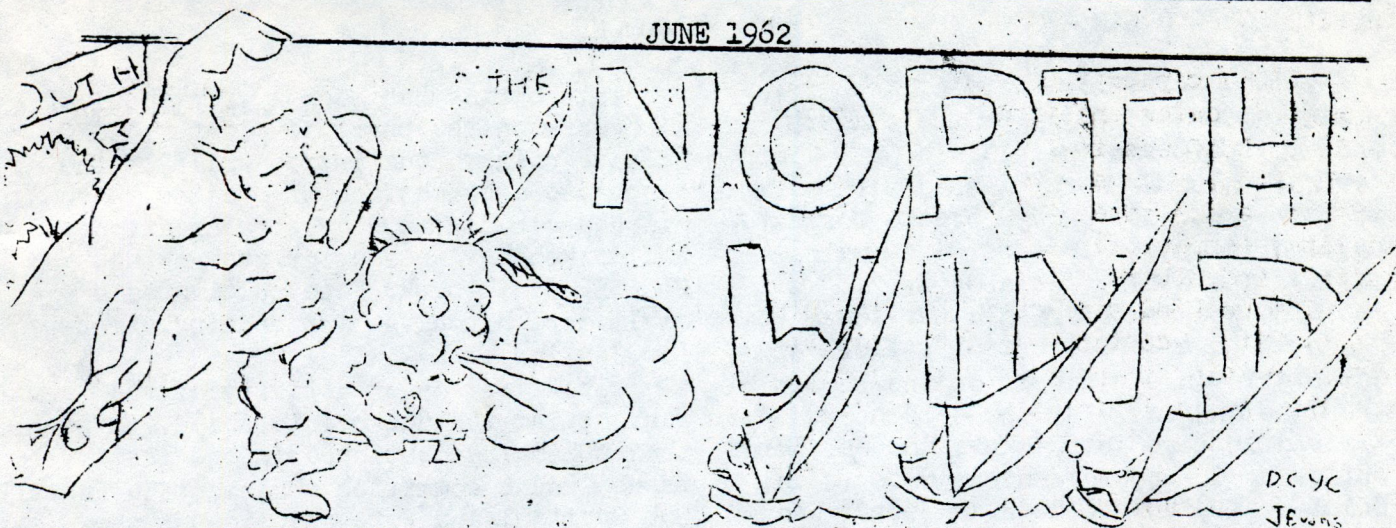


JUNE 1962



### VARSITY REGATTAS

### GHK THE FLEET

### RVM

This spring season was a series of disappointments for the varsity sailing team. The first regatta was the Conn. Valley at Yale on April 8th. The team of Fred Doane skippering 'A' with Gil Kruschitz and Dave Presberg as crew and Rick Van Mell with Tad Kiefaber acting as crew in 'B' was able to salvage only 5th place out of 6. This poor showing was quickly chocked up to lack of practice as the ice on Mascoma was still well covered with snow.

On the next weekend, Doane was again sent to skipper 'A' division with Steve Blecher as crew for the Sharpe Trophy at Brown against 8 other teams. Kruschwitz skippered 'B' with Tad Kiefaber as crew. This was another weekend of cloudy skies and light-variable winds. Doane and Blecher sailed several fine races in 'A' division showing great improvement since the Yale outing. 'B' division was unable to keep us however due to lack of luck and an inability to make Browne's Beverlies go, and the team managed to beat only R.I. S.D. The fine performance by Fred Doane and Blecher gave us hope for the improvement of the rest of the team in the remaining regattas.

On April 29th the team travelled to Boston for the District eliminations at M.I.T. This week, Fred Doane again skippered 'A' with Gil Kruschwitz as crew. And Art Wein and Tad Kiefaber crewed for Steve Blecher in 'B'. The conditions ranged from one end of the scale to the other.

cont. page 3

A fling of excitement was created when it was understood that the Summer Club was up in arms and quite opposed to our plans. One group wanted dinghies instead of sloops partly to pacify the Summer Club and others wanted a different class of sloop, but things are tranquil at last. The misunderstanding with the Summer Club was straightened out and they are with us on getting a new fleet but would like to see several techs kept for teaching beginners. They also are not able to contribute directly to the boat fund but have agreed to an rent increase to \$450-\$500. This is because they are still paying for a piece of property along the north border of the old property which they bought last summer to guarantee the club shore line and mooring space on our land--something very valuable as the fleet is expanded over the next two years.

The specific solution to the various complaints of self-construction has tentatively been solved by contacting Siddons & Sindle and looking into the cost of buying a completed hull from them and supplying only rigging, rudder, and fittings ourselves. This would raise the cost of each boat to \$600 but seems to be worth it since Mr. Poling can make no guarantee of delivery next year.

The comments we have received from alumni have been most helpful in guiding us toward a good choice. We appreciate them--keep 'em coming!

With a capacity crowd of members, guests and dates enjoying the summery weather, DCYC was in full use over Green Key Weekend. We were blessed with warm sunshine and just enough breeze for date-sailing, complete in some cases with guitars and other gear aboard.

The weekend started after the Bike Races, with a contingent of sailors and dates arriving to picnic on the shores of the lake and sail for the afternoon. More arrived in time for dinner, and our long-suffering Commodore and his date (alias Chief Cooks) unveiled their Secret Weapon a do-it-yourself charcoal grill. The club provided the steaks and fixin's, and "B" dock became a beehive of activity as everyone wanted to eat first! We were forced to cook inside the doors because of a ban on outdoor fires occasioned by a long dry spell, but the smoke quickly cleared from the building and the party was in full swing.

The sun had not yet crossed the yardarm, although someone HAD turned off the wind-spigot, and so, being at heart an abstemious (?) crew, we broke out a softball and several Frisbees. The jetty resounded with cries of "you're out!" and "don't let it go in the water!" (splash) to which La Sallette responded with Vespers.

With the sun dying in the west and the air warm around us, some hardy souls climbed to the roof to enjoy their dessert, while others ventured inside to drink a toast to good sailing on the morrow. On this happy note the formal festivities closed.

On Sunday we found that the gods were still with us and those lucky ones whose dates had not either drowned or abandoned ship had another perfect day of sailing, culminating that evening in a feast on the leftover steaks from the night before. The stars finally came out, the party was over, and none of us could sleep that night because of sun-burn...or was it retribution by the Furies for the pleasures of Venus as she shone over Lake Mascoma???

This spring has seen a great deal of hard work on the physical plant at DCYC. We have painted the inside walls of the clubhouse a bright, cheery yellow, accomplished a badly needed reorganization of the workshop (A place for everything, and PLEASE put it back), and cultivated a small garden (chives for cooking, mint for Jeulips).

The first major activity of the term was getting the docks into shape. After the replanking mentioned in the last issue, House committee chairman Stu Russell Bob Overton, and Pete Asensio put the better part of two weeks into rewiring the barrels for the floats, a job accomplished during 30 degree weather with six inches of ice still on the lake.

As soon as the ice went out, the docks went in. We were not able to find one of the anchors, and had to use Cole Lettney's skill as a skindiver to drag it up. After finally getting things all squared away, we were ready for sailing at last. Unfortunately, one of the ringbolts in the jetty pulled out during a heavy wind storm, and a bit of swimming in the icy water was necessary before everything got straightened out again. The logs on the jetty, which have held very well for quite a few years, are beginning to get a bit rotten, and will have to be replaced soon another project for next year.

The fleet of techs did well in justifying its replacement. One center-board split, and Craig Lewis has fashioned us a new one of oak. We lost one rudder overboard in a capsizal this spring and have fashioned one new one of mahogany. Not only are the wooden rudders much better looking than the others, but every man in the club claims that they sail better. We have had a great deal of trouble recently with rudder tracks pulling off the techs and with rudder fittings breaking from age and fatigue. Since the tracks and slides have always given us trouble, we are replacing with gudgeons and pintles which are much more satisfactory. We look forward to replacing all the slides with them in the near future, and we should have a complete set of wooden rudders if we keep losing the fiberglass ones! It has been a good season and we will turn a vastly improved fleet over to the summer club this year.

REC PROGRAM

WHK

About two O'clock every Monday thru Friday the yacht club comes alive in a beehive of activity. The big doors are opened, the crash boat is rigged, and a mad scramble marks the race to grab boom, sail, rudder, and be on the lake sailing. After the first few frustrating days, the entire class is now able to rig a Tech correctly, and knows a little more about the sport of sailing. Since the wind has been heavier than usual this spring, the sailers have learned to cope with a variety of conditions. And to introduce them to the fundamentals of racing we've set up a course whenever possible, and held informal meets.

Those members not sailing have devoted their time and energy to keeping the boats and grounds in good shape. Even though we've been plagued by broken rudders and centerboards, with the help of the Rec. crew, all eight Techs are presently in good sailing order.

On the whole, the cooperation and enthusiasm has been exceptional this term. We plan to continue and strengthen our chalk talks, and the skippership test is being made more inclusive.

On the financial side, the Spring Rec program has yielded the DCYC over \$300 extra in membership not to mention the increased contact and word-of-mouth propoganda this is so important for the growth of our club.

FROM THE STARBOARD BUNK

On the cruise which Steve, Brian and myself took last summer aboard Ardelle the starboard bunk gained the reputation of the "Skipper's Bunk", not just because it didn't have a hammock taking up half of it and the deck only leaked a little over your head. This was the closest thing to a haven of refuge in foul weather and thus the title of this blurb.

With the end of the year upon us I'd like to say thanks to all the guys who have made it a great year for DCYC. Steve and his team, Tad with the Rec Program, Brian's Race Committee, Stu's House Committee, Rich for his work with the Administration, Tim and Craig for their help on many projects, Gil as Secretary, Mel Converse our past

Commodore who stopped by over Green Key and our faithful alumni; to all of you from the Starboard Bunk, "Nice piece of work!"

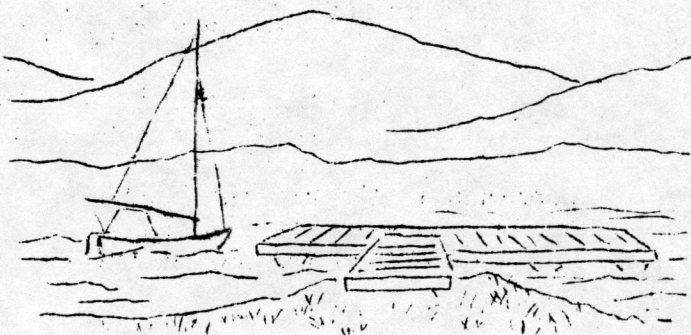
*Rick*

FRESHMAN RACING

RJM

Although the freshmen won only one regatta this spring, we finished a more active schedule than the varsity with the best results of the last few years. We got off to a slow start due to the excellent practice we had on beautiful, frozen Lake Ascoma, but when the ice finally cleared after our third regatta, we began to get used to sailing dinghies. Our record improved in every race, and after a good team effort in our last meet on May 20 in our home waters, we managed to squeeze by Schools Sailing Club in the last race and win the regatta.

We had our hands full at the eliminations for the Nickerson Trophy down at Tufts a few weeks ago. It was a close race all the way with two or three schools tied after each round. Bob Overton as A division skipper and his crew John Poole strategically won their last race, giving us a three way tie for second place with Brown and Harvard. Only three schools were to make the finals, and with Holy Cross out in front, one us wouldn't make it. In B division Rich Miller (that's me) as skipper and Bill Gorton as crew got off to a good start. On the leeward leg we were on starboard and Brown on port. Well, you know how hard I tried to bear-off, but somehow we drifted together. Brown was out, and we were in the finals. We finished the Nickerson Trophy our of the original nineteen, half a point behind Holy Cross. We would have beaten Coast Guard too if a rudder hadn't floated off while well out in first place.



Last Sunday the D.C.Y.C. tried something entirely new--a faculty regatta exclusively for the officers of Dartmouth College. Invitations were slid under every door we could find, and in all eleven teams sent back their applications to race.

Sunday morning was a perfect day for sailing except for the 30 mph winds that arose around 9:00. After much shuffling of crews for maximal weight distribution, the first elimination race was finally started around noon. From then on the regatta continued fairly smoothly. Two elimination races were held in each division, and the top four teams battled it out in three final races. James J. Bailey of the Thayer School edged out Julian Wimpenny from the Medical School for first place. Bailey accumulated a total of 24 points in five races while Wimpenny gathered 23. The last race was clearly fought between these two, with Bailey finally pulling ahead just before the line and Wimpenny finishing less than one boat length behind.

Between-race fun was provided by a keg and two two boats (a Fall Star and a Little Bear) brought down to the club by Jules Pellerin of the Med School.

Good sportsmanship was the rule of the day with no protests registered. Thus was created a fine combination of fun and serious racing which we hope will be upheld throughout coming faculty regattas.

#### IN GENERAL.....

RVM

It has been a great stimulus to receive the several letters which have been sent in by faithful alumni. Their suggestions and offers have made our project easier to accomplish and more fun to work on. The climb in alumni membership has filled our savings account for a good start, and we hope that those of you who haven't gotten on the bandwagon will do so soon.

Our own membership has increased as spring unfolded on the Hanover plain. Every sunny afternoon sees all the boats off the moorings in the afternoon breeze and the hardy souls are even swimming in from the moorings at the end of the

The roster of alumni continues to grow. So far eleven alumni and friends have replied to our letters. Most of these have just sent back the attached slip, but others have taken time to write us letters with their suggestions and activities. We're happy to hear from them and hope that what they have to say will interest you.

From Fred Becker '38 we hear that he is the owner of a retail marine supply business, Atlantic Yacht Supplies, Ltd. in New York. Specializing in fittings for one design boats and auxiliaries, he has very kindly extended an offer to supply gear for our proposed fleet at cost.

We also have heard from John Sherwood '58 who is racing more than ever. After graduating from Navy OCS in 1959 he has completed  $3\frac{1}{2}$  years of active duty. During that time he crewed on the 72 foot Navy yawl Royono in the Buenos Aires to Rio race. Now he is back in smaller boats, sailing Star #3100 on the Chesapeake where last year he won the Chesapeake Bay High Point Trophy for his class. Congratulations from DCYC!

day. The grand total for the year stands at ninety members.

Finally on the subject of membership, a faculty roll has been established. For the half rate dues of ten dollars a year any member of the faculty or Summer Club is invited to join us for the fall and spring seasons. It's making a slow start, but once it is known around campus we hope it will grow. Dean Berthold, Prof. Landauer, and Julian Wimpenny of the Med School have already taken advantage of our offer and Prof Landauer has even brought his own boat down to the club. It's a Trident, a cross between a sailfish and a scow - complete with red sail!

As you probably saw on the back of our last North Wind, we plan to have the club open for alumni over commencement weekend and right on through Sunday the 17th. It would be a great help to us if you would let us know if and when you would be here. A post card would be fine.

In the morning the wind stayed at about 8 m.p.h. from the west. At precisely 1:00 it swung to the N.E. and brought squalls to 30 m.p.h. After three boats had capsized in one race, (a race which we finished in second place with river water lapping at the thwart) the committee called for a vote on a change to stormsails. The use of the smaller sails quieted things down a bit but came one race too late to save Blecher and Weine, who having drawn a boat with water-filled floatation tanks, could not keep her afloat despite the fact that they kept her on an even keel and bailed constantly. When the spray cleared, we found ourselves in fourth, one place short of a trip to the finals at Coast Guard.

For the last team contest of the year, we went to The Eastern Dinghy Championship at Coast Guard on May 5 and 6. This time Dave Presberg crewed for Steve Blecher in 'A' and Gil Kruschwitz skippered 'B' with Tad Kiefaber as crew. Saturday was a beautiful clear day with an extremely light breeze coming from no particular direction. We spent most of the day getting acquainted with the International Twelves and the various ways of the Thames. On Sunday the wind picked up a bit as the day wore on. This time we were plagued by an inability to make these boats go as they should in a breeze, several poor starts in 'B' division, and an untimely capsize by our 'A' division on their way down the leeward leg.

In this final regatta, Dartmouth finished twelfth among the fourteen schools entered. The weekend was completely dominated by Coast Guard who made fine use of the currents and frequent wind shifts.

Needless to say, the season was extremely disappointing to us. However, we are not completely discouraged regarding our chances for coming seasons. The team was still relatively inexperienced; at least two of our representatives to each regatta had no more than three meets under his belt prior to this spring. We are still sailing and are looking forward to better seasons next year.

## Women Regatta

TCB

With the formation of the Women's Intercollegiate Sailing Association, the spring and fall invitationals are being replaced by W.I.S.A. championship regattas.

On May 5-6 we held the last invitational. Instead of asking the usual Smith, Wellesley, etc crowd, the membership decided to invite some of the smaller schools. But many of those we wrote to had no organized sailing, and the usual eight colleges was replaced by three: Pembroke, Colby, and Schools Sailing Association.

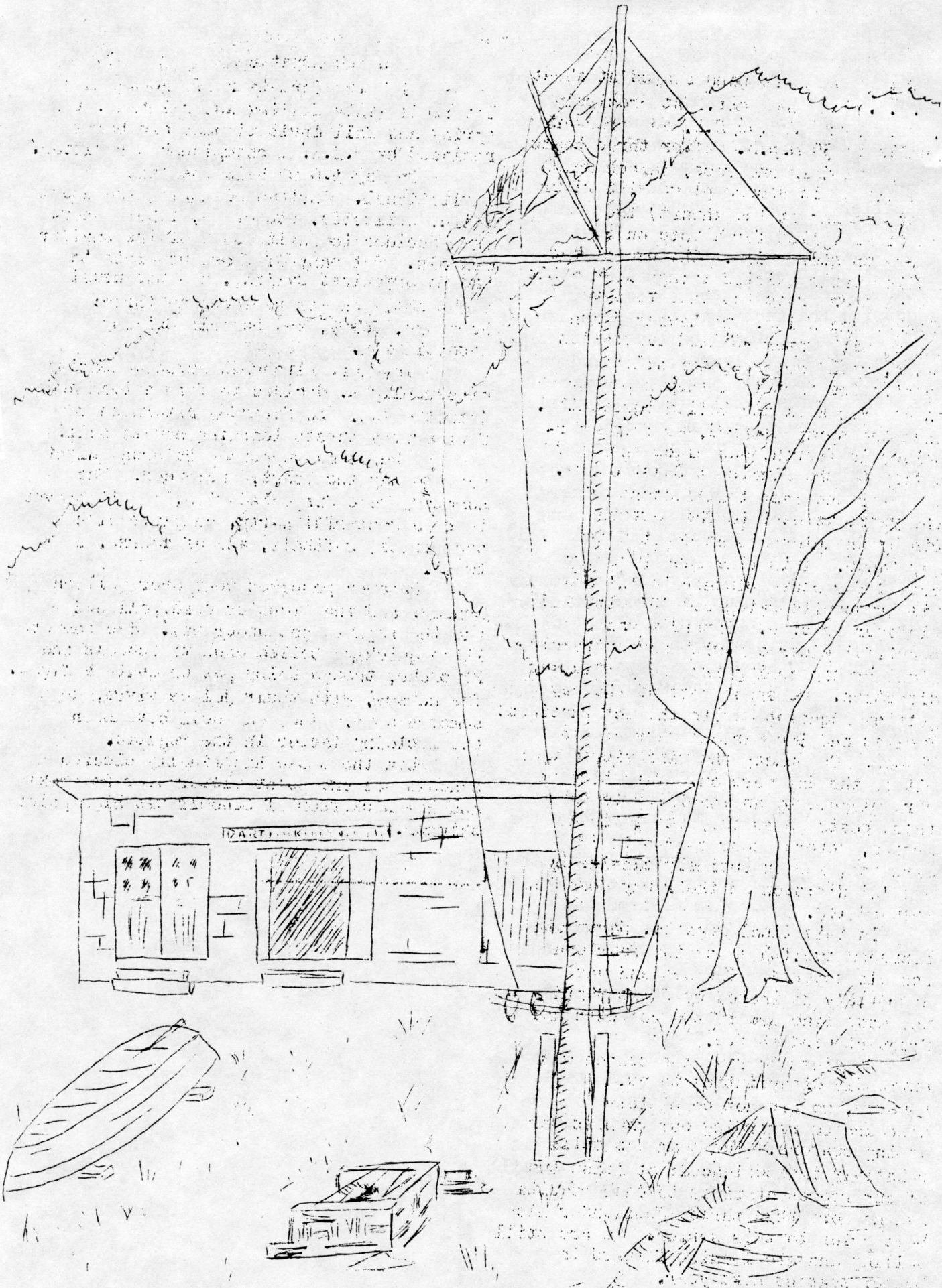
The Mary Hitchcock nurses, hearing of our plight, decided to form a team and join the fun. So Saturday afternoon saw four pretty nurses learning how to sail.

The steak supper on Saturday night was, to say the least, uncrowded. The nametags were dispensed with, and it proved to be a wonderful party, complete with song fests, softball, and of course, a twist.

Bananna pancakes went over well on Sunday, and the trophies were polished and the regatta got under way. The competition quickly boiled down to Schools and Pembroke, though Colby put up quite a fight. The nurses, with their *joi de vivre*, kept tempers down. They may well have been the deciding factor in the regatta.

When the smoke had finally cleared Schools was one point victor over Pembroke and Ren Nickerson of Schools was high point skipper.

---



FACTORY