizontally from the mast sheave through a fairlead in or attached to the jib stay providing that the fairlead is not forward of the jib stay. (Aug. 1965)
34. The use of clothing or devices attached to the skipper and/or crew for the purpose of providing shiftable ballast is prohibited.
35. The mast shall be uniform in cross-section throughout its entire length and shall be parallel sided as shown in the specifications. Artificial bending devices other than normal specification rigging are prohibited. Spreaders must be straight and at right angles to the fore and aft axis of the mast.

THISTLE CLASS ASSOCIATION

OFFICIAL PLANS AND SPECIFICATIONS

ATTESTED


CHIEF MEASURER

2/14/66

Specifications

Article I - GENERAL

1. Specifications, however complete, cannot anticipate every possible situation which may arise. If a point is not covered therein or governed by the dictates of common sense, a ruling must be obtained from the Chief Measurer. In interpreting wording of obscure meaning, the Chief Measurer shall consider the intended meaning rather than any technical misconstruction which may be derived from the wording, and shall bear in mind at all times the basic principle of the specifications, namely, to maintain the THISTLE as a standard one-design class.

The Association reserves the right to declare ineligible any yacht which does not conform to the spirit as well as the letter of these rules and specifications.

2. Measurements and weights in the specifications are in feet, inches, and pounds, in accordance with the standards of the United States Bureau of Standards.

3. To be eligible for registration, the hull, spars, rigging and sails must conform strictly throughout in respect to design and dimensions to the current Official Plans and Specifications of the THISTLE Class Association. Drawings and specifications are not official unless signed by the Chief Measurer. The Association's Certificate of Measurement and Registration, obtained through proper certification of measurement and payment of registration fee, is the only recognized proof of eligibility to the THISTLE Class.

4. The Official Number of a THISTLE must be permanently displayed in the keel aft of the centerboard trunk, with numbers at least two inches in height for future identification, before a Registration Certificate can be issued.

Article II - HULL CONSTRUCTION

1. All hulls shall be made by builders approved by the Governing Board of the THISTLE Class Association and shall conform to the Official Plans and Specifications.

2. Hulls shall be of composite construction, such as laminated wood construction known as molded plywood construction; reinforced synthetic resin construction known as fiberglass or plastic construction; and combinations of plywood and plastic construction.

3. The minimum thickness of hulls of laminated wood construction shall be five-sixteenths of an inch, and the minimum thickness of hulls of reinforced synthetic resin construction shall be one-eighth of an inch.

Article III - HULL WEIGHT

1. Hulls shall weigh not less than 300 pounds, stripped of all removable gear such as spars, sails, rudders, centerboard blocks, moveable jib fairlead blocks, buoyancy tanks, standing and running rigging, etc.

2. Permanent fittings, such as bow plate, molding, chain plates, etc., may be included in the weight.

3. Buoyancy tanks, lazarettes or lockers, and the like, which, because of the type of construction used are integral (not removable) part of the hull, shall not be included in the weight. Allowance for these must be made by subtracting from the gross weight of the hull of such construction, the equivalent weight of the standard plywood buoyancy tanks, lazarettes or lockers, and the like. For this computation, the nominal weight of two buoyancy tanks shall be 15 pounds, and the nominal weight of two lazarettes shall be 9 pounds.

Article IV - ALL-UP WEIGHT

1. The all-up weight of the THISTLE shall not be less than 500 pounds.

2. The all-up weight is defined as the total weight of the hull, flotation tanks, lockers (if any), centerboard, rudder, tiller, mast, boom, mainsheet, and attached hardware and rigging. Not included are the sails, spinnaker pole, paddle, life preservers, anchor and line, and similar readily removable items.

Article V – BUOYANCY TANKS

1. For hulls of laminated wood construction, securely fastened buoyancy tanks or material must be fitted to provide additional buoyancy of not less than 300 pounds. Part of such apparatus giving buoyancy of not less than 100 pounds shall be within five feet of the bow, and a like part shall be within five feet of the stern. Inflated tanks shall not be permitted.

2. For hulls of reinforced synthetic resin construction embodying buoyancy tanks as integral parts of the hulls, buoyancy of at least 750 pounds must be provided, with one-third of the buoyancy within five feet of the bow and a like amount within five feet of the stern. Stern tanks are required. Inflated tanks shall not be permitted except as supplement. Rule 7. It is the intent of this provision that reinforced synthetic resin hulls, when capsized and righted, shall have at least as much buoyancy as standard molded plywood hulls with standard buoyancy tanks, and shall not sink by the bow or stern to a greater extent.

Article VI – MASTS

1. Masts shall be made of either wood or aluminum, including its alloys.

2. The dimensions and cross-sectional shape of aluminum masts shall be essentially the same as those specified for wood masts and approved by the Board of Governors in St. Petersburg in January, 1961.

3. Aluminum masts shall be filled with foamed plastic or other buoyant material to prevent submergence.

4. Aluminum masts shall not weigh less than 30 pounds, completely rigged with winches, halyards, shrouds, stays, and spreaders.

Article VII – DECKS

THISTLES may not have permanent decking intended or designed to shed water. Detachable canvas spray hoods may not be used while racing.

Article VIII – RIGGING AND EQUIPMENT

1. The spinnaker pole must be used and connected to the mast when the spinnaker is set and must be used on the side opposite to that on which the boom is carried. The length of the pole shall be limited to six feet over all, including the fittings.

2. Rigging shall be essentially as shown on the official plans. No freak rigs shall be permitted. Permanently-bent masts, rotating masts, mast or boom bending devices, and other contrivances will not be tolerated.

3. Hiking straps shall be permitted, and can be arranged in any manner so long as they do not extend above or beyond the gunwales of the hull.

4. Boom preventers (Vangs) are permitted if so rigged that they do not prevent use of roller reefing gear.

Article IX – FITTINGS

Official hardware, as shown in plans and specifications, is recommended but not required. See Parts and Materials List for options.

Article X – REEFING

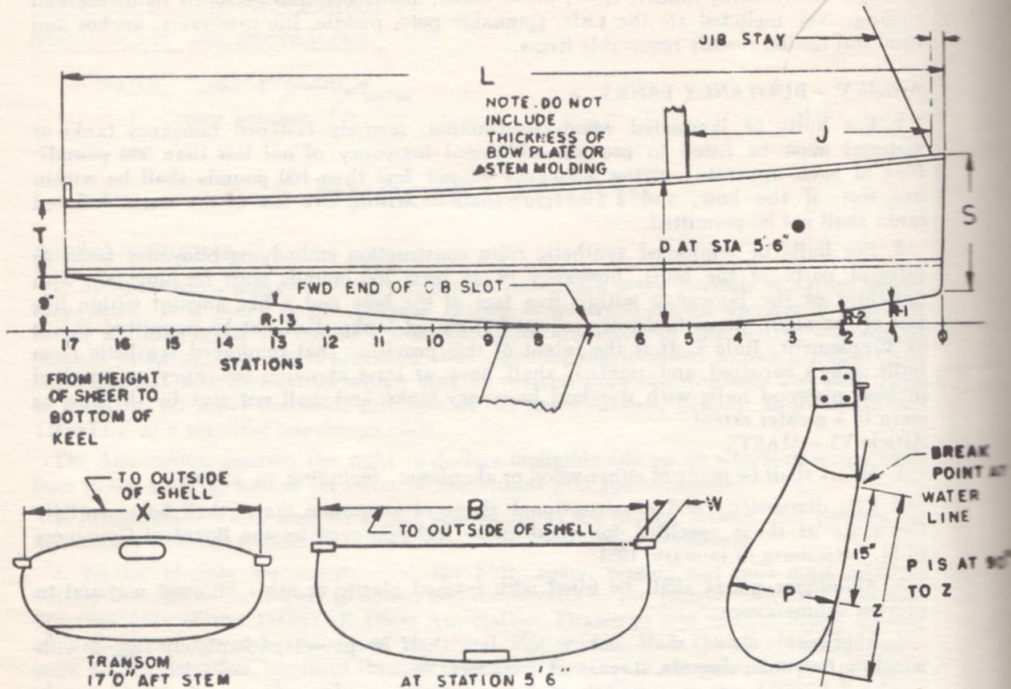
All THISTLES shall be capable of being roller reefed. The use of the reefing gear as a boom preventer (Vang) is prohibited.

Article XI – SAILS

1. THISTLES may carry mainsail, jib and spinnaker, as shown in the current official sail plan. No other sails shall be permitted.

2. Each sail used must have sewn to it an official "Royalty Paid" label. Labels for sails now in use can be purchased from the Secretary-Treasurer. Labels for new sails should be furnished with sails by the sailmaker. In either event, the cost to association members is one dollar each.

Official Measurements



MATERIALS OF CONSTRUCTION

| | | | | |
|-------------|---------|-------|------------|-------|
| HULL | Plywood | _____ | Fiberglass | _____ |
| MAST | Wood | _____ | Aluminum | _____ |
| CENTERBOARD | Wood | _____ | Fiberglass | _____ |
| | Lead | _____ | Lead | _____ |

NUMBER PERMANENTLY DISPLAYED ON KEELSON?
 Yes _____ No _____

| DIMENSION | MEASUREMENT | NOMINAL | TOLERANCE |
|-----------|-------------|----------------------|------------------------------------|
| L | _____ | 17' 0" | $\pm 1/2"$ |
| S | _____ | 2' 5 $\frac{5}{8}"$ | $\pm 1/2"$ |
| T | _____ | 1' 3 $\frac{3}{8}"$ | $\pm 1/2"$ |
| CB | _____ | 7' 0" | $\pm 1"$ |
| M | _____ | 2 $\frac{1}{8}"$ | $\pm 1/2"$ |
| J | _____ | 4' 10" | $\pm 1\frac{1}{2}"$ |
| B | _____ | 5' 4 $\frac{1}{8}"$ | $\pm 1/2"$ |
| D | _____ | 2' 4 $\frac{3}{4}"$ | $\pm 1/2"$ |
| W | _____ | 3 $\frac{1}{4}"$ | +0 -1 $\frac{1}{2}"$ |
| X | _____ | 4' 0" | $\pm 1/2"$ |
| A | _____ | 4' 5" | +1 $\frac{1}{4}$ -3 $\frac{3}{4}"$ |
| Y | _____ | 1' 1 $\frac{3}{16}"$ | +1 $\frac{1}{4}$ -1 $\frac{1}{2}"$ |
| P | _____ | 1' 2" | +1 $\frac{1}{4}$ -1 $\frac{1}{2}"$ |
| Z | _____ | 2' 1 $\frac{3}{4}"$ | +1 $\frac{1}{4}$ -1 $\frac{1}{2}"$ |

| CENTERBOARD WEIGHT | NOMINAL | TOLERANCE | MEASUREMENT |
|--------------------|---------|-----------|-------------|
| Wood-Lead | 75# | $\pm 5\#$ | _____ |
| Fiberglass-Lead | 70# | +5-0 lbs. | _____ |

Height, centerline of main halyard sheave above sheer level at foot of mast. 24' 6" maximum

Height, centerline of jib and spinnaker sheaves above sheer level at foot of mast. 17' 0" maximum

Distance from centerline of gooseneck fitting to centerline of main halyard sheave. 23' 2" +0' -2"

Dimensions of boom -
 radius of corners 1 $\frac{1}{2}"$ $\pm 1/4"$
 cross section 2 $\frac{1}{4}"$ x 2 $\frac{1}{4}"$ $\pm 1/8"$

Length from aft side of mast at boom fitting to end of slot in boom
 11' 11" maximum

Instructions to Owners

No yacht shall be eligible to enter any race where THISTLES race as a Class until an official certificate of measurement and registration has been granted to the owner of said yacht. (See Bu-Laws Article VI, Measurement and Certificates page 23 and Article XX Registration Procedure page 29

Upon completion and/or purchase of a THISTLE, or when the ownership of a THISTLE is transferred or changes, the new owner shall measure and fill out the measurement certificate, in duplicate, with a THISTLE owner in good standing as a witness, and send the completed forms to the class National Secretary for registration, on behalf of the Chief Measurer. The charge for each registration or re-registration is \$5.00.

Although the measurement certificate contains only a few of the measurements of the THISTLE, each owner should become familiar with the class specifications since it is the owner's responsibility to see that his boat meets *all* the specifications of the class.

For reference the tolerances on many of the check measurements are shown, but it

should not be assumed that these are the only tolerances in the specifications of the THISTLE; for example, the centerboard and rudder girth dimensions shown in the specifications are subject to a variation no greater than the tolerance of the check measurements. The class Chief Measurer determines the acceptability of variation in measurements from the official specifications.

Check dimensions R-1, R-2, and R-13 are made from the base line to the outside of the keel. The base line is established by stretching a straight line from a point 9" below the keel at the transom, touching the keel at station 6, and extending forward to below the stem. The allowable variation from design on these dimensions are:

R1 - 1" below

R2 - 1" below

R13 + $\frac{3}{8}$ " - $\frac{5}{8}$ "



Fluky Air

Information

1. The following WARNING is reprinted from the official specifications:

WARNING

It is impossible to foresee every conceivable innovation which may be thought of in the future or mention every suggestion that has been ruled illegal in the past. When in doubt, it must be assumed that anything in connection with the boat, sails or rigging which is not clearly covered by the Official Plans and Specifications or published Measurer's Rulings is illegal and that a ruling must be obtained from the Chief Measurer before attempting such an innovation.

2. The Constitution, Specifications and Rulings may be amended by action of the Class in the Annual Meeting provided that the amendment is:

- (a) Proposed by a Fleet.
- (b) Published in Bagpipe thirty days prior to the meeting.
- (c) Subject to proper wording by the Amendments Committee.

3. The By-Laws may be modified by the Governing Board.

4. Measurer's Rulings may be adopted by the Governing Board and shall become part of the Constitution when properly proposed by the Chief Measurer within the limits of his office as defined in the Constitution.

5. The specifications are a series of drawings owned by the Class and remaining in the custody of the Chief Measurer. Copies may be obtained from the Class Secretary for five dollars (\$5.00).

6. Building plans are the property of the official builders and are designed as an aid to an owner to build a THISTLE from a kit. They may be obtained from the Class Secretary for five dollars (\$5.00).

7. DISTRICT SECRETARY'S GUIDE

The District Secretary's Guide has been prepared to help the District Secretaries carry out their important responsibilities. It is advisory, not mandatory. District Secretaries may require measurement of sails, spars, etc. at the District Championships but it is desirable to announce plans in the race circular.

PURPOSE: To provide guidelines for suggested methods of operation within the broad authority provided in Article XI of the Constitution and Article XII, para. 11 of the By-Laws.

The following areas of responsibilities and activities would generally be constituted as minimum standards of performance; any additional refinement and coverage could only enhance the stature of the District and would certainly be a credit to the Thistle Class Association.

PRINCIPAL RESPONSIBILITIES:

I. Governing Board Member

1. Attendance at Annual and Mid-Winter meetings.
2. Active participation in National committee work.
3. Provide appropriate proxy to the National President when not possible to attend such Board meetings.

II. District Supervision

1. District Meetings
 - a. Annual District meeting, scheduled to coincide with District Championship.
 1. Process of pertinent District business.
 2. Election of new Secretary and Alternate.
 3. The retiring district secretary shall forward the names of the new officers to the nation-

al office immediately after their election.

b. Mid-Winter meeting

1. Scheduled at least one month prior to TCA Winter meeting.
2. Confirm date and sponsoring Fleet of next year's District Championship.
3. Confirm date and sponsoring Fleet of next year's Inter-District Championship.
4. Appointment of special District working committees.
5. Approval of District dues schedule, if any.

2. Publicity and Communications

- a. Periodic newsletters to Fleets keeping them apprised of National and District concepts and activities.
- b. Distribution of annual roster and dues instructions and continued pursuit of their prompt and complete execution.
- c. Encourage Fleets to be 100% registered and dues paid.
- d. Reporting of Regatta dates to the Bagpipe early in the year covering Inter-District, District and Special Invitational Championship series.
- e. Prompt reporting of results of these Regattas for timely publication in the Bagpipe.
- f. Encourage Fleets to publicize local club results in available sports columns.

3. Sanction District Championship

a. Suggested Fleet Rotation

1. Starting on a given year the District Series would be sponsored by the lowest Fleet number, continue each year to the next highest Fleet number, then start over again with the lowest number.
2. Swapping of turns to hold the Districts be permitted among the Fleets.
3. If peculiar local circumstances preclude the above arrangement a firm but mutually acceptable arrangement for Fleet sponsorship of District Series should be formally adopted by the Fleets comprising the District.

b. Minimum Standard for District Sponsorship

1. The regatta must be held on a weekend not less than two weeks prior to the start of the Nationals. Should an Inter-District Championship be scheduled for one of the intervening weekends, the Districts should be scheduled three weeks prior to the Nationals.
2. A minimum of three races shall be scheduled, the first two scheduled for Saturday and one on Sunday. No Sunday race should be started after 2 PM.
3. If three races cannot be held, two will constitute the series. If circumstances do not permit the sailing of the minimum two races, the series will be considered complete without a District Champion designation, but one race will constitute the basis for qualification for participation in the Nationals.
4. Adequate launching, mooring and docking facilities must be available in close proximity to each other.
5. The sponsoring Fleet must assume responsibility for all local arrangements, including Race Committee, crash boats, prizes, entertainment, site of District meeting, etc.

6. All eligible Thistlers must be equally welcome at the sponsoring club.
 7. The Fleet whose turn it is to hold the District Championship shall proclaim, in writing to the new District Secretary, its intention to hold the Regatta, pass or trade with an agreeing Fleet (which shall accept in writing) before October 1st preceding the year it will hold the Championship. Such proclamation must state the name of the sponsoring Yacht Club and the possible dates for the Regatta.
 8. The District Secretary shall notify all the other Fleets of such proclamation immediately upon its receipt.
 - c. Challenge of Fleet Competence to Sponsor Districts
 1. A fleet challenging the competence of another to hold the Districts must do so in writing to the District Secretary before Nov. 1st.
 2. The District Secretary shall immediately conduct a poll of all of the Fleet Secretaries in the District, each Fleet having a vote equal to the number of R&D boats it had at the time of the preceding Districts.
 3. All Fleet votes must be cast by Dec. 1st, those abstaining being counted as opposing the challenge.
 4. In order for the challenge to be sustained it must be supported by more than 50% of the votes.
 5. If the challenge is sustained, the next Fleet in the rotation order will be eligible to sponsor the Regatta.
 6. The above challenge procedure may be repeated for the next Fleet in order of rotation but must be completed before the Mid-Winter meeting.
 7. A Fleet losing a challenge will have the privilege of again proclaiming its intention of holding the Districts the year following but this priority will only exist for one year following its regular turn in the rotation sequence.
 - d. Entrant's Qualification Requirements:
 1. Proof of R&D status through medium of current TCA membership card or yearbook.
 2. Declaration of crew for series.
 3. Identification of sails, limited to two jibs, two mains and one spinnaker each to bear the TCA "Royalty Paid" label.
 - e. Course
 1. Whenever possible the course for the Districts should consist of a "Modified" Gold Cup course of five legs, starting and finishing at the same mark.
 2. All marks shall be left on the same side and where possible all marks shall be left to port.
 - f. Scoring
 1. The results of each race will be scored using the low point system; first boat-3/4 of a point, second boat-2 points, third boat-3 points, etc.
 2. Dnf, Dns, Dsq- 1 point more than the total entries scheduled to sail.
 - g. Ties
 1. Ties will be resolved in favor of the boat with lowest score in its best race.
 2. If boats did equally in their best race then in favor of the boat with the lowest score in its second best race, etc.
 3. If boats have identical finishes in all races in favor of the boat which beat the other boat most frequently.
 4. If a tie still exists it will be resolved in favor of the boat finishing best in the last race.
 - h. Certification for Nationals
 1. The National Secretary-Treasurer will send each District Secretary, immediately after July 1, a list of all dues paid skippers and registered boats in the District as of July 1. This establishes the quota basis for the Nationals. Do not ask the Secretary-Treasurer for a list prior to July 1; it will be mailed to each District Secretary as soon as possible after July 1.
 2. Immediately upon completion of the Districts the District Secretary shall confirm the list of eligible qualifiers for the Nationals, based upon official quotas and District R&D boats in effect at that time.
 3. At the same time the Secretary shall obtain the final replies from those skippers now eligible as to who will definitely not be attending the Nationals, thus releasing their eligibility.
 4. The list of eligibles will then be revised to include those authorized under the "step-down" percentage in effect at that time.
 5. This final list of eligibles, plus any remaining authorized "step-down" alternates, should be dispatched to the Chairman of the National Race Committee without delay.
 6. Any subsequent questions concerning Nationals eligibility will be cleared through the District Secretary.
- 8. FLEET SECRETARIES GUIDE (On national level)**
- a. Report to TCA results of the election of fleet officers within two weeks after said election at the fleet annual meeting.
 - b. Collect and forward dues to the national office, preferably with the annual report which must be filed during January on a form supplied by TCA.
 - c. Certify to the District Secretary the yachts qualified for the district elimination series.
 - d. Keep the national office informed of changes within the fleet.
- 9. GUIDE TO RUNNING BLUE CHEVRON EVENTS**
- General**
1. The Regatta shall be solely for Thistlers.
 2. The Regatta shall be sailed in open waters, as free of headlands and other "local knowledge" factors as possible.
 3. With the exception of the Midwinters, the Regatta shall be rotated among the districts that make up the Region in which the championship is held.
 4. The Regatta shall only be conducted by clubs with an active Thistle fleet and this fleet must assume complete responsibility for the conduct of the Regatta.
 5. The club must have adequate and safe launching and mooring facilities.

6. The club must allow all R & D Thistlers to launch, moor and compete.
7. Only two suits of working sails and one spinnaker will be approved for use by each contestant.

Race Conduct

1. A minimum of three races shall be scheduled with two on Saturday and one on Sunday. This affords an opportunity for makeup races on Sunday afternoon.
2. The line must be as nearly square to the wind as possible — we want no conscious effort to favor either end of the line.
3. All marks must be taken to port.
4. The course will be laid out as described for the National Championships.
5. Marks will be of the "carry out" variety and stationed by two well identified stake boats.
6. Scoring shall be done on the low point basis in accordance with the scoring system used in the National Championship.

Administration

1. By February 1, the fleet sponsoring the Interdistrict Regatta shall issue a report to their district secretary including:
 - a. Date
 - b. Location
 - c. Race Committee capabilities
 - d. Compliance with all provisions herein or details of any exceptions requested.
2. By March 1, the district secretary shall forward his recommendations to the First Vice President of the TCA.
3. By April 1, the First Vice President, after resolving any differences such as coordinated dates, exceptions to the above, etc. shall forward his recommendation to the Executive Committee for Regatta sanction and BAGPIPE notification.

New Official Thistle Insignia



Officer



Honorary Officer



Member

The Governing Board adopted, for the first time, official Thistle insignia to be displayed on blue blazer pockets. The designs, which are really beautiful, were the result of discussion between Ted Himsworth and Mr. S. F. Dodes, President, Commodore Nautical Supply Store, 349 Broadway, New York, New York 10013. These designs are in keeping with tradition in sailing circles.

Each member may wear his appropriate insignia while in office. When he retires from an office, he is entitled to wear the insignia of the highest rank attained except that the special device above the Thistle shall be in silver.

Hat insignia is the same as the blazer device except the outer gold circle is omitted.



Official Numerical Roster

Code to District Abbreviations

C Carolinas
CA Central Atlantic
DEL Delta
FLA Florida
HA Hawaii
LEE Lake Erie East
LEW Lake Erie West

LM Lake Michigan
LIS Long Island Sound
MICH Michiana
NE New England
NJ New Jersey
NF Niagara Frontier
NCAL Northern California

OC Ontario, Canada
PN Pacific Northwest
RM Rocky Mountain
SA South Atlantic
SCAL Southern California
ND No District
INT International

(The last known owner is listed.)

| | | | | | |
|----|----------------------------|-----|---|-----|---------------------------------|
| 1 | Klotz-Klotz-Klotz, LEW 65 | 63 | Morrison, MICH 2 | 124 | White, LEW 21 |
| 2 | Brownlie, NE | 64 | Manville, FLA | 125 | Spangenberg-Spangenberg, LEW 21 |
| 3 | Heisler, FLA 121 | 65 | Court, MICH 2 | 126 | Wetsel-Wetzel, LEW 21 |
| 4 | Adlinger, NJ | 66 | Straubel, LM | 127 | Zannoth, MICH 11 |
| 5 | Schulz, LM 42 | 67 | Henshaw, LIS | 128 | Ledwan, MICH 11 |
| 6 | Plaut, LEW 51 | 68 | Lost | 129 | Kreitz, MICH 11 |
| 7 | Bremer, LEE | 69 | Lost | 130 | Never Built |
| 8 | Thomas, MICH 2 | 70 | Leavenworth, LEE 38 | 131 | Lost |
| 9 | Lattera, LIS | 71 | Smith, SCAL 84 | 132 | Gillen, MICH 11 |
| 10 | Ventresca, LEE 124 | 72 | Wallack, SCAL | 133 | Murray, LEE 1 |
| 11 | Farmer, LEE 1 | 73 | Littlejohn-Littlejohn, SCAL 84 | 134 | Lost |
| 12 | Destroyed | 74 | Andrews, SCAL 68 | 135 | Graves, NE 22 |
| 13 | Rassieur, LM 101 | 75 | Akin, LIS | 136 | Gleisner, NF 25 |
| 14 | Akerman, SA 45 | 76 | Wood, LIS 41 | 137 | Lost |
| 15 | Ortman, LEW 3 | 77 | Phalen, NF 10 | 138 | Andrew, NE |
| 16 | Eberle, ND | 78 | Crawford, LIS 99 | 139 | Hoexter, LIS 86 |
| 17 | Gibson, MICH | 79 | Lost | 140 | Kuder-Smith, LEE |
| 18 | Allen, LEW 21 | 80 | Cann, SA | 141 | Medsker, FLA |
| 19 | Sikorski, LEE 1 | 81 | Elverson, LM | 142 | Hutchinson, LIS |
| 20 | Hulseman, LM | 82 | Destroyed | 143 | Destroyed |
| 21 | Hendricksen, LEW 3 | 83 | Barr-Quinn, NCAL | 144 | Shenkin, RM 131 |
| 22 | Farmer, DEL | 84 | McLane-McLane-Vidal, FLA 88 | 145 | Lost |
| 23 | Meacham, LEW 3 | 85 | Dickinsen, LM | 146 | Morris, NJ |
| 24 | Patterson, MICH | 86 | Robinson-Robinson-Robinson-Robinson, LIS 35 | 147 | Hoag, NE |
| 25 | Wanemacher, LEE 1 | 87 | Halpert, LIS | 148 | Lost |
| 26 | Mate, LEE | 88 | Bailey, FLA 121 | 149 | Nickums, LEW 65 |
| 27 | Kennedy, LIS 49 | 89 | Maupin, LEW 47 | 150 | Pratt, NE |
| 28 | Minton-Minton, LEW 21 | 90 | Destroyed | 151 | Burbank, LIS 32 |
| 29 | Wild-Wild-Wild, LEW 3 | 91 | Berger, LM | 152 | McMahon, LIS |
| 30 | Cox, LEE 38 | 92 | Gussett, LEE 38 | 153 | Never Built |
| 31 | Bateman, MICH | 93 | Strand, LEE | 154 | Cameron, LIS 32 |
| 32 | Schroder, LM 6 | 94 | Destroyed | 155 | Harf, LIS |
| 33 | Krause, LEW 21 | 95 | Hagen, LEE | 156 | Destroyed |
| 34 | Veasey, NE | 96 | Singer, LEE | 157 | Bennett, LIS |
| 35 | Krause, DEL | 97 | Allcorn, FLA 133 | 158 | Mosier, MICH 87 |
| 36 | Babcock, MICH | 98 | Cull, LEE 1 | 159 | Moreton, MICH 2 |
| 37 | Mitchell, NCAL 67 | 99 | Lost | 160 | Adensam, LM 6 |
| 38 | Young, LIS | 100 | Robbie, LEW 47' | 161 | Muehleck, LM |
| 39 | Briscoe, FLA 88 | 101 | Diethrich, DEL | 162 | Cleary, LIS |
| 40 | Kaplan, SA 45 | 102 | Mitchell-McLaney, C 104 | 163 | Grno, LM 6 |
| 41 | Gares, CA | 103 | White-White, LEW 21 | 164 | Frincke, SA 45 |
| 42 | Never Built | 104 | Destroyed | 165 | Bacon, LEW 3 |
| 43 | Biekarc, NF 122 | 105 | Maico, SA 79 | 166 | White, MICH 82 |
| 44 | Werkhoven, LM 6 | 106 | Lost | 167 | Lost |
| 45 | Green, LM 6 | 107 | Miller, LIS | 168 | Nelson, LEW 21 |
| 46 | Rohan, LM | 108 | Devlin, MICH 2 | 169 | Barnes, LEW 23 |
| 47 | Lost | 109 | MacDonald, LIS | 170 | Destroyed |
| 48 | Garcia, NCAL | 110 | Hunt, MICH | 171 | Keefer, MICH 69 |
| 49 | Bauder, LEE | 111 | Boston, MICH 2 | 172 | Hall, LEW 90 |
| 50 | Laforet, LM 116 | 112 | Duncan, LM 101 | 173 | Sheard, LEW 3 |
| 51 | Nelson, MICH and Diehl, LM | 113 | Nexsen, NCAL 67 | 174 | Kuettel, LEW 3 |
| 52 | Diehl, LM | 114 | Esterer, LEE | 175 | De Feo, LIS 35 |
| 53 | Love, INT | 115 | Hause, LM 101 | 176 | Lost |
| 54 | Kessinger, LM 66 | 116 | Pepe, LIS | 177 | Ross, LIS |
| 55 | Carrry, LM 66 | 117 | Gooding, LEE | 178 | Stager, FLA |
| 56 | Atkinson, MICH 69 | 118 | Wright, LEE 31 | 179 | Lost |
| 57 | Busch, LEE 4 | 119 | Wannberg, LIS 32 | 180 | Pedlow, LEW 3 |
| 58 | Destroyed | 120 | Lost | 181 | Hatwick, CA 17 |
| 59 | Squires, SA 45 | 121 | Goetz, NJ 36 | 182 | Webber, NE |
| 60 | Wodlinger-Tuttle, NJ 98 | 122 | Lost | 183 | Underwood, NJ |
| 61 | Miller, MICH | 123 | Lost | 184 | Behm-Behm, CA 28 |
| 62 | Lost | | | | |

| | | | | | |
|-----|----------------------|-----|---------------------------|-----|-----------------------------------|
| 185 | Murphy, LEE 85 | 260 | Brown, LIS | 335 | Lockwood, MICH |
| 186 | Von Sick, LEE | 261 | Lost | 336 | Schimmel, LEE 130 |
| 187 | Johnston, MICH 82 | 262 | Sharp, NF 122 | 337 | Grant, SA |
| 188 | Caldwell, CA | 263 | Caldwell, SA 114 | 338 | Zahniser, CA 34 |
| 189 | Meach, MICH 2 | 264 | Allen, LEE 16 | 339 | Magden, NCAL |
| 190 | Bassman, LIS | 265 | Mengel, LIS 49 | 340 | Whittaker, LEE 124 |
| 191 | Kendall, LM 70 | 266 | Cottle, MICH | 341 | Becker-Turner, CA 17 |
| 192 | Destroyed | 267 | Lost | 342 | Keat, NJ |
| 193 | Baldini, LEW 21 | 268 | Stover, MICH | 343 | Never Built |
| 194 | Millar, NCAL 97 | 269 | Destroyed | 344 | Tilley, CA |
| 195 | Glaser, NF | 270 | Lost | 345 | Curtze, LEE |
| 196 | Lost | 271 | Ridgeway-Potter, MICH 111 | 346 | Pieters, MICH 2 |
| 197 | Sylvester, LEE 130 | 272 | Lost | 347 | Johns-Johns, LEW 21 |
| 198 | Hale-Hale, NF 46 | 273 | Thorpe, NE | 348 | Lewis, CA |
| 199 | Smit, LIS 39 | 274 | Lawton, CA 34 | 349 | Staples, LIS 41 |
| 200 | George, C 129 | 275 | Callahan-Callahan, NE | 350 | Lost |
| 201 | Kennedy, LIS 49 | 276 | Mokler, NE 22 | 351 | Randall, CA 17 |
| 202 | Shlens, SCAL 84 | 277 | Payne, NE | 352 | Skinnet, SCAL 112 |
| 203 | La Turno, MICH | 278 | Chase, NF 46 | 353 | Watt, LIS |
| 204 | Mathewson, MICH | 279 | Kurtz, NJ 98 | 354 | Wyke, NE |
| 205 | Parker-Parker, NF 46 | 280 | Wagner, NCAL | 355 | Phelps, LM 42 |
| 206 | Stegman, LEW 23 | 281 | Nilsestuen, CA 17 | 356 | Destroyed |
| 207 | Scharhag, LEW 65 | 282 | Fiske, LIS 32 | 357 | Marlatt, CA |
| 208 | Ashworth, INT | 283 | Hazard, LEW 21 | 358 | Perry, LIS |
| 209 | Kaye, SCAL 55 | 284 | Forup-Forup, LEW 23 | 359 | Kopp, NF |
| 210 | Warren, SCAL | 285 | Lost | 360 | Grant, NE 22 |
| 211 | Reynolds, NF 10 | 286 | Cincotta, NF 25 | 361 | Harritty, NJ 54 |
| 212 | Curme, NF 46 | 287 | Thurber-Sonner, NF 10 | 362 | Lost |
| 213 | Bates, LEE 119 | 288 | Manning, CA 34 | 363 | Lost |
| 214 | Lost | 289 | Seymour, NF | 364 | Cole, LIS 35 |
| 215 | Bierley, LEE 85 | 290 | Staeger, MICH | 365 | Lost |
| 216 | Dobson, NE | 291 | Loumeau, SCAL | 366 | White-White, SA 48 |
| 217 | Overend, LIS 39 | 292 | Tyler, SCAL 55 | 367 | Johnson, LM |
| 218 | Workman, LIS | 293 | Lost | 368 | Mertz, DEL |
| 219 | Corwin, NJ | 294 | Gaenzle, NF 46 | 369 | Young, DEL 24 |
| 220 | Lost | 295 | Day, LIS 106 | 370 | Lost |
| 221 | Hughes, LIS | 296 | Nixon, NF 123 | 371 | Swanson, DEL 24 |
| 222 | Gantert, NF | 297 | Martin, NF 29 | 372 | Propper, LIS 35 |
| 223 | Lost | 298 | Summerhays, NF 46 | 373 | Lost |
| 224 | Seiken, NE | 299 | Orben, NJ | 374 | Lost |
| 225 | Swope, LEE 31 | 300 | Lost | 375 | Johnson, LIS |
| 226 | Barnett, LEW | 301 | Crum, NCAL 56 | 376 | Lost |
| 227 | Destroyed | 302 | Destroyed | 377 | Lost |
| 228 | Lost | 303 | Lost | 378 | Ballard, CA 17 |
| 229 | Lost | 304 | Robichaud, MICH 2 | 379 | Rowe, MICH |
| 230 | Lewis, MICH | 305 | Anderson, NF 123 | 380 | Gregg, NE |
| 231 | Thomas, MICH 2 | 306 | Christopher, LEE | 381 | Lost |
| 232 | Falconer, LIS | 307 | Bridgers, NF 25 | 382 | Destroyed |
| 233 | Heppler, LEE 1 | 308 | Neuwirth, FLA 88 | 383 | Bernard, LEE 1 |
| 234 | Bowen, LIS | 309 | Lost | 384 | Richman, LIS |
| 235 | Lost | 310 | Lost | 385 | Flanigan, CA |
| 236 | Dunn, LIS | 311 | Bresson, NF 46 | 386 | Dykstra, LIS |
| 237 | Speer, CA | 312 | Lost | 387 | Hayes-Comstock, LM 108 |
| 238 | Stewart, CA | 313 | Wallop, CA | 388 | Weaver, FLA 121 |
| 239 | Condon, LEW 23 | 314 | Minor, NF 10 | 389 | Mosher, LIS 49 |
| 240 | Musselman, FLA | 315 | Lost | 390 | Schroeder, LM 66 |
| 241 | Davison, CA | 316 | Galanis, LEE | 391 | Rickman, C 104 |
| 242 | Anacreon, LIS 99 | 317 | Cooke, MICH | 392 | Sweet-Knudsen-Weil, LM 6 |
| 243 | Lipscomb, LIS 41 | 318 | Cudd, DEL | 393 | Cramblet, LIS 35 |
| 244 | Plaut, LIS | 319 | Tiemer, NE | 394 | Destroyed |
| 245 | Lord-Lord, NJ 36 | 320 | Sample, NE 22 | 395 | Mead, LIS 35 |
| 246 | Foltis, CA 34 | 321 | Murphy, DEL 26 | 396 | U.S. Coast Guard Rec. Ctr., NJ 98 |
| 247 | Cornett, SA | 322 | Jones, DEL 24 | 397 | Forgham, INT |
| 248 | Horrocks, LIS 32 | 323 | Baker, DEL 109 | 398 | Christensen, CA |
| 249 | Deal, LIS | 324 | Caldwell, DEL | 399 | Hadcock, NF |
| 250 | Lost | 325 | Purcell, LM 108 | 400 | Handel, LEE 31 |
| 251 | Long, LIS | 326 | Sackett, LEE 8 | 401 | Westing, INT |
| 252 | Small, CA 102 | 327 | Saltonstall, NE | 402 | Schmitt, NJ 54 |
| 253 | Bergey, NJ 54 | 328 | Destroyed | 403 | Robinson, FLA |
| 254 | Parson, NE | 329 | Lost | 404 | March, LIS |
| 255 | Beaufre, LIS | 330 | Moore, CA 34 | 405 | Hunt, LEE 119 |
| 256 | Steen, LIS | 331 | Downing, FLA | 406 | Maxwell, FLA |
| 257 | Tompkins, NF 46 | 332 | Shuman, SA 48 | 407 | Singer, LEE 124 |
| 258 | Blank, NE | 333 | Schmidt, SCAL 84 | 408 | Lost |
| 259 | Hamilton, C 104 | 334 | Savage-Spear, NE | | |

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|-----|-------------------------------|-----|------------------------------|-----|------------------------------|
| 409 | Lost | 483 | Jerold, LIS 39 | 559 | Nugent, NF 10 |
| 410 | Boutwell, CA | 484 | Harvey, ND | 560 | Glasby, NE 22 |
| 411 | Lost | 485 | Lost | 561 | Lost |
| 412 | Flounders, NE 22 | 486 | Greenberg, LIS 39 | 562 | Lancey, LM 116 |
| 413 | Lost | 487 | Weider, NF 33 | 563 | Woodney, LM 101 |
| 414 | Jenison, LIS | 488 | Destroyed | 564 | Kirkpatrick, OC 117 |
| 415 | Woodall, CA | 489 | Walker, LEE 4 | 565 | Cooke, FLA |
| 416 | Caldwell, SA 110 | 490 | Destroyed | 566 | Flick, LEW 65 |
| 417 | Baxter, DEL | 491 | Shepard, LIS | 567 | Hird, NJ |
| 418 | Duncan-Duncan-Duncan, LEW 65 | 492 | D&M | 568 | Hazmuka-Hazmuka, NJ 54 |
| 419 | Herrold, LEW 51 | 493 | Landis, LM | 569 | Besore, MICH 69 |
| 420 | Krueger, NF 46 | 494 | Walters, NF 10 | 570 | Dufton, LEE 130 |
| 421 | Becker, LIS 35 | 495 | O'Leary, NJ 54 | 571 | Lost |
| 422 | Lost | 496 | Braisted, NF | 572 | Nicholl, CA |
| 423 | Howden, LIS | 497 | Destroyed | 573 | Schwartz-Schwartz, LEW 47 |
| 424 | Englert, CA 102 | 498 | Siepenkothien, RM | 574 | Widerkehr, NJ 36 |
| 425 | Young, LIS | 499 | Cullen, LIS 35 | 575 | Lost |
| 426 | Vander Gaag, NJ 36 | 500 | Fiore, LIS | 576 | Arnold, NF |
| 427 | Harris, LIS | 501 | Thornton, LIS 49 | 577 | Destroyed |
| 428 | Lost | 502 | Lost | 578 | Nordholm, NJ |
| 429 | Willis, LIS 35 | 503 | Hooten, LIS 35 | 579 | Miller, LIS |
| 430 | Odum, LIS | 504 | Merrill, LIS | 580 | Pape, INT |
| 431 | Couillard, NE | 505 | Neil, LIS 41 | 581 | Larson, LIS 35 |
| 432 | Harris, NJ 54 | 506 | Wright, LIS 106 | 582 | Destroyed |
| 433 | Margolis, LIS | 507 | Burchard, INT | 583 | Leidig, PN |
| 434 | Johnson, LIS | 508 | Stein, SA 89 | 584 | Robertson, FLA 121 |
| 435 | Williamson, NF 25 | 509 | Jacobstein-Jacobstein, NF 10 | 585 | Kirby, LEE 31 |
| 436 | Sykes, NF | 510 | Sutton, MICH 2 | 586 | Lawrence, LIS 49 |
| 437 | Lost | 511 | Quarrier, LIS | 587 | Ruschak, SA 114 |
| 438 | Bechtel, CA 28 | 512 | Beckwith, NCAL 93 | 588 | Brown, SA 48 |
| 439 | Brenner-March, LEW | 513 | Watkins, LEE 1 | 589 | Merritt, SA |
| 440 | Mild, LM 42 | 514 | Sieger, LIS | 590 | Lost |
| 441 | Bibb-Moorman-Reichbaum, SA 80 | 515 | Gwin, SA 45 | 591 | Lost |
| 442 | D&M | 516 | Henry, FLA 121 | 592 | Bauer, LEW 47 |
| 443 | Pierce, LEW 47 | 517 | Archer, NJ 54 | 593 | Striegel, LEW |
| 444 | Lost | 518 | Patti, LIS | 594 | Syltanen, SA 114 |
| 445 | Haeckel, LM 42 | 519 | Lost | 595 | Brown, SCAL 84 |
| 446 | Wilferth, NF 10 | 520 | Hahn, LEW 51 | 596 | Yapp-Yapp-Yapp, SA 48 |
| 447 | Walton, LM 101 | 521 | Wennerlund, SA 107 | 597 | Pickering, SA 79 |
| 448 | Battens, SCAL | 522 | Cumberpatch, NCAL 67 | 598 | Lockard, SA 48 |
| 449 | Trix, MICH 2 | 523 | Morehead, DEL 26 | 599 | Farnham, LIS 106 |
| 450 | Lay, DEL 91 | 524 | Foregger, LIS | 600 | Mountain, NF |
| 451 | James, LEE 38 | 525 | McClintock-Robbins, LEW 126 | 601 | Officer, LIS |
| 452 | Antweiler, LEW | 526 | Vaccaro, NJ | 602 | Ruger, LIS |
| 453 | Senior, NF | 527 | Friou, LIS | 603 | Bordes-Bordes, LIS 32 |
| 454 | Burkhart, LEW 126 | 528 | Bauer, LEW 47 | 604 | Wurtenberg, LEW 47 |
| 455 | Dermond, FLA | 529 | Olssen, CA | 605 | Linke, NJ 60 |
| 456 | Strom, LM | 530 | Goodwin, CA 102 | 606 | Cochrane, NJ 98 |
| 457 | Littleton, CA 28 | 531 | Reigle, LM 108 | 607 | Kinsey, LEE 38 |
| 458 | McGrain, NF 46 | 532 | Spring, SA 79 | 608 | Greenslade-Greenslade, LEE 8 |
| 459 | Perry, SA 48 | 533 | Sinclair-Foster, SA 79 | 609 | Hildebrandt, LEW 3 |
| 460 | Lost | 534 | Worley, SA | 610 | Concannon, SCAL |
| 461 | Destroyed | 535 | Garis, SA 48 | 611 | Beard, LEE 31 |
| 462 | Bjorkland, LIS | 536 | Meyers, LIS | 612 | Harron, NE 22 |
| 463 | Lost | 537 | Lee-Ewbank, MICH 69 | 613 | Winters, LEE 1 |
| 464 | Duell, LIS | 538 | Gregory, LEE 1 | 614 | Asboe, ND |
| 465 | Curry, LEE 31 | 539 | Fineco, NF | 615 | Groezienger, LEW 126 |
| 466 | Howard, NJ | 540 | Reel, LEW 3 | 616 | Larson, LIS 49 |
| 467 | Johnson, NJ | 541 | Durrett, NJ | 617 | Richards, NJ 36 |
| 468 | Wheaton, LEW | 542 | Alexander, MICH 2 | 618 | Barr, CA 34 |
| 469 | Hilgendorff, LIS 49 | 543 | Tichenor, NF 10 | 619 | Lost |
| 470 | Lost | 544 | Dow, CA 17 | 620 | Jamison, NJ 36 |
| 471 | Glasier-Barrett, SCAL 84 | 545 | Allen, SA | 621 | Adair, LEW 65 |
| 472 | Strong, NF 10 | 546 | Brown, NE 22 | 622 | Hutchins, SA 79 |
| 473 | Bridgman, NF 10 | 547 | Purssell, LIS 32 | 623 | Destroyed |
| 474 | Hausser, LIS | 548 | Kelly, C 104 | 624 | Rosekrans, LEW 65 |
| 475 | Downing, NF | 549 | Beattie, FLA 88 | 625 | Couch, SCAL |
| 476 | Flynn, NF | 550 | Ayer-Peyster, LM 116 | 626 | Wolf, LEE 1 |
| 477 | Bradburn, NF 46 | 551 | Jones, CA | 627 | Lost |
| 478 | Never Built | 552 | Grant, NJ | 628 | Yearwood, DEL |
| 479 | Roberts, NF | 553 | Nelson, LEW 51 | 629 | Neidert, LEE |
| 480 | Williams, NF 46 | 554 | Werner, LEW 90 | 630 | Lange, LIS 35 |
| 481 | Never Built | 555 | Tjardes, MICH 87 | 631 | Darmstadt-Darmstadt, NJ 60 |
| 482 | Zehfuss, CA 17 | 556 | Green, FLA 133 | 632 | Sears, MICH 87 |
| | | 557 | Malcolm, INT | 633 | Jenkins-Hittle, LEE |
| | | 558 | Russell, SA 45 | 634 | Skinner, NE |

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|-----|------------------------------|-----|---|-----|---|
| 635 | Krafft, CA 17 | 711 | Falk, LIS | 786 | Hester, SA 77 |
| 636 | Loutrel-Loutrel, LEW 65 | 712 | Shrier, LEE 1 | 787 | Farkas, LEE 120 |
| 637 | Lost | 713 | Van Eaton, LEW 65 | 788 | Lost |
| 638 | Lowry, NF 46 | 714 | Rusnak, MICH 69 | 789 | Merrill, LEW 21 |
| 639 | Kirch, NJ 36 | 715 | Price-Price, LM 42 | 790 | Cochenaure, NF 29 |
| 640 | Goodwin, LIS | 716 | Ludwig, LEE 31 | 791 | Lost |
| 641 | Peters, NE 22 | 717 | Zasorin, LIS | 792 | Blair, LIS 99 |
| 642 | Nordstrom-Nordstrom, LIS 39 | 718 | Morse, LIS 35 | 793 | Bailey, NF 46 |
| 643 | Kushniroff, LEW 90 | 719 | Farr-Farr-Farr, SA 114 | 794 | Inglis, SA 48 |
| 644 | Schatz, LIS | 720 | Cooks, LEE | 795 | Schiller, NE 22 |
| 645 | Chittick, LIS 99 | 721 | Gallagher, NE | 796 | Pelliconi, NJ 81 |
| 646 | Dodge, MICH 62 | 722 | Hubers, CA 28 | 797 | Issacs, LEW 65 |
| 647 | Morse, FLA 53 | 723 | Anderson, LIS 49 | 798 | Lost |
| 648 | Deex, LEE 4 | 724 | Richards, NJ 36 | 799 | Teeling, MICH 69 |
| 649 | Lost | 725 | Whittemore, PN 61 | 800 | Sherry, MICH 2 |
| 650 | Haller, LEE 85 | 726 | Carr, MICH 69 | 801 | Posey, LIS 32 |
| 651 | Hermann, LIS 99 | 727 | Gilman, SCAL 55 | 802 | Johnston, LEW |
| 652 | Coffin, CA 28 | 728 | Collins-Ristau, SCAL 68 | 803 | Young-Young, CA |
| 653 | Destroyed | 729 | Metza, SCAL | 804 | Hedrick NF 46 |
| 654 | Varner, SA | 730 | Munro, PN 61 | 805 | Cassingham, NCAL 67 |
| 655 | Fontelieu, LIS 99 | 731 | Rodgers, INT | 806 | Larson, NCAL 56 |
| 656 | Lost | 732 | Phillips, NCAL 67 and Barchard, SCAL | 807 | Herbert, NCAL 93 |
| 657 | Borough, MICH | 733 | Richmond, SA 79 | 808 | Kilmon, NE |
| 658 | Craven, MICH 62 | 734 | McColgan, SCAL 112 | 809 | Mihalovich, NCAL |
| 659 | Olmsted, LEE | 735 | Torno, CA | 810 | Jochimsen, SCAL 112 |
| 660 | Rubin, NJ 98 | 736 | Bowman, LM | 811 | Lost |
| 661 | Lawton, NCAL 93 | 737 | Connell, LEE | 812 | Sebastian-Sebastian-Sebastian, NCAL 56 |
| 662 | Clarke-Clarke, SCAL 55 | 738 | Rote, NF 46 | 813 | Cram, NJ 60 |
| 663 | Coors, SCAL 84 | 739 | Roberts, SA | 814 | Nelson, DEL 26 |
| 664 | Smeds, NCAL 56 | 740 | Snyder, LEE | 815 | Roach, NE 22 |
| 665 | Giles-Roseberry, HA 76 | 741 | Beare, LEW 3 | 816 | Geotz-Geotz, LIS 39 |
| 666 | Karet, NF | 742 | Sidells, LEW 65 | 817 | Eckloff, NJ |
| 667 | Baker, LEE 4 | 743 | Early, C 128 | 818 | Walsh, NJ 54 |
| 668 | Wardwell-Brashears, LM 116 | 744 | Lee, ND | 819 | Whittum, NJ |
| 669 | Donaghy, LEE | 745 | Petitpren, DEL | 820 | Lost |
| 670 | Hoffman, MICH | 746 | Cox, SA 80 | 821 | Carriel, LIS 41 |
| 671 | Parker, NJ 54 | 747 | Schuele, LEE 1 | 822 | Adkins, NJ |
| 672 | Cameron, NE 22 | 748 | Bryce, LEE 4 | 823 | Liggett, LIS 99 |
| 673 | Carrig, NE | 749 | Luckey, NF 10 | 824 | Macken, ND |
| 674 | Kennedy, LEE 1 | 750 | Stabler, NE 22 | 825 | Bowden, SCAL 55 |
| 675 | Troeger, NF 123 | 751 | Muir, NJ 54 | 826 | Williams, LEW 21 |
| 676 | Wallace, NJ 36 | 752 | Hohler-Hohler-Hohler, LEW 3 | 827 | Brayshaw, LIS 49 |
| 677 | Hulce-Hulce, MICH 62 | 753 | Moore, NCAL | 828 | Cohler, NE 22 |
| 678 | Stevenson, MICH 69 | 754 | Lost | 829 | Leonard, LIS |
| 679 | Coats, MICH 82 | 755 | Martin, NF 10 | 830 | Day, LM 105 |
| 680 | Holt, MICH 62 and Herbst, LM | 756 | Copeland, PN 115 | 831 | Bernstein, LIS 39 |
| 681 | Destroyed | 757 | Lost | 832 | Clarke, LIS 39 |
| 682 | Hollins, CA 102 | 758 | Prout, LEW 3 | 833 | Lewis, NF 46 |
| 683 | Schwarz, LIS 39 | 759 | Destroyed | 834 | Turner, HA 76 |
| 684 | Baker, LIS 99 | 760 | Badman, LEW 37 | 835 | MacLean-MacLean-Keasby- Bowers, HA 76 |
| 685 | Frost, NCAL 56 | 761 | Mainwaring, MICH 2 | 836 | Walker, HA 76 |
| 686 | Gates-Gates, NF 46 | 762 | Seelgen, LIS 32 | 837 | Carpenter, HA 76 |
| 687 | Lost | 763 | Baird, C 104 | 838 | Shaffer, HA 76 |
| 688 | Roulan, NF 29 | 764 | Weeks, LIS 35 | 839 | Lost |
| 689 | Webb, CA | 765 | Lost | 840 | Leary-Joseph, FLA 88 |
| 690 | Williams, CA 17 | 766 | Gordon, NJ 54 | 841 | Gray, SCAL |
| 691 | Westfall, NF 46 | 767 | Walter, MICH 2 | 842 | Hilberry-Hilberry, MICH 69 |
| 692 | Good, LEE 85 | 768 | Lager, LM | 843 | Todd, NJ |
| 693 | Bellinger-Bellinger, NF 25 | 769 | Landon-Landon, LM 116 | 844 | Schmitz, MICH 69 |
| 694 | Stewart, C 104 | 770 | Vasilion, LM | 845 | Merry, LEE |
| 695 | Wise, LIS 32 | 771 | Lambert, LIS 49 | 846 | Crocker, LIS 41 |
| 696 | Meirs, LIS 49 | 772 | Lahser-Roberts, C 104 | 847 | Olinger, NJ 60 |
| 697 | Eiber, LEW 21 | 773 | Reque, SA 80 | 848 | Neureuther, LM 66 |
| 698 | Woods, LEW 65 | 774 | Elmer, DEL 26 | 849 | Lost |
| 699 | Camp Eberhart, MICH | 775 | Watson, NE | 850 | Steinmetz-Gallion, MICH 69 |
| 700 | Loeb, NJ | 776 | Chomeau, LM 101 | 851 | Hogan, MICH 69 |
| 701 | Sorg-Sorg-Sorg, CA 17 | 777 | Westin-Westin, LIS 49 | 852 | Pierson, LEE 31 |
| 702 | DiPasqua, LIS 106 | 778 | Cook, LM 66 | 853 | McCarty, MICH 87 |
| 703 | Sowers, MICH | 779 | Dufrane, LEW 126 | 854 | Frutig-Frutig, LEW 3 |
| 704 | Korshin, LIS | 780 | Altio, LIS | 855 | Siefert, NE 22 |
| 705 | Woodward, LIS 41 | 781 | Carlisle, SCAL | 856 | Brolly, NCAL 67 |
| 706 | Whitehurst, CA | 782 | Lost | 857 | Weibel, LEW 65 |
| 707 | Shields-Shields, LEW 65 | 783 | Sawyer, SCAL 68 | 858 | Williams, DEL 91 |
| 708 | Feibelkorn, FLA | 784 | Taylor, NE | 859 | Bugbee, MICH 69 |
| 709 | Doherty, SA 45 | 785 | Jerge, NF 29 | | |
| 710 | Wake, MICH 2 | | | | |

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| 860 | Redding, MICH 69 | 934 | Ballintine, LEE 4 | 1009 | Dana, SCAL |
| 861 | Balazs, PN | 935 | Rasmussen, NF 123 | 1010 | Ebsen, SCAL 68 |
| 862 | Duy, LEW 23 | 936 | Allyn-Allyn-Allyn, NF 46 | 1011 | Vandenberg, NCAL 67 |
| 863 | Lost | 937 | Hartung, LEW 3 | 1012 | Beach, NCAL |
| 864 | Nightingale, PN 115 | 938 | Sea Scout Ship #217, CA | 1013 | Beltz, NJ 54 |
| 865 | Peale, NF 46 | 939 | Kanter, NE | 1014 | Wallis, NCAL 93 |
| 866 | Olah, LIS 32 | 940 | Neilson, LM 42 | 1015 | Randall, PN 61 |
| 867 | Cowden-Cowden, NF 46 | 941 | Towle, LEE 8 | 1016 | Lost |
| 868 | Boles-McCall, LEW 21 | 942 | Johnson-Kipp-Schrandt, FLA 88 | 1017 | Moise, SCAL |
| 869 | Shell, LEW 47 | 943 | Hull, CA | 1018 | Fauth, LIS 49 |
| 870 | Bovard, LEE 4 | 944 | Bolte, LIS 41 | 1019 | Walters, NJ 36 |
| 871 | Lost | 945 | Lee LIS 106 | 1020 | Cowgill, LEW 21 |
| 872 | Beynon, LEW 126 | 946 | Minor, DEL 26 | 1021 | Sawyer, NCAL |
| 873 | Winterhalter, NF 123 | 947 | Lovegreen, LM 101 | 1022 | Lang, LM 116 |
| 874 | Biscoe, LIS | 948 | Stoddard, LM 66 | 1023 | Lost |
| 875 | Willig, DEL 92 | 949 | Harrell-Harrell-Harrell-Harrell, LEW 65 | 1024 | Delavan, NJ |
| 876 | Martin-Martin, SA 72 | 950 | Lost | 1025 | Mitchell, LEE 130 |
| 877 | Lost | 951 | Wolfe, LEW 21 | 1026 | Brown, LEE 31 |
| 878 | Kutash, LEE 8 | 952 | Wright, LIS 32 | 1027 | Lost |
| 879 | Caw, LEW | 953 | Baker, LEE 1 | 1028 | Gattini, LIS |
| 880 | Wright, MICH 69 | 954 | Marsh-Marsh, MICH 2 | 1029 | Hilgendorff-Hilgendorff, LIS 49 |
| 881 | Quigley-Quigley, MICH 69 | 955 | Altman, LEE 85 | 1030 | Scott, NJ 81 |
| 882 | Springer-Springer-Springer, LEW 3 | 956 | Keelan, OC | 1031 | Ten Raa, LEW 126 |
| 883 | Cole, SA 72 | 957 | Francis, LIS 35 | 1032 | Smith, LIS |
| 884 | Short, LM 66 | 958 | Hann, CA 17 | 1033 | Powers, MICH |
| 885 | Saksons, MICH 69 | 959 | Loesel, LEE 95 | 1034 | McKinney, NCAL 97 |
| 886 | Wise-Wise, NF 46 | 960 | Rhoads, SCAL | 1035 | Robeson, NJ |
| 887 | Kessler, LEW 51 | 961 | Decker, SCAL 84 | 1036 | Fidler, LIS 41 |
| 888 | Egland, NCAL 56 | 962 | Pierce, INT | 1037 | Johnston, SA 79 |
| 889 | Brannaman, SCAL 112 | 963 | Palm-Leis - Bradley, LM 66 | 1038 | English, NCAL 97 |
| 890 | Herron, SCAL 84 | 964 | Burggraf, CA 34 | 1039 | Eastman, NCAL |
| 891 | Pinnell, SCAL 84 | 965 | Peretti, LIS 35 | 1040 | Mohr, NCAL |
| 892 | Lincoln, SCAL 68 | 966 | Kaplan-Cort, LEE 4 | 1041 | Bowdon, NCAL |
| 893 | Barrus, NF 25 | 967 | Knehr, LIS | 1042 | Glidden, NCAL 97 |
| 894 | Geurtin, NE 22 | 968 | Hoyt, LEE | 1043 | Ivanoff-Ivanoff, SCAL 84 |
| 895 | Hottman, LEW 90 | 969 | Irwin, LEE 1 | 1044 | Cathcart, SCAL |
| 896 | Potter-Taylor, DEL 26 | 970 | Rostorfer-Rostorfer, MICH 87 | 1045 | Brust, PN 118 |
| 897 | Cutler, LM 116 | 971 | Seay, LIS | 1046 | Slahor-Slahor, NF 25 |
| 898 | Nelbach, LIS | 972 | Iselin, NE | 1047 | Morris, SA |
| 899 | Boddy, MICH | 973 | Lost | 1048 | Emling, LEE 85 |
| 900 | Kirk, MICH 69 | 974 | Kiel-Kiel, PN | 1049 | Uhl, MICH 69 |
| 901 | McNabb, LM 6 | 975 | Lost | 1050 | Lynch, LEE 120 |
| 902 | Golfman, LIS 49 | 976 | O'Regan, NJ 60 | 1051 | Singer, LIS |
| 903 | Allen, NE | 977 | Pyne, NE 22 | 1052 | Sorgenfrei, LM 116 |
| 904 | Romig, LEE 119 | 978 | Becker, INT | 1053 | Scala, LEE 31 |
| 905 | Frissell, LEE 8 | 979 | Small, LIS 35 | 1054 | Flood-Flood, NJ 36 |
| 906 | Rasmussen, NCAL 67 | 980 | Valle, NE 22 | 1055 | Lovett, LEE 1 |
| 907 | Ross, NCAL 56 | 981 | Dillingham, NCAL | 1056 | Kohn, MICH 69 |
| 908 | Aalto, NCAL 56 | 982 | Fuller, LEE 1 | 1057 | Budinski, NF 33 |
| 909 | Nelson-Panttaja, NCAL 56 | 983 | Arnold, SA 110 | 1058 | McCartney, LIS 35 |
| 910 | Andersen, NCAL 56 | 984 | Guthrie, LEE | 1059 | Teague, MICH 69 |
| 911 | Hyatt, LEW 47 | 985 | Baldwin, LIS | 1060 | McLaughlin, CA |
| 912 | Darnell, LEE 31 | 986 | McDougall, SA 77 | 1061 | Bucholz, PN 115 |
| 913 | Destroyed | 987 | Snider, SA 79 | 1062 | Last, LEW 65 |
| 914 | Bechtol, NCAL | 988 | Fisher, SA 72 | 1063 | Furlong, CA 17 |
| 915 | Lost | 989 | Robbins, SA 45 | 1064 | Morse, LEW 37 |
| 916 | Farquhar, SCAL 55 | 990 | Garrecht, SA 72 | 1065 | Dawes, LIS 41 |
| 917 | Hutchings, SCAL | 991 | Alter-Alter-Alter, LEW 37 | 1066 | Brutsche, MICH 82 |
| 918 | Probosci, SCAL | 992 | Sherry, SCAL 84 | 1067 | Torresen, NJ |
| 919 | Bender, MICH | 993 | Minges, NF | 1068 | Budd, SCAL 68 |
| 920 | O'Mara, NJ 81 | 994 | McCarten, LM 105 | 1069 | Riley, SCAL 112 |
| 921 | Meier, RM 131 | 995 | Aycock, SA 80 | 1070 | Trott, PN 61 |
| 922 | Shock, LEE | 996 | Bauer, C 129 | 1071 | Destroyed |
| 923 | Roth, INT | 997 | Freevol, MICH 62 | 1072 | Hill, SCAL |
| 924 | Abramson-Abramson, LM 116 | 998 | Fligg, LIS 32 | 1073 | Drake, NCAL 56 |
| 925 | Koester, NF | 999 | Fullerton, SA 77 | 1074 | Conklin, NCAL 97 |
| 926 | Hufford, LM 66 | 1000 | Poll, NJ | 1075 | Spurgin, SCAL 84 |
| 927 | Bechtle, MICH 2 | 1001 | Hobbs, FLA | 1076 | Yauger, HA 76 |
| 928 | Boy Scout Explorer Post #55, SA 72 | 1002 | Siegmund, NF 46 | 1077 | Vannatta, LEW 65 |
| 929 | Crist, NJ | 1003 | Wehle, LIS | 1078 | Rodwancy, LEW 3 |
| 930 | Hughes, NJ 54 | 1004 | White, NF 123 | 1079 | Morrissey, LIS |
| 931 | Sterner, LM | 1005 | Peters, LEW 21 | 1080 | Foster, LIS 99 |
| 932 | Scott, SA | 1006 | Whitlock, MICH 2 | 1081 | Rivest, MICH 69 |
| 933 | DeWitt, MICH 69 | 1007 | Smith, NCAL | 1082 | New Castle Sailing Club, CA |
| | | 1008 | Lost | 1083 | Hill, MICH 82 |
| | | | | 1084 | Godfrey, NJ 54 |

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| 1085 | Fox, FLA 121 | 1160 | Chambers, PN 115 | 1236 | Percoco, DEL 24 |
| 1086 | Sayre, NJ 98 | 1161 | Peters, PN 118 | 1237 | Swift, CA |
| 1087 | Fenn, LEW 3 | 1162 | Plitt, LIS 35 | 1238 | Witty, SA 107 |
| 1088 | Todd, SA 72 | 1163 | DuRose, LEE 8 | 1239 | Shannon, DEL 92 |
| 1089 | LaFollette, MICH 69 | 1164 | Winding, NF 29 | 1240 | Cook-Cook-Cook, LEW 65 |
| 1090 | Burkhardt, MICH 111 | 1165 | Rice, NF 29 | 1241 | Smith, NJ 54 |
| 1091 | Gamble, SA 89 | 1166 | Julius, LEW 37 | 1242 | Rygel-Hogan, SCAL |
| 1092 | Bass, LEW 65 | 1167 | Wanhainen, LEE 1 | 1243 | Errington, NF 123 |
| 1093 | Powell, FLA 53 | 1168 | Lost | 1244 | D&M |
| 1094 | Collet, FLA 53 | 1169 | Gaito, LIS | 1245 | Lost |
| 1095 | Payne, FLA 88 | 1170 | Frishman-Meuller, SCAL 68 | 1246 | Ross, SCAL 68 |
| 1096 | Denes, FLA 88 | 1171 | Lost | 1247 | Lovelady, SCAL 84 |
| 1097 | Pavelko, NCAL 67 | 1172 | Woodbury, CA 102 | 1248 | Lee, LM 101 |
| 1098 | Dickey, NCAL 67 | 1173 | Schlough, CA 28 | 1249 | Harmer, LM 66 |
| 1099 | Beery, NCAL | 1174 | Kelly, MICH | 1250 | Abbot, LEW 21 |
| 1100 | Carpenter, HA 76 | 1175 | Harrington, LIS 35 | 1251 | Hughes, NCAL |
| 1101 | Kurru-Kagan, HA 76 | 1176 | Newbern, SA 72 | 1252 | Sherman-Sherman-Sherman, FLA 53 |
| 1102 | Friel, NCAL | 1177 | Egan, SA 89 | 1253 | Hackney, LIS 35 |
| 1103 | Joy, HA 76 | 1178 | Smith, LEE 31 | 1254 | McHugh, LM 66 |
| 1104 | Schultz, LEE 85 | 1179 | Johnson, SA | 1255 | Hazelwood, LIS 35 |
| 1105 | Recinos-Handler, CA 17 | 1180 | G. S. Mariner Troop, #367, SA 72 | 1256 | Wiley, CA and Ulmer, LIS 39 |
| 1106 | Bowen, FLA 53 | 1181 | Lamp, C 129 | 1257 | Weeks, NE 22 |
| 1107 | White, SA | 1182 | Garrison-Bruce, SA 72 | 1258 | Ferrell, LIS |
| 1108 | Christenson-Christenson-Christenson, LEW 3 | 1183 | Fawcett-Fawcett, SA 48 | 1259 | Noble, LEE 130 |
| 1109 | Fracker, LEW 21 | 1184 | Raver, LIS 99 | 1260 | Kellett-Kellett, LIS 39 |
| 1110 | Owen, NJ 81 | 1185 | Lost | 1261 | Destroyed |
| 1111 | Boston-Boston, MICH 2 | 1186 | Ogren, NF 46 | 1262 | Faltz, LIS 86 |
| 1112 | Steindorff, MICH 69 | 1187 | Tisdale, FLA 53 | 1263 | Cofer, LM 70 |
| 1113 | Westmoreland, LIS | 1188 | Scott, LEW 51 | 1264 | Bean, SA |
| 1114 | Destroyed | 1189 | Earley, PN 115 | 1265 | Benton, FLA 88 |
| 1115 | Charlesworth, LM 108 | 1190 | Couch, MICH 82 | 1266 | Hahn, LIS 41 |
| 1116 | Yaney-Mordy, LIS 99 | 1191 | Link, MICH 69 | 1267 | Bruke, LM 95 |
| 1117 | Frankfort, LIS 86 | 1192 | Sink, SCAL 112 | 1268 | Klingenberg, LEE 31 |
| 1118 | Neumiller, NJ 81 | 1193 | Nuckton, NCAL 67 | 1269 | Vogelsong, NCAL 67 |
| 1119 | Haring, LIS 35 | 1194 | Egerman, NCAL 67 | 1270 | Chiverton, NF 29 |
| 1120 | Seelig, LIS | 1195 | Pigford, NCAL 67 | 1271 | Bartlett, NCAL 56 |
| 1121 | Destroyed | 1196 | Breen-Thomas, DEL 91 | 1272 | Groves, PN 125 |
| 1122 | Davis, NF | 1197 | Flaherty, LM 116 | 1273 | Kuper, SCAL |
| 1123 | Greenstein, LIS 86 | 1198 | Elam, LEW 21 | 1274 | Riberia, NCAL |
| 1124 | Stubner, LIS 32 | 1199 | 'Cameron, Lee 1 | 1275 | Rienecker, NCAL |
| 1125 | Mair, DEL 92 | 1200 | Kronenberg, LIS 86 | 1276 | Lost |
| 1126 | Carpenter, LEE | 1201 | Hughes, DEL 26 | 1277 | Sinks, SCAL 55 |
| 1127 | Damon, NE | 1202 | Snetsinger, ND | 1278 | Weaver-Weaver, NCAL 56 |
| 1128 | Rust, NE | 1203 | Bassetti, PN 61 | 1279 | Raymond, NCAL 97 |
| 1129 | Lost | 1204 | Warr, SA 72 | 1280 | Mann, SCAL 68 |
| 1130 | Gehlert, LM 42 | 1205 | Keane, LIS | 1281 | Lost |
| 1131 | Bishop, FLA | 1206 | Hubbard-Brown, MICH 87 | 1282 | Coombs, NCAL |
| 1132 | Cone, FLA 88 | 1207 | Clarke, NE 22 | 1283 | Lost |
| 1133 | Walther, MICH | 1208 | Sadowsky, MICH | 1284 | Freeman-Freeman, LM |
| 1134 | Geer, SCAL 112 | 1209 | Lynch, LEW 47 | 1285 | Otter, MICH 62 |
| 1135 | Yaw, MICH 82 | 1210 | Wieber, LEW 3 | 1286 | Makielski, MICH 62 |
| 1136 | McClelland, LM 108 | 1211 | Robb, LEE | 1287 | Hare, NE |
| 1137 | Bedell, LIS 49 | 1212 | Ware, LM | 1288 | McKey, FLA 121 |
| 1138 | Pearsall, LEE 31 | 1213 | Pickering, SA 79 | 1289 | Hensberry, FLA 53 |
| 1139 | Weisz, LIS 35 | 1214 | Ussher, LEE 4 | 1290 | Martin, LEE 85 |
| 1140 | Stevens, SA 80 | 1215 | Schwarzmann, LIS 41 | 1291 | Kiligas, CA 102 |
| 1141 | Tudor, LM | 1216 | Willis, MICH 69 | 1292 | Alexander, FLA |
| 1142 | Zlato, LEE 130 | 1217 | Stokes, DEL | 1293 | Adams, LIS |
| 1143 | Marohn, SA 114 | 1218 | Osborne, LEW 65 | 1294 | Wilhite, DEL 24 |
| 1144 | Gaston, DEL 24 | 1219 | Hollister, LEW 65 | 1295 | Kissling, LIS |
| 1145 | Beavers, LEW 90 | 1220 | Thoke, LM 6 | 1296 | Schachinger, SA 79 |
| 1146 | Lee, NCAL | 1221 | Driskell, LEW 21 | 1297 | Havighurst, LEE 1 |
| 1147 | Rice, NCAL 93 | 1222 | Proctor, LEE 31 | 1298 | McDuffie, SA 79 |
| 1148 | Carter, LM | 1223 | Bell, LIS 41 | 1299 | Parsons, LEE 120 |
| 1149 | MacDonald-MacDonald, SA 45 | 1224 | Stevens, SA 48 | 1300 | Parsons, C 104 |
| 1150 | Brooke, PN | 1225 | Dornin-Dornin, LEE 31 | 1301 | Sampson, LEW 21 |
| 1151 | Fitzgerald, LEE 16 | 1226 | Rubel-Lewy, LM 116 | 1302 | Kondoff, LEW 51 |
| 1152 | Ferry, NE | 1227 | Destroyed | 1303 | Tyman-Rice, NF 29 |
| 1153 | Parker-Parker, NF 10 | 1228 | Sloss, MICH 2 | 1304 | Lost |
| 1154 | Preston, LIS | 1229 | Haas, LIS 41 | 1305 | Brown, SCAL 84 |
| 1155 | Menke-Menke-Menke, C 113 | 1230 | Hayden, LIS 49 | 1306 | Shedd, LIS 41 |
| 1156 | Soderlund-Soderlund, NJ 36 | 1231 | Leinoff, LIS 35 | 1307 | Smith, MICH 2 |
| 1157 | Carnow, NJ | 1232 | Graham-Graham, MICH 87 | 1308 | Hammel, NCAL 56 |
| 1158 | Doerner-Doerner, LEW 65 | 1233 | Wilson, LEE 1 | 1309 | Tobin, HA 76 |
| 1159 | Troin, LEW 65 | 1234 | Britt, LIS | 1310 | Inouye, HA 76 |
| | | 1235 | Rice, NE 22 | | |

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| 1311 | Lost | 1387 | Standen, MICH | 1460 | Cuenin, LIS 49 |
| 1312 | Golden, SA 79 | 1388 | Furman, NF 122 | 1461 | Ware, LM 116 |
| 1313 | Rich, LEW 3 | 1389 | Cleveland Yacht Club, LEE 1 | 1462 | Philpit, LIS 39 |
| 1314 | Mercer, LM 116 | 1390 | Cleveland Yacht Club, LEE 1 | 1463 | Kingsley, NF |
| 1315 | Walter-Walter, NJ 36 | 1391 | Taylor, LEE 119 | 1464 | McCarthy, LEE |
| 1316 | Sohns, LIS | 1392 | Huguley-Culbertson, SA 79 | 1465 | Baumeister, NF 46 |
| 1317 | Perritt-Perritt-Perritt, LM 108 | 1393 | Striegel, LEW | 1466 | Trowbridge, LEE 8 |
| 1318 | Anthony, SA 72 | 1394 | Schmitter-Schmitter, LIS 41 | 1467 | Sangree, LM 116 |
| 1319 | Mountford, LEW 65 | 1395 | Gilliland-Gilliland-Gilliland, LEW 65 | 1468 | Roy, LM |
| 1320 | Browne, MICH 62 | 1396 | Fay, ND | 1469 | Eagleton, LEE 31 |
| 1321 | Mewbourne, SA 79 | 1397 | Etchison, MICH 111 | 1470 | Cram, MICH 82 |
| 1322 | Cline, MICH | 1398 | Deppe, MICH 87 | 1471 | Chamberlin, LEW 90 |
| 1323 | English, DEL 92 | 1399 | Dailey-Dailey, LEE 31 | 1472 | Ostergard, LEE 38 |
| 1324 | Strand, FLA | 1400 | Dexter, LIS 41 | 1473 | Palm LM 101 |
| 1325 | Wasserman, LEW 47 | 1401 | Backus-Backus-Backus, LM 6 | 1474 | Wagner, LEW 65 |
| 1326 | Pellett, CA 17 | 1402 | Birmingham-Kelly-Laugenour, NCAL 97 | 1475 | Lost |
| 1327 | Dichter, LIS 49 | 1403 | Walters, SCAL | 1476 | Schmelzer, LEE 16 |
| 1328 | Manegold, LM 116 | 1404 | Russell, LEW 51 | 1477 | Bleser, LIS 41 |
| 1329 | DeMars, MICH | 1405 | Busing, SA 45 | 1478 | Kostel, LM |
| 1330 | Bull, SA 48 | 1406 | Volk, SCAL | 1479 | Eck, SCAL 68 |
| 1331 | Smith, MICH 2 | 1407 | Clark, HA 76 | 1480 | Mohring, NCAL 97 |
| 1332 | Schrader, LEW 65 | 1408 | Bowers, PN 125 | 1481 | Brown, LM 105 |
| 1333 | Welch, LEE | 1409 | Brock, NCAL 67 | 1482 | Edwards, SCAL |
| 1334 | Stuart, SA 89 | 1410 | Loddengaard, LIS 35 | 1483 | Myers, SCAL 112 |
| 1335 | Taffett, LIS | 1411 | Sebastian-Sebastian-Sebastian, NCAL 56 | 1484 | Brooks, DEL 24 |
| 1336 | Beshore, LIS 39 | 1412 | Grothe, NCAL and Allison, PN | 1485 | Sapp, SCAL 84 |
| 1337 | Duncan, LEW 51 | 1413 | Destroyed | 1486 | Kelley, NCAL 97 |
| 1338 | Glazebrook-Glazebrook, LIS 99 | 1414 | Doherty, NF 10 | 1487 | Schwaner, NCAL 97 |
| 1339 | Wray, FLA 53 | 1415 | Hanna, SCAL | 1488 | Lautmann, SCAL 84 |
| 1340 | McMillan, LEE 8 | 1416 | Williams, NCAL 56 | 1489 | D&M |
| 1341 | Fisher, LM 105 | 1417 | Zarookian-Zarookian, LIS 35 | 1490 | Stephens, OC 117 |
| 1342 | Wagner, NCAL | 1418 | Heisler, FLA 121 | 1491 | Devlin, OC |
| 1343 | Cross, LEE 31 | 1419 | Noe, NCAL 67 | 1492 | Fritz, NJ |
| 1344 | Moxley, MICH 69 | 1420 | Holland, HA 76 | 1493 | Parks-Parks, LIS 41 |
| 1345 | Gregory, LEE 1 | 1421 | Shaw, HA 76 | 1494 | Calwell-VanTassell, MICH |
| 1346 | Soule, LIS 41 | 1422 | Churton, SCAL 84 | 1495 | Orr-Orr, C 128 |
| 1347 | Kempff, SCAL 55 | 1423 | Menino, LEW 51 | 1496 | Cleveland Yacht Club, LEE 1 |
| 1348 | Garrett, ND | 1424 | Tipper, NCAL | 1497 | Cleveland Yacht Club, LEE 1 |
| 1349 | Destroyed | 1425 | Rettaliata, LIS 49 | 1498 | McCormack-McCormack, NF 25 |
| 1350 | Stout, LM 105 | 1426 | Fausset-Fausset, NCAL 97 | 1499 | Clarkson, NJ 98 |
| 1351 | Houck, LEE 1 | 1427 | Dann, LM 42 | 1500 | Rumsey, DEL 109 |
| 1352 | Nelson, NCAL | 1428 | Elswick, LM 101 | 1501 | Winter, SA |
| 1353 | Wing, NCAL | 1429 | Rogers, LEW 90 | 1502 | Bailey, FLA |
| 1354 | Mercer, PN 118 | 1430 | Schock | 1503 | LeSauvage-LeSauvage, LIS 39 |
| 1355 | Fitzgerald, NCAL 67 | 1431 | Huntington-Huntington, LIS 39 | 1504 | Hazard, LIS 35 |
| 1356 | Felter, LM | 1432 | Vironda, MICH 82 | 1505 | Gordon, LEE 8 |
| 1357 | Rupert, LEE 1 | 1433 | Lindow, LIS 39 | 1506 | Nellis, LEW 65 |
| 1358 | Markelinunas, LIS 41 | 1434 | Lawton, MICH 69 | 1507 | Gard, LM |
| 1359 | Kelly, LIS 35 | 1435 | Tramontini, MICH 69 | 1508 | Timmis, LEE 31 |
| 1360 | Brown, LEE 8 | 1436 | Tweedy, NE 22 | 1509 | Adrian, LIS 41 |
| 1361 | Miller, NE 22 | 1437 | Sherman, LM 116 | 1510 | Sharp, MICH 62 |
| 1362 | Schulte, LEW 65 | 1438 | Newman, LIS 99 | 1511 | Weiler, NF |
| 1363 | Janes, MICH 69 | 1439 | Gossard, NJ 60 | 1512 | Snell, SA 72 |
| 1364 | Masteller, MICH 82 | 1440 | Croft, LEW 65 | 1513 | Fowler, LM |
| 1365 | Holzaepfel-Holzaepfel, LEW 21 | 1441 | Sampson-Sampson, LEW 3 | 1514 | Turner, OC |
| 1366 | Lippert, LEE | 1442 | Updegraff, FLA 53 | 1515 | Ortman, LEW 3 |
| 1367 | Haupt-Haupt, LEW 65 | 1443 | Smith, NCAL | 1516 | Lewis, LM 42 |
| 1368 | Jacoby, NE 22 | 1444 | Weissert, MICH 62 | 1517 | Never Built |
| 1369 | Morch, LM 6 | 1445 | Gustafson, MICH 111 | 1518 | Cleveland-Cleveland, SA 48 |
| 1370 | Reilly, SCAL 68 | 1446 | Torre, LIS 41 | 1519 | Mead-Mead, SA 48 |
| 1371 | Levin, PN 61 | 1447 | Yingling, LIS 99 | 1520 | Rahner, LM 105 |
| 1372 | Peake, LEW 65 | 1448 | Titchener, LEW 90 | 1521 | Honore, NCAL |
| 1373 | Moonan, LEE 8 | 1449 | Ervin, NJ | 1522 | Benjamin, SCAL 68 |
| 1374 | Romano, LIS 35 | 1450 | Spencer-Spencer, LM 108 | 1523 | Bruden, NCAL 67 |
| 1375 | Lord, C 129 | 1451 | Morf-Gorin, LM 70 | 1524 | Fox-Fox-Fox-Fox, FLA 53 |
| 1376 | Kern, CA | 1452 | Koester, SCAL 84 | 1525 | Wheeler, SCAL 68 |
| 1377 | Lawhead, MICH 111 | 1453 | Linthwaite, SCAL | 1526 | Aalto, NCAL 56 |
| 1378 | Williams-Williams, OC 117 | 1454 | Barber, LEW 90 | 1527 | Alstrom, NCAL 56 |
| 1379 | Jehle, LM 42 | 1455 | Caldwell, SCAL 68 | 1528 | Robertson, PN 118 |
| 1380 | Berick, LEE 8 | 1456 | Odgers, NCAL 97 | 1529 | Seward, ND |
| 1381 | Meacham, LEW 3 | 1457 | Klein, NCAL 97 | 1530 | Skodje, FLA 53 |
| 1382 | Widmann, LIS | 1458 | Nutting, NCAL 97 | 1531 | Ekstrom, LIS |
| 1383 | Schneider, SA | 1459 | Lost | 1532 | Sommers, SA |
| 1384 | Voigt, NJ 54 | | | 1533 | Katz, LEW 51 |
| 1385 | Brissman, MICH 69 | | | 1534 | Weld, NE 22 |
| 1386 | Hartman, NE | | | 1535 | Venning, CA 102 |

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|------|-----------------------------------|------|-----------------------------------|------|--------------------------------------|
| 1536 | Johnson, LM 70 | 1608 | Heinkel-Heinkel, LM 66 | 1682 | Rourke, SCAL 68 |
| 1537 | Palmer, LM 95 | 1609 | Conkle, LEW 3 | 1683 | Hogan-Hogan, NCAL 56 |
| 1538 | Howard, LEW 65 | 1610 | New Castle Sailing Club, CA | 1684 | Doak-Doak-Doak, DEL 109 |
| 1539 | Gallmeyer, MICH 69 | 1611 | Watson, CA 17 | 1685 | Keran, NCAL 56 |
| 1540 | Doughten, LEE 38 | 1612 | Fleet 107, SA 107 | 1686 | Bekemeyer, SCAL 68 |
| 1541 | Collins-Brown, NE 22 | 1613 | Schock | 1687 | Lund, SCAL 112 |
| 1542 | Patterson, MICH 87 | 1614 | Jamison, PN 115 | 1688 | McMillion, LIS 99 |
| 1543 | Anderson, DEL 132 | 1615 | Crowe, NCAL 56 | 1689 | Miller, PN 118 |
| 1544 | Skinner-Skinner, DEL 109 | 1616 | Vorhees-Vorhees, LEW 21 | 1690 | Allen-Allen, SCAL 68 |
| 1545 | Rogers, SA 45 | 1617 | Pfeffer-Lucas, FLA 53 | 1691 | Foss, SA 79 |
| 1546 | Spencer, NJ 54 | 1618 | Edwards, NE | 1692 | Fletcher-Pendleton-Pendleton, LM 116 |
| 1547 | Richardson, LM | 1619 | Steigerwald, LEW | 1693 | Gagliano, FLA |
| 1548 | Essley, NF 33 | 1620 | Touse, LEE 38 | 1694 | Fennelly, LIS |
| 1549 | Libby-Carlson, NF 46 | 1621 | Hutchison-Hutchison, SA 107 | 1695 | Weir-Weir, LIS 35 |
| 1550 | Abels, NJ 54 | 1622 | Patton-Thomas, SCAL | 1696 | Plummer, LEW 21 |
| 1551 | Erwin, NF 25 | 1623 | Hood, FLA | 1697 | Clary, NF 25 |
| 1552 | Barnard, LEE 119 | 1624 | Cook, NCAL 67 | 1698 | Hart-Hart, NF 10 |
| 1553 | Wise, DEL 24 | 1625 | Byrd, DEL 91 | 1699 | Brewster, NF 25 |
| 1554 | Howalt, SA 48 and Bolles-Pike, SA | 1626 | Cole, LIS 106 | 1700 | Jones, NF 46 |
| 1555 | Dodsworth-Dodsworth, LEE 85 | 1627 | Webb, LEW 47 | 1701 | Wolff, LEE 31 |
| 1556 | Christie, LM 116 | 1628 | Collins, PN | 1702 | Vonderau, LEE 1 |
| 1557 | Rowe, SCAL 127 | 1629 | Lost | 1703 | D&M |
| 1558 | Calkins-Calkins-Calkins, LEW 65 | 1630 | Berry, LEW 65 | 1704 | Buck, LEE 38 |
| 1559 | Bramm, SA 80 | 1631 | Marshall, FLA | 1705 | Gold, LEE 120 |
| 1560 | Hayes, NF 123 | 1632 | Sachs, NE | 1706 | Evans, NF |
| 1561 | McPartland, LM 42 | 1633 | Smith, LIS 41 | 1707 | Peterson, MICH 2 |
| 1562 | Gates, LM 108 | 1634 | Wickham, DLR | 1708 | Pollak-Pollak-Pollak, LIS 99 |
| 1563 | Kent, LM 42 | 1635 | Jones, LEE 16 | 1709 | Stauffer, LM 105 |
| 1564 | Boughton, SA 45 | 1636 | Routh, LM | 1710 | Spaugh, C 104 |
| 1565 | Coggeshall, FLA 53 | 1637 | McKinney-McKinney, MICH 62 | 1711 | Cleveland Yacht Club, LEE 1 |
| 1566 | Peach, NJ 60 | 1638 | Whitney, SA 110 | 1712 | U.S.Coast Guard Rec. Ctr., NJ 98 |
| 1567 | Zeller, LIS 39 | 1639 | Johnsen-Johnsen, LIS 35 | 1713 | Neilson, INT |
| 1568 | Palmer, SA 48 | 1640 | Howalt, SA 48 | 1714 | Birner, LIS 41 |
| 1569 | Haude, LIS 39 | 1641 | Syndor, CA | 1715 | Wahl, NF 46 |
| 1570 | Flaherty, NF 46 | 1642 | Harvey-Harvey, NF | 1716 | Oliver-Oliver, LEW 21 |
| 1571 | Barkley-Barkley, DEL 109 | 1643 | Kubistant, LM | 1717 | White, LEE 31 |
| 1572 | Holland-Bassin-Hain, OC 117 | 1644 | Arrow, LM 101 | 1718 | Holstrom, NF 46 |
| 1573 | Sills, OC 117 | 1645 | Lubarski, CA 34 | 1719 | Snyder, NJ 36 |
| 1574 | Murray, OC 117 | 1646 | Pollard, SA 80 | 1720 | Moll, NJ 54 |
| 1575 | Hosmer-Bucher, LEE | 1647 | Riley, LEE | 1721 | Marks-Krug-Krug, LEE 8 |
| 1576 | West, MICH | 1648 | Lippold-Lippold, NF 29 | 1722 | Lost |
| 1577 | Birmingham-Birmingham, LM 108 | 1649 | Rasmussen, NE | 1723 | Agel, NF 10 |
| 1578 | Purcell, LM 108 | 1650 | George, LM 105 | 1724 | Holle-Holle, DEL 109 |
| 1579 | Gove, LM 108 | 1651 | Greil, SA 89 | 1725 | Whittall-Whittall, LM 95 |
| 1580 | Sperber, C 104 | 1652 | Lanphier, SA 89 | 1726 | Skirtich, MICH 2 |
| 1581 | Frazer, PN 125 | 1653 | Van Houten, LIS 106 | 1727 | Weiss, LIS 41 |
| 1582 | Perley, LIS 39 | 1654 | Madsen, LIS 106 | 1728 | Driggers, SA 48 |
| 1583 | Duval, CA 17 | 1655 | Blackburn, LIS 106 | 1729 | Ferry, LM |
| 1584 | Baxter, NE | 1656 | Brown, NF | 1730 | Larsen, LM 70 |
| 1585 | Lost | 1657 | Taylor, FLA 88 | 1731 | Green, LEW 51 |
| 1586 | Trimble, DEL 24 | 1658 | Hager, SA 110 | 1732 | Millholland, MICH 69 |
| 1587 | Ficks, LEW 65 | 1659 | Dickinson, LM 95 | 1733 | Wohlfeld-Wohlfeld-Wohlfeld, MICH 87 |
| 1588 | Fabens-Fabens, LEE 8 | 1660 | Kronenberg, LIS | 1734 | Johnson-Johnson, LEW 3 |
| 1589 | Grewer, LIS 99 | 1661 | Fellers, LEE 31 | 1735 | Rubin, NF 10 |
| 1590 | Albert, NF 29 | 1662 | Tucker-Tucker-Tucker, NF 25 | 1736 | Rockett, LIS |
| 1591 | Alexander, CA 34 | 1663 | Hulce-Hulce, MICH 62 | 1737 | Kinser, LEE 16 |
| 1592 | Marsland, LIS and Fairclough, NJ | 1664 | Mentor Harbor Yaching Club, LEE 8 | 1738 | Fischer, LIS |
| 1593 | Wilhelm, LM | 1665 | Lost | 1739 | Johnson, SA 45 |
| 1594 | Hamel, LEW 65 | 1666 | Pfaff-Pfaff, NF 25 | 1740 | Seith, LEW |
| 1595 | Riley, LIS 32 | 1667 | Bulford, LEW 21 | 1741 | Gibb, NF 122 |
| 1596 | Hall-Tichenor, NF 10 | 1668 | Posey, LEW 23 | 1742 | Fesperman, SA 114 |
| 1597 | Albert, LIS | 1669 | Coates, LM 95 | 1743 | Elliott, LM 42 |
| 1598 | Thron, NE | 1670 | Knight, C 128 | 1744 | Allison, SA 79 |
| 1599 | McBrier, LEE 85 | 1671 | Totten, LM 95 | 1745 | Wood, LEW 90 |
| 1600 | Barnes-Schalck, LM 6 | 1672 | Clough, LIS 35 | 1746 | Whalen, MICH 69 |
| 1601 | Vogt, C 104 | 1673 | Evert, PN | 1747 | Kaehler-Meach, MICH 2 |
| 1602 | Genz, SA 89 | 1674 | Gray, PN | 1748 | Were, FLA 121 |
| 1603 | Siedel, LEE 1 | 1675 | Jones, PN | 1749 | Trudeau, LEW 37 |
| 1604 | Waddington, NJ 54 | 1676 | McCormack-McCormack, NF 25 | 1750 | Bales-Bales, NF 46 |
| 1605 | Wilen, LIS 41 | 1677 | Wittenberg, PN | 1751 | Ryan, NF 123 |
| 1606 | Corrissen, LIS 41 | 1678 | New Castle Sailing Club, CA | 1752 | Conner, SA 107 |
| 1607 | Cantrell, C 104 | 1679 | Noisom, C 113 | 1753 | May, SA 107 |
| | | 1680 | Zimmers-Zimmers-Zimmers, LM 6 | 1754 | Fillion, LM 116 |
| | | 1681 | Anderson, HA 76 | | |

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| 1755 | Dann, LM | 1830 | Nelson, MICH 111 | 1906 | O'Hara, NF 10 |
| 1756 | Broyles, SCAL 127 | 1831 | Trucksess, NJ 98 | 1907 | Sinnott, NF 46 |
| 1757 | Stuart, SCAL 127 | 1832 | Oldejans, OC | 1908 | Crawford, LIS |
| 1758 | Halpert, LIS | 1833 | Knapp, SA 48 | 1909 | Funk, LEW 65 |
| 1759 | King, SA 79 | 1834 | Johnson, SA 110 | 1910 | Clifford, SA 45 |
| 1760 | Wuichet, SA 79 | 1835 | Thunberg, CA 34 | 1911 | Maier, LEE 38 |
| 1761 | Zimmerman, MICH 2 | 1836 | Welch, SA 110 | 1912 | Hare, LM |
| 1762 | Miller, LEW 47 | 1837 | Edwards, SA 110 | 1913 | Scherr, SA 72 |
| 1763 | Nordin, LEW 37 | 1838 | Baker, SA 114 | 1914 | Mast, LEE |
| 1764 | Artman, LEW 65 | 1839 | Booth, CA 34 | 1915 | Poll, LM |
| 1765 | Lost | 1840 | Malone, NJ | 1916 | Leighton, NJ |
| 1766 | Edwards, NJ | 1841 | Epstein-Slawecki, CA 17 | 1917 | Maddox, SA 79 |
| 1767 | Doering, LM | 1842 | Kirby, LEE 31 | 1918 | Gibson, SA 114 |
| 1768 | Brown, LEE | 1843 | Moore, NJ 98 | 1919 | Stephens, LEW 65 |
| 1769 | Strobel, SA 79 | 1844 | New Castle Sailing Club, CA | 1920 | Nauta, NE 22 |
| 1770 | Trimmer, CA 34 | 1845 | Hardiman, SA 114 | 1921 | Endress, LEE 1 |
| 1771 | Thurber, LEE 1 | 1846 | Gray, SA 114 | 1922 | Walker, CA 102 |
| 1772 | Shoemaker, C 113 | 1847 | Moquin-Anderson, SA 80 | 1923 | Licking, LEW 65 |
| 1773 | Larsen, PN | 1848 | Bartlett, LIS 99 | 1924 | Miller , SCAL 84 <i>Oliver</i> |
| 1774 | Cline, LEW 65 | 1849 | Prieser-Schengeli, LEE 16 | 1925 | Elliott, LIS 35 |
| 1775 | Gilmore, FLA 53 | 1850 | Henry, NE | 1926 | McRae, PN 115 |
| 1776 | Miller, LEE | 1851 | Stewart, NF 33 | 1927 | Rowell, PN 118 |
| 1777 | Rudd, LIS 35 | 1852 | Frane, NCAL | 1928 | Maltby, PN 118 |
| 1778 | Selikoff, SA 89 | 1853 | Hoyt-Shaw, LEE | 1929 | Everett, SA 107 |
| 1779 | Kauer, LEW 126 | 1854 | Anstrom, LEE 31 | 1930 | Summers-Summers, FLA 121 |
| 1780 | Morris, MICH 11 | 1855 | Butts-Butts, LEW 3 | 1931 | Furr, SA 107 |
| 1781 | Tucker, LM 105 | 1856 | Tumlin-Tumlin, SA 48 | 1932 | Rowland, DEL |
| 1782 | McMahon, LEE 8 | 1857 | Strachan, NF 10 | 1933 | Cazier, SCAL 68 |
| 1783 | Hopkins, SA 79 | 1858 | Wilson, NF 29 | 1934 | Jones, DEL 132 |
| 1784 | Zangerle, LEE 4 | 1859 | Munson, NCAL 67 | 1935 | Woolen, SA 79 |
| 1785 | Frederick, CA | 1860 | Guild, NE | 1936 | Christian, LEE 38 |
| 1786 | Hazard, SA 107 | 1861 | Nye, LEE 16 | 1937 | Hansen, LM |
| 1787 | Thomson, LEE 31 | 1862 | Seymour, LEE 8 | 1938 | Bridgman, LM |
| 1788 | Tuta, LEE 31 | 1863 | Lilly, LEE 120 | 1939 | deWetering, SA 48 |
| 1789 | Pray, SCAL | 1864 | Godfrey, NJ 54 | 1940 | Cox, MICH 69 |
| 1790 | Hutchins, HA 76 | 1865 | Lillis, LEE 85 | 1941 | Hartman, SA 114 |
| 1791 | Horn, NJ 81 | 1866 | Cady, LM 95 | 1942 | Sheard, LEW 3 |
| 1792 | Thomas, NCAL 56 | 1867 | Wygant, LEW 23 | 1943 | Weir, SA 45 |
| 1793 | Crist, DEL 109 | 1868 | Sewell-Spires, SA 79 | 1944 | Kiligas, CA 102 |
| 1794 | Hareison, NCAL 56 | 1869 | Majane, CA 34 | 1945 | Bower, LEE 8 |
| 1795 | Ingrim, NCAL 56 | 1870 | Hites, LEE 38 | 1946 | Gresham, SA 45 |
| 1796 | Whiting, LEE 8 | 1871 | McLaughlin, LIS | 1947 | Knight-McNerney, LM 116 |
| 1797 | Moore, SCAL 84 | 1872 | Delaney, LEE | 1948 | Massey, SA 110 |
| 1798 | Ory-Ory, DEL 109 | 1873 | Grossoehme, LEW 90 | 1949 | Moffat, LM 42 |
| 1799 | Guilford, LEE 1 | 1874 | Silk-Silk-Silk, LIS 99 | 1950 | Hamm, NJ 98 |
| 1800 | Royce, LEW 21 | 1875 | Mears, SA 110 | 1951 | Robbins, LIS 39 |
| 1801 | Wheelock, LEE 85 | 1876 | Bennett, PN | 1952 | McNitt-McNitt, LEW 65 |
| 1802 | Brown's, DLR | 1877 | Craig, NF | 1953 | Neill, MICH 69 |
| 1803 | Powers-Powers, DEL 109 | 1878 | Dobson, LM 6 | 1954 | Weiner, DEL 91 |
| 1804 | Stephenson, DEL 24 | 1879 | Henry, LEE | 1955 | Zimmerman, DEL 24 |
| 1805 | Stewart, C 113 | 1880 | Bauman-Bauman, DEL 91 | 1956 | Voided |
| 1806 | Kolesar, LIS 35 | 1881 | Stichter, FLA 88 | 1957 | Spear-Reynolds, NF 46 |
| 1807 | Gish, SA 72 | 1882 | Smith, NF | 1958 | Kitchin, NJ 36 |
| 1808 | King-King, MICH 69 | 1883 | Slack, NF 10 | 1959 | Chase-Chase, SA 48 |
| 1809 | Colgan, NF 46 | 1884 | Linder, LEW 65 | 1960 | Jones, NE |
| 1810 | Hackett, LIS 106 | 1885 | Rountree, MICH 69 | 1961 | Dale, DEL 91 |
| 1811 | Robinson, NF 10 | 1886 | Kelsey, NF 10 | 1962 | Coit, DEL 132 |
| 1812 | Emrick, LEE 1 | 1887 | Taylor-Taylor, LEE 38 | 1963 | Venham, LEW 21 |
| 1813 | Kauffman, MICH 69 | 1888 | Fleming, LEW 21 | 1964 | Robertson, SA 107 |
| 1814 | Middlebrook-Middlebrook, DEL 24 | 1889 | Clover, LEW 65 | 1965 | May, SA 48 |
| 1815 | Wilson, LIS 99 | 1890 | Bonner, NCAL 56 | 1966 | Heimbürger, MICH 69 |
| 1816 | Hartzell, LEE 38 | 1891 | Brett, LM 105 | 1967 | Murphey, DEL 132 |
| 1817 | Poole, CA 28 | 1892 | Chew, PN 125 | 1968 | Benjamin, LM 116 |
| 1818 | Walsh, NJ 54 | 1893 | Pratt, SCAL 84 | 1969 | Ebbesen, PN |
| 1819 | Horton, C 104 | 1894 | Borman, PN 118 | 1970 | Davis, PN 125 |
| 1820 | Kuhn, LEE 1 | 1895 | Wolters, LIS 41 | 1971 | Battan, RM 131 |
| 1821 | McLallen, MICH 69 | 1896 | Prentice, LM 105 | 1972 | Wood, DEL 92 |
| 1822 | Aldridge, LEE 16 | 1897 | Goodwin-Goodwin, NCAL 97 | 1973 | Groshart-Groshart-Croshart, PN 25 |
| 1823 | Greenhalgh, SA 110 | 1898 | Greenwood-Greenwood, LM 108 | 1974 | Dunthorn, NF 10 |
| 1824 | Oldham-Oldham, SA 107 | 1899 | Ozment, LM 108 | 1975 | Perdue, LIS 39 |
| 1825 | Tidball, LEE 38 | 1900 | Miller, NJ | 1976 | Martin-Martin, SA 72 |
| 1826 | Wade, SA 45 | 1901 | Crutcher, LEW 47 | 1977 | Spencer, LEE |
| 1827 | Stoner, MICH 69 | 1902 | Kamba, LM | 1978 | Schwanhauser, LIS 32 |
| 1828 | Homes, LIS | 1903 | Stringer, C 113 | 1979 | Spitz, C 113 |
| 1829 | Jackman, MICH 111 | 1904 | Gans, LEW 47 | 1980 | Ward, RM 131 |
| | | 1905 | Matheos, NF 10 | | |

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| 1981 | Walker, PN 125 | 2057 | D&M | 2127 | Bongiovanni, NF 25 |
| 1982 | Sherlock, PN 118 | 2058 | Lumbra, MICH 87 | 2128 | Mentor Harbor Yachting Club, LEE 8 |
| 1983 | Weinshenker, LEW 65 | 2059 | FitzSimons-Mauritsen, LM 108 | 2129 | Graf, NJ |
| 1984 | Lost | 2060 | Moller, SCAL 127 | 2130 | McLeod, PN |
| 1985 | Bucholz, PN 125 | 2061 | Thrash-Thrash, SA 110 | 2131 | Hanna, LEE 120 |
| 1986 | Howerton, SA | 2062 | McKinley, SCAL 112 | 2132 | Houlihan, FLA 88 |
| 1987 | Golden, NJ 81 | 2063 | Watson, SA 107 | 2133 | McCrory-McCrory, FLA 133 |
| 1988 | Duckworth-Duckworth, SA 107 | 2064 | D&M | 2134 | Chase, FLA 88 |
| 1989 | Wiedeman, NJ 54 | 2065 | DeVries, SCAL | 2135 | McIntyre, FLA 53 |
| 1990 | Emde, SA 114 | 2066 | Furlong, PN 118 | 2136 | Labry-Labry, FLA 133 |
| 1991 | Lloyd, LEE 124 | 2067 | Riet, SCAL 68 | 2137 | Thomsen, DLR |
| 1992 | Santone-Santone, LM | 2068 | D&M | 2138 | Breaw-Breaw, ND |
| 1993 | Arfman, NF 10 | 2069 | Dornin, LEE 1 | 2139 | Hudson, ND |
| 1994 | Smith, NCAL | 2070 | Kreid, LM 101 | 2140 | McDonnell, NF 10 |
| 1995 | Beach, SA 130 | 2071 | Campbell, NCAL 67 | 2141 | Carpenter, SA 45 |
| 1996 | Cole, LEW 3 | 2072 | Lewy, SCAL 127 | 2142 | Bell, PN 61 |
| 1997 | McBride, SA 80 | 2073 | Weisel, PN | 2143 | Carroll, C 129 |
| 1998 | McCurry, LEW 51 | 2074 | Ronhaar, DEL 91 | 2144 | Lebrun, LEE 120 |
| 1999 | Lasky, MICH 69 | 2075 | Fitting, DEL 132 | 2145 | Rosend, LEE 130 |
| 2000 | Wood, LEE | 2076 | Hensley-Hensley, LM 108 | 2146 | Wetzel, MICH |
| 2001 | Petro, LEE 31 | 2077 | Little-Cooper, LEE 16 | 2147 | Never Built |
| 2002 | Prickett, C 113 | 2078 | D&M | 2148 | Never Built |
| 2003 | Thompson, LEE 31 | 2079 | Strassenburgh-Strassenburgh, NF 10 | 2149 | Stubbs, PN 115 |
| 2004 | Adkins, LIS 99 | 2080 | Storm, NF 10 | 2150 | Bierley, LEE 85 |
| 2005 | Anguish, SA 77 | 2081 | Wallace, NF 46 | 2151 | Doncoes, LEW 37 |
| 2006 | Shields-Shields, LEE 31 | 2082 | Tauber, NF | 2152 | Henning, LEW 90 |
| 2007 | Milani, LEE 31 | 2083 | Becker, LEE | 2153 | Burkett-Sund, FLA 53 |
| 2008 | Nelson, MICH 62 | 2084 | Guthrie, PN 125 | 2154 | White, LEE 4 and Thomas, LEE 1 |
| 2009 | Richey, LEW 65 | 2085 | Haskins, DLR | 2155 | Pearson, MICH 82 |
| 2010 | Nolan, LEE 31 | 2086 | Phillips, DEL 132 | 2156 | Enggasser, LEE 4 |
| 2011 | Mariner, LIS | 2087 | Gregory, SA 48 | 2157 | Carlson, LEW 90 |
| 2012 | Harrington, LM | 2088 | Daugherty, PN 61 | 2158 | Simpson, SA 89 |
| 2013 | New Castle Sailing Club, CA | 2089 | Gent-Gent, LM 108 | 2159 | Shepard, NF 29 |
| 2014 | Craig, NF | 2090 | Kalman, LEE | 2160 | Reller, LEW |
| 2015 | Loftfield, LEE | 2091 | McCallen, LM 95 | 2161 | Crume, DEL 91 |
| 2016 | Tomlin, MICH 111 | 2092 | James, DEL | 2162 | Smeds, NCAL 56 |
| 2017 | Bookner, LEE 31 | 2093 | Alexander, PN 61 | 2163 | Franceschi, SCAL |
| 2018 | Meiners, LM 95 | 2094 | Woodson, SA 48 | 2164 | Wentworth, SCAL 68 |
| 2019 | Howes, MICH | 2095 | Hommel, LEE 8 | 2165 | Pac. Tent & Awning, DLR |
| 2020 | Griener, LEW 37 | 2096 | Dean, NF 29 | 2166 | Ellis, SA 72 |
| 2021 | Kirchhoffer-Kirchhoffer, NJ 54 | 2097 | Mentor Harbor Yachting Club, LEE 8 | 2167 | Haupt, LEW 65 |
| 2022 | Gerber-Gerber, FLA 88 | 2098 | Schilke, MICH | 2168 | Bletso, LEE 16 |
| 2023 | Borchers, NJ 81 | 2099 | Schmidt-Schmidt, LEW 21 | 2169 | Harriman, PN |
| 2024 | Beckner, SA 45 | 2100 | Garaci, CA 102 | 2170 | Rambo, PN |
| 2025 | Karl, NF 123 | 2101 | Payne, FLA 88 | 2171 | Brown, C 128 |
| 2026 | Fenno-Fenno, NF 123 | 2102 | Jewell, CA 102 | 2172 | Green, DEL 92 |
| 2027 | Lawrence-Lawrence, NF 123 | 2103 | Mills, LEW | 2173 | Fillip, DEL 92 |
| 2028 | Vlasich, DEL | 2104 | Mentor Harbor Yachting Club, LEE 8 | 2177 | Darr, C 128 |
| 2029 | Doak, NF 123 | 2105 | Tyler, MICH 69 | 2178 | Bressler, LEE 85 |
| 2030 | Blome, LEE 8 | 2106 | Mentor Harbor Yachting Club, LEE 8 | 2179 | Scottford, LEW 90 |
| 2031 | Finkle, NF 10 | 2107 | Trost, LIS 106 | 2180 | McQuaid, FLA 133 |
| 2032 | Kober, LEW 65 | 2108 | Mentor Harbor Yachting Club, LEE 8 | 2181 | Engelbach, LEW 126 |
| 2033 | Gibb, NJ 36 | 2109 | McKee, LIS 106 | 2182 | James, LEE 38 |
| 2034 | Drury, INT | 2110 | McGregor-DeBruine, LM 66 | 2183 | Myers, LIS |
| 2035 | Ellis, LEE 38 | 2111 | Duckworth, LEE 16 | 2184 | Jones, DEL 24 |
| 2036 | Hersh, CA | 2112 | Ganyard, LEE 1 | 2185 | Mikkelsen, LEE |
| 2037 | Minor, NF 10 | 2113 | Lassiter, CA 28 | 2186 | Robinson, LEE 1 |
| 2038 | Brown, LEW | 2114 | Weeks, NJ 98 | 2187 | Beckford, LEW |
| 2039 | Newman, LEW 47 | 2115 | Vawter, SCAL 55 | 2188 | Berlien, MICH 11 |
| 2040 | Andrew, LEW 21 | 2116 | Roop, SA 72 | 2189 | Franzen, LM |
| 2041 | High, MICH 111 | 2117 | Theobald, RM 131 | 2190 | Pasternak, NJ 54 |
| 2042 | Briskey, SA 72 | 2118 | Franklin, C 113 | 2191 | Simons, NJ 81 |
| 2043 | Suttle, LEE 124 | 2119 | Watson, C 113 | 2192 | Travis, LEE |
| 2044 | Welton, SA 45 | 2120 | Billinghurst, LEW 51 | 2193 | Childs-Childs, LM 116 |
| 2045 | Rahmberg, LM 95 | 2121 | Himsworth, LEW 21 | 2194 | Sharp-Wakefield, LM 116 |
| 2046 | Bohner, LM 95 | 2122 | Zuber, LEE 120 | 2195 | Stehle, NF 123 |
| 2047 | Fricker-Fricker, SA 48 | 2123 | Leach, DEL 91 | 2196 | Kastel, LM 116 |
| 2048 | Fields, SA 77 | 2124 | Hoffmeister, PN | 2197 | Baker, LM |
| 2049 | Cook, LEE 38 | 2125 | Schaefer, LM 108 | 2198 | Reis, LM 101 |
| 2050 | Lockwood, MICH | 2126 | Mentor Harbor Yachting Club, LEE 8 | 2199 | Kennedy, SA 48 |
| 2051 | Critzer, LEW 3 | | | 2200 | Bernard, LEW 37 |
| 2052 | Groschner, MICH 2 | | | 2201 | Chamberlain-Chamberlain- Chamberlain, CA 17 |
| 2053 | Browning, LM | | | 2202 | Newton, C 104 |
| 2054 | Bishop, SA 48 | | | | |
| 2055 | Collart, LEE 1 | | | | |
| 2056 | Strauss, MICH | | | | |

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| 2203 | Jackson, LEE | 2284 | Foght, LM 6 |
| 2205 | Campbell, LIS 32 | 2287 | Jacobson, LIS 99 |
| 2206 | Browne, LEW | 2288 | Reed, C 113 |
| 2207 | Palmer, NF 25 | 2289 | Fairfax, PN |
| 2208 | Bassett, LEW 65 | 2291 | Humpleby, LEW 21 |
| 2209 | MacLean, MICH 87 | 2294 | Wood, PN |
| 2211 | Schmitz, PN 61 | 2295 | Felter, DEL |
| 2212 | Bray, PN 118 | 2296 | Castellano, LIS 106 |
| 2213 | Siddoway, PN 118 | 2297 | Gough, LIS 106 |
| 2214 | Sinclair-Pelton, LM 108 | 2298 | Zeller, LIS 106 |
| 2215 | Fox, SCAL | 2299 | Grimball-Grimball, C 129 |
| 2217 | Otto, SCAL 68 | 2300 | Auvenshine, SCAL 68 |
| 2218 | Smith, SCAL 68 | 2301 | Fikuart, LM 95 |
| 2220 | McDonough, LIS 99 | 2302 | Randa, CA 17 |
| 2221 | Wood, LEE | 2303 | Reider-Van Horn, LEE |
| 2222 | Sidebotham-Sidebotham, SA 114 | 2304 | Woodard, CA 34 |
| 2223 | Lindstrum, LEE | 2306 | Finefrock, LEE 38 |
| 2225 | Biggers, C 104 | 2307 | Owens, LEW 65 |
| 2226 | Kloepfer-Kloepfer, FLA 121 | 2308 | Smith, NF 122 |
| 2227 | Kleimeyer, LEW 90 | 2309 | Stander, MICH 69 |
| 2228 | Hart-Hart, LEW 65 | 2311 | Whitworth, LIS |
| 2229 | Nowakowski, NF 123 | 2316 | Ellenbest, FLA |
| 2230 | Horton, PN 125 | 2317 | Leonard, SA 110 |
| 2231 | Titgemeyer, LEE 8 | 2318 | Leiby, NE |
| 2232 | Walker-Richards, LM 6 | 2319 | Brenner, LEW 90 |
| 2233 | Tidball, LEE 38 | 2321 | Brenner, LEE |
| 2234 | Rosenauer, ND | 2322 | Reed, LEE 4 |
| 2235 | Tower, PN | 2323 | Prause-Hanckel, C 129 |
| 2236 | Smith, PN | 2324 | Wolf, LM 42 |
| 2239 | Covington, LM 105 | 2325 | Turner, SA 89 |
| 2240 | Beckham-Kirby, PN 125 | 2326 | Fecher, SA 89 |
| 2241 | Milnes, NJ 81 | 2327 | Collins, LIS 99 |
| 2242 | Hobock-Hobock, LM 108 | 2329 | Killien, LIS |
| 2244 | Trobaugh, LM 116 | 2330 | Gaenzle, NF 46 |
| 2245 | Edgewater Yacht Club, Inc., LEE 4 | 2332 | Francis, LEW |
| 2246 | Edgewater Yacht Club, Inc., LEE 4 | 2333 | Nixon, NF 123 |
| 2247 | Edgewater Yacht Club, Inc., LEE 4 | 2345 | Calhoun-Calhoun, C 104 |
| 2248 | Frost, LM 95 | 2346 | Bragg, NJ 36 |
| 2249 | Graham, CA | 2350 | Plank-Plank, NF 25 |
| 2250 | Thompson, DEL 24 | 2353 | Kimmel, LEW |
| 2251 | Wilson, LEE 130 | 2363 | Ball, LEW |
| 2252 | Schauman, NF | 2366 | Julius-Julius-Julius-Julius, LEW 37 |
| 2253 | Blair, LEE 38 | | |
| 2254 | John-Kjaer, PN 118 | | |
| 2255 | May, LIS 99 | | |
| 2256 | Meissner, LM 6 | | |
| 2257 | Holdsworth, LIS | | |
| 2258 | Radin, LEW 90 | | |
| 2259 | Morganstern, LEE | | |
| 2260 | Redding, FLA 121 | | |
| 2261 | New Castle Sailing Club, CA | | |
| 2262 | Scott, MICH | | |
| 2263 | Hartwell, DEL 26 | | |
| 2264 | Smith, CA 28 | | |
| 2265 | Bavis, LEW 65 | | |
| 2266 | Hatton, LEW 23 | | |
| 2267 | Krippendorf, FLA 53 | | |
| 2268 | Mead-Mead, FLA 133 | | |
| 2269 | Bliss, FLA 133 | | |
| 2270 | Ford-Pattishall, FLA 133 | | |
| 2271 | Ashby-Fowler, FLA 133 | | |
| 2272 | Mahoney-Corse, FLA 133 | | |
| 2273 | Schultz, FLA 133 | | |
| 2274 | DuPree, FLA 133 | | |
| 2275 | Moseley-Moseley-Danciger, FLA 133 | | |
| 2277 | Sampson, C 129 | | |
| 2278 | O'Donnell, NF 25 | | |
| 2279 | Koons, NJ 98 | | |
| 2280 | Goldsmith, MICH | | |
| 2281 | Ferguson, NJ 98 | | |
| 2282 | Shaffer, LEW 37 | | |
| 2283 | Ohso, CA 17 | | |