



FALL 1964

The Starboard Bunk. Welcome aboard, everyone, to the New edition of the NORTHWIND. We're operating in a slightly different format this year, to make things easier on all concerned. From now on the NORTHWIND will come to you at the end of each term. This Fall Season has been a very good one, especially in the quality of the members we have this year. The Class of '68 has turned to with great vigor, and has made the Club a swinging organization this term. The Varsity has done well for itself also, as you'll read further on.

The fleet held up well over the summer--the Polypoxy paint we used on the decks lasting quite well. There were a few damages, but we had all six boats sailing most of the time. Special mention should be made here of our new docking system. Last Spring Rick Van Mell, Vic Kelmenson, Tim Bryant and I evolved the idea of a 'Y' shaped dock. The two legs of the 'Y' were to extend to the NW and SW so that we would have good facilities no matter what wind. With the help of the Rec Crew and a few of the girls from Billings Lee the new sections were constructed and painted in a week, and the new dock launched when the ice went our last spring. To everyone's joy, the arrangement has been very successful. We have much less tie-ups with the larger surface, and the angles of the 'Y' mean less boats go on the rocks. Next in line, for the coming Spring, is an extensive revamping of the mooring system.

Actually, things have gone slowly this fall as far as capital improvements go. We have concentrated on building up the Team and a good Rec Program. To accomplish this we set aside Tuesdays and Thursdays for Team Practice (which one of these days may be made manditory) and limited Rec to M\*W\*F. This arrangement proved to be much better: the Team did more racing and the novices got vastly improved instruction under the Aegis of our venerable Vice Commodore, John Poole. We handled 24 novices in the program this Fall, and they have all risen to the ranks of intermediates. Perhaps the greatest improvement in the program was the curtailment of large work parties. We continued the tradition of work parties to make-up cuts, and this kept things under control.

This winter, of course, will see another round of boat building in the Hopkins Centre Workshop. Although the Polypoxy paint preesrved the decks well, we have decided to fibreglass them this winter. In the long run they will hold up better, and the high initial cost will be justified by the elimination of this constant work and the expense of yearly re-furbishing. Last year the cost to redo the decks and spars was about \$130. We have estimated that we can do the fibreglassing for somewhere around \$50 per boat--or \$300 for the fleet. Also in the works are three new masts

for the Darts, to replace the last of the original hollow masts, which are beginning to warm. We can do these ourselves for only \$25 per mast. The third, and major, fleet project, is to buy a good set of racing sails. Our original sails are beginning to get blown out, and some of them have suffered bad rips in the batten pockets. We are shopping around for prices, and it looks as if we can get six mains for about \$600--dacron, of course. Of course, all this involves a great capital expenditure. Our treasury is in good shape, however, since I have tried to clamp down on expenditures this fall--for instance our social budget didn't show a deficit for the first time in many seasons! Nevertheless, it is time to remind all our friends that we do appreciate any help you would like to give us. It was the very generous contributions to our drive two years ago that made the position of Dartmouth in intercollegiate sailing what it is today--through our excellent fleet. Now, at the Christmas season, is perhaps the best time for us to think of further improving Dartmouth's most active activity. (All checks made out "Dartmouth College -- D.C.Y.C." are, of course, fully deductible from 1964 Income Tax).

And so its time for me to snuggle down into the bunk for a short Winter's nap and let the rest of the guys tell you about other Club activities this fall. Hanover gets cold in the middle of December, as only we Hamlets know--but New Orleans and the Sugar Bowl should be warm. Here's wishing everyone a very Merry Christmas and a Happy New Year. Cheers! and Clear Sailing....

--SWR--

**Team Reprot:** The Team had a very successful year this Fall--one of the best yet. There were, of course, the minor disasters: a third in the Hewitt--which was on the same weekend as the Sloop Champs and Women's Regatta, and a fifth in the Conn Valleys--which was sailed before school opened. But the overall picture is quite rosy. We finished an over-all fourth in New England for the Fall Season. MIT, Coast Guard (the sixth Angsten victory in a row!) and Brown--a real up-and-hustling team--ahead of us, and Harvard tied with us.

In the Danmark we did the best job in over twenty years; that was the time a fellow named Bus Mosbacher won this international regatta. Although Dartmouth has no Mosbachers this year, we got a hard-fought-for fourth. Park Smith, Team Captain, Nick Mason, and Lee Scarbrough were the skippers, with Halsey Bullen, Club Treasurer, Bud Heerde, and Andy Curtis, Club Secretary, doing the crewing. The Danmark is a rather important regatta, which this year had Canadian as well as British teams, and we are very proud of our achievement.

The Sloop finale at Coast Guard were very exciting. We had a number of good Raven sailors this year, and won two of the three Raven regattas we sailed in. In the Sloop Elms, on Oct 24, Nick Mason skippered a team of Halsey Bullen, foredeck man, Bud Heerde, and Stu Russell (the erstwhile Commodore's first experience with spinnaker handling!) to an easy victory over B.C. and the Coast Guard. In a pentagonal the next day Halsey skippered and Bud was foredeck man, Andy Curtis joined Stu in the cockpit --and on the rail-- as we we had an exciting down-to-the wire finish ahead of U.Mass to win. In the Finale, Team Captain Park Smith and Nick Mason, who was Fresh Team Captain, alternated skippering, while Halsey again took charge of the Foredeck. Unfortunately, the competition was extra stiff, and we only placed second,acing out MIT in the last race to get that position.

The Team Racing Finals at MIT provided the closest regatta of the year. Halsey, Park, Bob Overton, and Andy and Bud (alternating) were the skippers. Due to a mistake on the part of the Race Committee, we raced against Holy Cross, whom we'd beaten in the Elms, and lost to them by 1/2 point in the Semi-Finals. Holy Cross went on, as a matter of fact, to win the Steake trophy, which we had so proudly displayed all year. The regatta had its high light, however: once we had been eliminated in the mornings racing, Park and a couple of guys took off in a Rhodes 18, while the rest

of us raced in the new Finns--far superior to Tech Dinghies anyway! --abc--

The Frosh: To prove that the class of '68 is the best ever to enter Dartmouth, the Pea Green sailors turned to with a vigor and swept both their home meets. In a triangular meet in the clear-blue waters of Lake Mascoma, the Team defeated Harvard and Northeastern resoundingly--winning five of eight races. Bill Rapf, Rich Olin, and Rich duMoulin were the skippers, with Gary Hobin, John Pilling, Lee Reichert, and Bruce Senn crewing.

In their second regatta, a hexagonal on 18 October, the '68's nosed out Williams to gain their second victory. Yale, Maine, Colby, and Bowdoin trailed behind Williams. Rich duMoulin took three firsts, and Bill Rapf took two firsts and a second. Lee Reichert, John Pilling, and Gary Hobin were the crews, and Lee and John each skippered once, and did quite well.

In the one road-trip to Boston, Lee and Bill went to MIT for the Frosh Single-Crew championships. Beset by fluky winds in that corner of the Charles River by the Harvard Bridge, and used to the sailing of our quality Jets instead of Techs, the guys were only able to do a sixth out of eleven--but sailed good races as a whole. --E duM--

The Clubhouse and Fleet: This year the fleet seems to have shaken itself down fairly well, for there were none of the usual breakdowns that plagued us the first year of the fleet. There was one major repair job, however, that awaited us on return from the summer's frolik. Although I had been forewarned, I was very much appalled to see the actual damage to boat #2 from its encounter with the rocks during a severe storm this Summer. There was extensive delamination about the starboard quarter, stretching from about 28" forward of the transom back around the corner and about 9" into the transom itself. There was an area 14" long, on the corner, starting from the deck and traveling the length of the corner that had been completely abraded away. Taking my clue from an old issue of Yachting Magazine, I cut away all the delaminated area, made a form of plywood and fibreglas, and made a four lamination patch. The job only took about 18 hours, and the boat sails almost as well as before. The contours of the corner is not quite right, but this Winter I will cut away the patch, take an exact mold from one of the other boats, and do a permanent, six lamination, repair.

The Clubhouse got a thorough going over this Fall. The walls of B-deck were painted white, adding a great deal of cheer to the room. We went on an extensive search of dorm basements during frosh week and were able to beg a half dozen rugs, including two 9 x 12's that have greatly added to the appearance of the club. We also acquired two new couches and repaired the others, adding several new slip covers. A-deck was finally given the curtains that have been talked of for years, a new set of shelves, and a new table were added to the galley, and the head got a brand new, gorgeous green, seat! In the spring we plan to repaint A-deck and continue the job of painting the outside of the clubhouse. --awr--

On the Social Scene: Anyone who thinks that a Yacht Club isn't as much a socilla organization as it is a bunch of racers will have to argue with Tim Bryan, '65. Tim climaxed his four years as Social Chairman this fall by throwing two of the best parties DYC has ever had. To get everyone into shape for Houseparties, he held Women's Regatta over Halloween Weekend. Girls from B.C., Pembroke, Conn., MtHolyoke, U.R.I., and Northeastern, 30 in number, descended on our flagbedecked Clubhouse Saturday evening to find the fires roaring and the first keg on tap. The upper-classmen immediately began hustling for dates, while the frosh tried various ways of finding out which girls were also freshmen--ranging from the subtle ("Hum, very interesting; and what did you do last year?") to the straight-forward ("Are you a freshman???"). Nevertheless, everyone soon was paired

up, and dinner was served. Although some of the males complained that their steaks were overdone, this was their own fault, for the Social Chairman had the dual job of cooking the steaks and fighting off about a dozen Abominable Snowmen who were trying to steal his date.

So, after dinner digestion was aided by a second keg and dancing. The Club is blessed by three talented freshmen who organized (did organize?) themselves into a R&K band called the "Salty Dogs." The band, Rick Ebbeson, Rich Olim, and Don Russell, played good fast dancing music and sung the appropriately colorful lyrics to the delight of all at the party. Afterwards the "Corinthians", folk singers Andy Curtis and Tim Bryant let a song fest, with festering songs ranging from Love to Fidel Castro and Stu Russell's Beard. One highlight of the show was The Beard's own solo--it wasn't a song since the Commodore can't sing--, but no one who was there will ever forget the saga of "We had some chickens, no eggs would they lay"!

Sunday and racing wound out the party perfectly. Although there was some trepidation about letting the girls out in our precious D rts, the racing went smoothly, with B.C. taking both divisions and highboing A division honours. Stu Russell added to the colour by his great speech in presenting the trophies from a perch on the pinrail of the flagpole.

An interesting sidelight to the regatta was the break of the old tradition of the Vice Commodore's getting snowed. Since John Poole, our VC was married last June, and his wife was there to chaperone him, our Social Chairman substituted, as was evidenced by his date the next weekend:

Houseparties say a bash that was even more successful. Steak and chicken (depending on which anyone wanted to cook--for Tim took a vacation from cheffing) was the featured menu. After eating, the couples once again danced to the wailing of the Salty Dogs, sang with the Corinthians, and listened with rapture to Stu Russell's "Tales of the Great Emmet", told in appropriate accent (Ayuh!). The evening ended with a typical college student telephone-booth-piling stunt, only the VComms' car was used since no phone-booth was at hand. There were those, after that ride, who thought that the car might never be used again, for anything.

The Social committee would like to express its appreciation here to the following people for making DCYC's fall socila season a great success: Tim Bryant for doing a superb job of organizing and a great job as social chairman; Stu Russell for being so entertaining, a great Commodore, and--especially--for shaving off his beard; the Village Store for beer; the Campus Police for not showing up, the Girls for being around, and Andy Curtis just for the heck of it!

--Rick Ebbeson '68

And On to the SUGAR BOWL! This December 28-29 the DCYC travels to New Orleans to defend its coveted title to the Sugar Bowl Trophy. We are sending a strong team: Park Smith, Team Captian, Halsey Bullen, Lee Scarbrough, and Ed Kern will handle the skippering, and Andy Curtis, Bud Heerde and Stu Russell are crewing. The DCA@ has very generously given us \$100 to help defray expenses--which otherwise come out of individual pockets since we recieve no financial support form the college. Everyone is looking forward to the Regatta, and we have high hopes that the Sugar Bowl Trophy will grace the foyer of Allumni Gym for another year.

THE NORTHWIND-- the newxletter of the DCYC--published 3times a year (we hope!) Subsdriptions are free: if you know of a Dartmouth Alumnus who might be interested, send us his name. Also, We love to recieve letters from our Alums, just to know what people are doing. If y ou write enough, maybe we'll start a gossip collumn!

DCYC Officers: Stu Russell, '65, Commodore; John Poole '65, VCA  
Andy Curtis '66, Secy; Halsey Bullen '66, Treasurer; Park Smith '66 RTC.