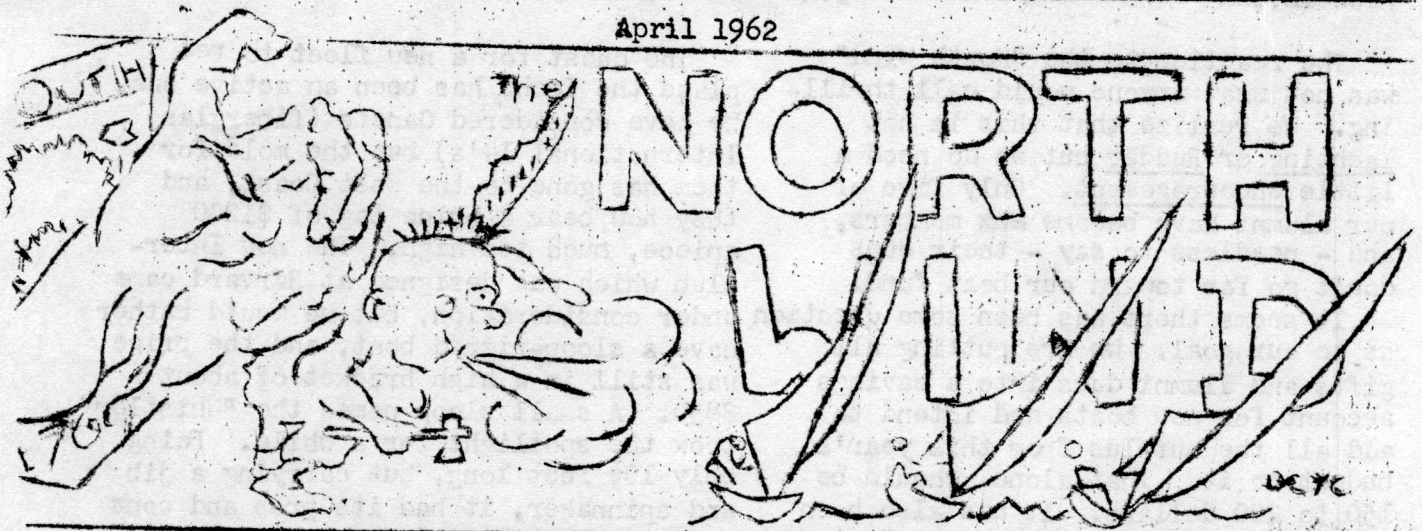


April 1962



Spring Cleaning

Along with the first signs of spring came spring vacation and some time to work on the clubhouse. After visiting Steve Blecher at Fire Island I returned to Hanover to investigate and remedy the wear and tear on the fleet last year. Housekeeping was established on Shaker Boulevard and work was begun. The tillers and hiking sticks looked like the easiest place to start and so they got sanded and two coats of varnish. The International 14 spar had a crack or two plus black varnish around the butt so it was next in line. Sanding removed the black spots and glue filled in the cracks, all covered with two coats of varnish.

Steve returned Monday night and helped gather melting water from the roof for washing and melting snow for cooking. We had an early morning visitor of a hungry mouse, but the only damage done was a little nibbled off a stick of butter in the cardboard box which served as our ice box! The rest of the day was spent sanding the inside of the 14 and giving it a coat of varnish.

During the evening we took turns rasping out a new tech rudder from 1" oak which we had glued and cut to shape earlier. Final sanding and shaping was done on campus the next day.

With a break in the weather there was a chance to work outside and we attacked the docks with a wial. One was completely covered over with new wood, others were patched and all fittings were tightened. Channel iron has
cont. page 3.

RVM

Conn. Valley Championships

RVM

Bea soup greeted us Sunday morning 8 April when we arrived at Yale for the regatta. Fred Doane skippered A division with Gil Kruschwitz and Dave Presberg, sharing the crewing chores while Tad Kiefaber crewed B division with myself as skipper. We rigged in the fog and seeing our determination it lifted enough to show us the course and we quickly tried to get underway. The wind was light when it existed and tended to blow from opposite directions at each end of the course.

During the first round Fred pinched his hand under the hiking stick (which was easy to do, I later found out ... the hard way) and in the resulting confusion hit a mark. The second "A" race was sailed at once after boat shifts, but we still showed signs of frostbite from the long winter months and sailed across in fourth place.

Then the "B" division got a crack at it. The wind had picked up slightly although it was still fluky in spots. Reaching the weather mark in a close fourth position, we headed downwind and decided to take a gamble. Hardening up to weather of the fleet, we tried tacking downwind. Our luck held until we were abeam of the leaders halfway down the leg, and then we hit one of those fluky spots. We got a marvelous view of all the pretty boats sailing by to leeward! We finished that one last. The second "B" race resulted in a fourth.

At the start of the third "B" race we thought our turn had come, hitting the starting line right on the second -
cont. page 3

The reaction to the "North Wind" was not what anyone would call thrilling. We realize that this is not Yachting or Rudder but we do need a little encouragement. Only five of our alumni have become ~~xxx~~ members, and - needless to say - their dues don't go far toward our boat fund.

It seems there has been some question as to our goal. We are putting all gifts and alumni dues into a savings account for new boats and intend to add all the surplus from this year's budget to it. That alone should be 150 to 200 dollars. It has also been decided that "alumni membership" includes all friends of the DCYC.

On the bright side, however, we received a membership from Mr. Aldrich, a past commodore who lives in Brazil; and near-by, from Mr. Snite who lives right across the river in Norwich and is active in the summer club.

We appreciate hearing what you have to say, so take a minute write us if you can. It is our understanding that Mr. Bob Woolman at Newport Yacht Club, Rochester, N.Y., is selling his Lightning. The boat's number is up in the 5000's and is in top shape. Anyone interested should inquire further - or if you have something to advertise, let us know and we'll pass it along to everyone else.

This is the last copy of the "North Wind" which will be sent to everyone. Only members will receive further copies, so if you're interested in keeping up with sailing at Dartmouth - and doing something about it - how about helping out toward a new fleet by becoming an alumni member! Note: checks should be made out to Dartmouth College and have DCYC marked on the pay-line. In this way they become tax-deductable.

- Officers:
- Commodore.....Rick Van Mell
- Vice-Commodore.....Tad Kiefaber
- Secretary.....Gil Kruschwitz
- Treasurer.....Rich Miller
- Racing Team Captain....Steve Blecher

The quest for a new fleet to replace the Techs has been an active one. We have considered Ganets (fiberglass International 14's) but the mold for them has gone to the West Coast, and they now bear a price tag of \$1200 apiece, much too high. The new Inter-club which was designed at Harvard came under consideration, but we would rather have a sloop-rigged boat, and the price was still in a high bracket of about \$850. A small sloop named the "Whistler" took the spotlight for a while. Being only 10½ feet long, but carrying a jib and spinnaker, it had its pros and cons with people taking sides. Even the price tag of about \$650 shipped was encouraging.

The real break came last week when Virgil Poling, director of the Student Workshop, renewed his kind offer to build fiberglass hulls for us. With the opening of Hopkins Center next fall the Workshop will have complete facilities for working with fiberglass. First estimates indicate that hulls about the size of an International 14 and complete with hollow wooden spar, fittings and sails for an additional \$300, bringing the cost per boat to a very reasonable \$500.

Mr. Poling is now drawing up an itemized estimate sheet while we are looking into any patent problems which might exist, and looking for a sailmaker to do the job.

To build eight new boats would cost \$4000 plus the cost of a mold. Needless to say we have a long way to go to reach that goal and alumni help would be much appreciated. The way it looks now we have tentative arrangements to sell our fleet at several schools for a total of \$2000 (\$250 each) That leaves only \$2000 to accumulate. We have reason to believe the Summer Club could come through with \$1000. Our present savings fund of alumni contributions plus year-end surplus should come to \$300. That leaves only \$700 to be gotten and we will be counting on alumni for a good part of that. Any suggestions, donations, or materials would be greatly appreciated.

SPRING CLEANING
(continued from page 1)

since been added to the float which supports the ramp for the wheels to roll in and prevent the wood from splitting. Naturally everything gets a coat of paint or two.

Back inside again and lots of little things to do besides chop wood to keep the fires going. A new winch handle was fabricated for the "14", the rudder, tiller and centerboard were painted and the boom collected two new coats of varnish.

After clearing out picnic tables, the "14" was turned over to let the second coat of varnish harden while the bottom was sanded smooth from rail to centerboard. The underwater surface was treated to two coats of copper bottom paint, and the topsides got a fresh coat of green.

As vacation drew to a close Tad returned with paint and supplies from home, Steve returned a second time from New York with parts and Brian brought up the new refrigerator to replace the old one, which shorted out last fall. With more good weather we were able to string one last length of wire up the hill to complete our ~~wire~~ ~~ing system~~ lighting system, which was partially completed last fall. The lights can now be turned on or off from either the top or bottom of the hill.

With the "rec" crew hard at work all we need now is open water - and that can't come soon enough!

Women's Regatta

GHK

The DCYC is holding the Spring Women's Regatta on May 5th and 6th. Invitations have been sent to Bennington, Colby, Conn, Holyoke, Pembroke, Schools, Simmons and Skidmore. The program for the regatta weekend includes a dinner and party at the clubhouse on Saturday night, then racing from 9 - 4 on Sunday. Last fall Holyoke did some fine racing to sail away with first place.

Rec Program

WHK

The DCYC "Rec" program is one way in which students can fulfill their

CONN. VALLEY CHAMPIONSHIPS
(continued from page 1)

only to discover four seconds later that the automatic starter had gained four seconds - and we were called back. We recrossed the line and still managed to work our way back into second place. The breeze, which had by now built up to reasonable proportions, started to die and the fourth "B" race saw us back in fourth again.

Crews were ferried out from the dock, and the third "A" race was sailed in a dying breeze which just got the fleet across the finish line about 4:30. Fred was a victim of the fickle wind, finishing with only one boat behind him.

The final totals put Yale, Amherst, Coast Guard and Wesleyan ahead of us, and Trinity astern. The regatta was outstanding in that no protests were heard. (There were two withdrawals.) We agreed on one thing on the long drive home; we need practise, but are ready to go again, aches, pains, pinched fingers and all!

New Office

GHK

The DCYC has been fortunate in procuring an office at 36 Robinson Hall. We moved in late in the winter term as the Winter Carnival Council (with whom we are sharing the room) moved out for the season. The office provides room for efficient filing of club correspondence and records. Also, it permits greater ~~contact~~ contact between the club and the students as well as easier control of the Rec program.

Rec Program continued

college physical education requirement. This term we have our quota of thirty-two members in the program. Normally each member is required to go down to the club twice a week, either to sail, practice racing, or work on the club. However, since Lake Mascoma is still icebound we have been substituting a chalk talk for one of these two trips. Because of the differences of skill, these talks have been divided into three classes: one for beginners, one for intermediates, and one for those on the team. So far interest has been high.

Continued page 4.

FRESHMAN REGATTA

rjm

Rec Program

(continued from page 3)

While driving down Route 32 toward the Coast Guard Academy early Sunday morning, 8 April, I got my first view of the Thames River, its mirror-like surface reflecting a dary grey sky. Once I got the nerve to drive down the shaky dock, I found the rest of the Freshman Team puffing on cigarettes trying to find out where the wind was coming from. They had arrived there the night before and managed to find rooms despite the fact that the Academy had misplaced our entry blank.

As soon as the other eleven schools arrived, we paddled out into the river and prepared for the start. Skippering "A" division Bill Gorton and his crew Sandy Stopford, tried to cut ins ide the Coast Guard boat at the leeward mark, but unfortunately, the gap was quickly closed, and Bill lost. Getting off to a poor leeward start in "B" division, skipper Rich Miller and crew Tim Bryant managed to get by a number of port tack boats as they approached the first mark on starboard, thus finishing in second place. The next pair of races were uneventful, but the outgoing tide was beginning to be bothersome.

In the third race Miller and Bryant, again off to a poor start and trailing the fleet, decided to shoot far wide of the second mark to counteract the tide. Well, they rounded the mark in first place, a quarter-mile ahead of the nearest boat. As a result we were in third place at lunch time.

In the last few races Gorton and Stopford improved, and Miller and Bryant, after getting off to a fine port tack start and fighting for the lead, suddenly decided to go swimming! They swamped while jibing around the leeward mark, and the typical April temperatures of the Thames River did the rest. At the end of the day the team was tenth behind winning Harvard, and their only compensation was beating Holy Cross, who had won the Freshman invitationals in the fall.

The result of this spirit is evidenced by the work accomplished thus far in preparing the clubhouse and boats for another busy season. The docks have been put back in shape and repainted. The Techs have had seats sanded and varnished. Spars have been cleaned; running rigging replaced; and new mast steps made. The mooring s and marks have been scraped and repainted, and the inside of the clubhouse has been cleaned and put in order. If this spirit continues, it should prove to be an excellent season, with many of the "rec" members returning next year.

1962 Schedule

SDB

After attending a series of monthly meetings all through the winter, the DCYC now has one of the best and fullest racing schedules in recent years. Enthusiasm is running high among both varsity and greshman teams and the prospects for a successful season look good.

The spring schedule is highlighted by the revival of the Phelps Trophy (which was not held last year), the Owen Trophy at Coast Guard, and the New England Championships.

The Phelps Trophy is the Dartmouth invitational and is to be held here over Easter weekend, April 21 and 22. Seven schools will be competing: Harvard, Yale, Tufts, Boston College, Middlebury, Amherst, and Dartmouth. The biggest question involving this regatta is whether the weather will give us water or ice!

The Owen Trophy is the Eastern Dinghy Championships and will be raced at Coast Guard over 5 - 6 May, in International "12" dinghies. There will be thirteen colleges represented including all the Ivy League colleges and the service academies.

The New England Championships are held in two shifts. The eliminations will be held at Dartmouth, M.I.T., and Coast Guard on April 29 with Dartmouth racing in the M.I.T. series. The top three schools from each set of eliminations will compete in the finals over 12 - 13 May at Coast Guard.

The fall season will see some new events for the Dartmouth team. Before college begins, on September 22 and 23, we will compete in the Danmark Trophy (which we did

this year) but it will include the added attraction that the regatta will be international in scope. The sailing teams from at least two British universities will be over here this summer and this regatta has been scheduled early to enable them to participate. The competitors include colleges from the Middle Atlantic, New England and Mid-west associations, and the British.

New to the schedule will be the Ivy League Championships to be held over 6 - 7 October at either M.I.T. (Harvard) or at Princeton. The plans for this regatta are not yet final since they are being checked with the Ivy League, but it should be approved and is an interesting addition to the schedule.

The women's colleges have been making several attempts to enter the inter-collegiate sailing field in the past few years. This year NEISA has decided to really help them out. The fleet owning college have volunteered to host regattas for them and with this assistance the girls have come up with an association WISA and a schedule. Dartmouth has been traditionally hosting our own invitational Women's Regattas semi-annually and we started the ball rolling by offering our two events to serve as Championships. New November third and fourth will see the first WISA annual Fall Championship raced on Lake Mascoma at the DCYC. The eight colleges to compete have not yet been announced but we are confident that this will be a wonderful addition to a long list of wonderful women's regattas.

Varsity

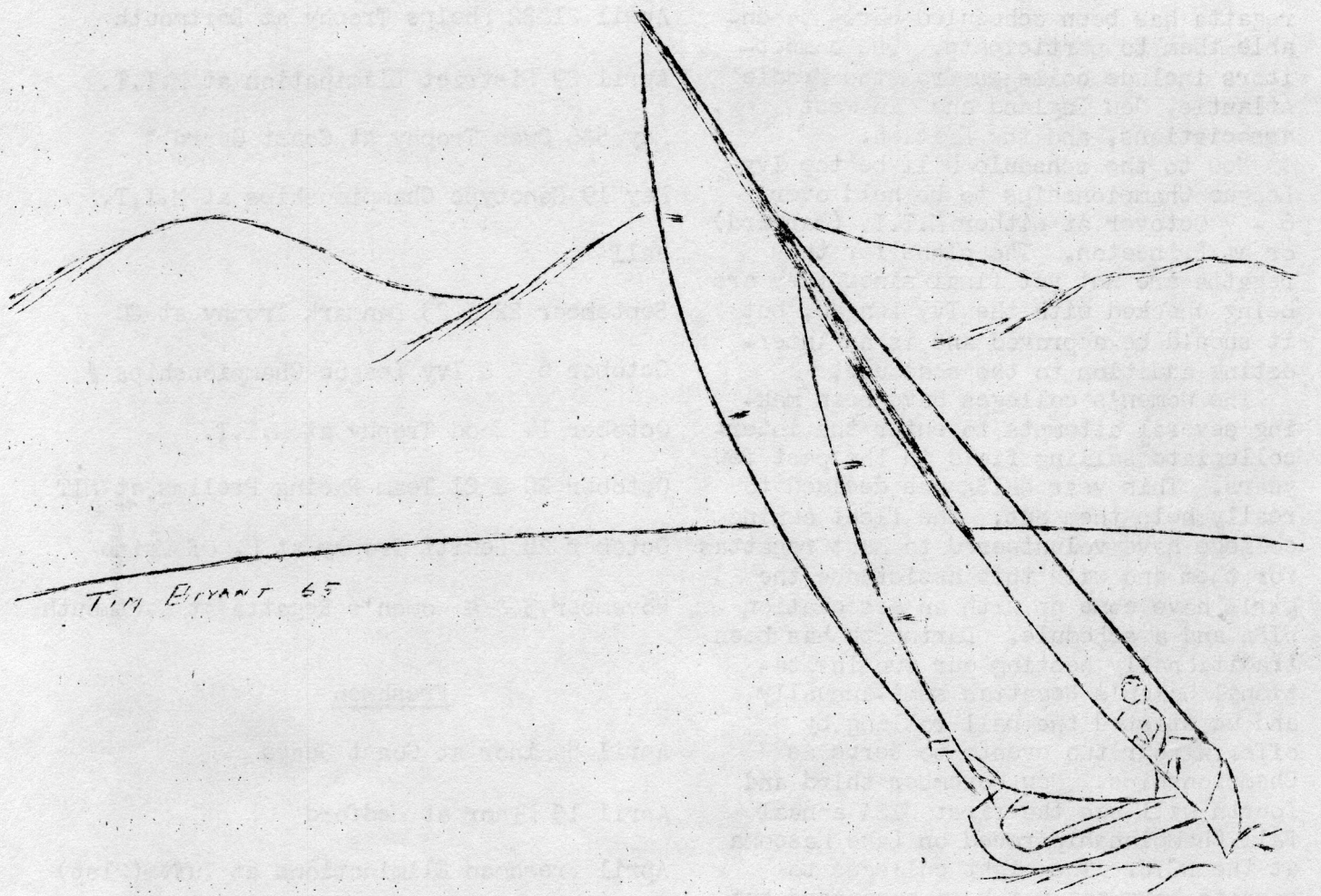
- April 8 Conn. Valley Champs. at Yale
- April 15 Sharpe Trophy at ~~Dartmouth~~ Brown
- April 21&22 Phelps Trophy at Dartmouth
- April 29 District Elimination at M.I.T.
- May 5&6 Owen Trophy at Coast Guard *
- May 19 Monotype Championships at M.I.T.
- Fall
- September 22 & 23 Danmark Trophy at CG
- October 6 & Ivy League Championships #
- October 14 Wood Trophy at M.I.T.
- October 20 & 21 Team Racing Prelims at MIT
- October 28 Hewitt Trophy at U. Of Maine
- November 3 & 4 Women's Regatta at Dartmouth

Freshmen

- April 8 Minor at Coast Guard
- April 15 Minor at Medford
- April Freshman Eliminations at Tufts(21st)
- April 29 Minor at Medofrd
- May 5&6 Freshman Championships at M.I.T. *
- Fall
- October 7 Minor at M.I.T.
- October 14 Minor at Dartmouth
- October 27&28 Individual Crew Champs at MIT

* If we qualify

Location to be announced



TIM BRYANT 65

Just a reminder that we'll
be keeping DCYC open for
you during Alumni week. Shall
we see you then?