



Nor'wester

New Boat Is Winner

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Charles M. LaCour of 3 Worthington Pl., her owner; Warren G. Hewes of Johl Dr., Groton, and 14-year old John E. Humphreville, 14 Guthrie Pl., the crew, were picked up within minutes by other boats in the race.

Near Shagwong Reef

Nor'wester was in a group of about eight craft sailing on a reach — with the wind coming from one side — near Shagwong Reef buoy, one of the markers they were supposed to use for a turning-point en route from New London to Montauk Harbor.

Nor'wester, in Class C-2, last fall won the Class C-1 Off Soundings race.

The Class A-1 winner of yesterday's first-day race was *Eastery*, a new 45-foot sloop owned by Richard F. Cooper of New Britain. The vessel, built by Seth Persson in Old Saybrook, was

only recently completed and put into commission. The race continued today. Results are based on two days' standings.

LaCour said the boats were sailing in a good wind, concentrating on rounding the bell buoy which they were required to pass with it on the right, when the squall hit.

Estimates Wind at 60 MPH

He estimated the wind at 60 miles an hour. Later, he was told at Montauk the wind had been measured up to 79 miles an hour in gusts.

Nor'wester had its mainsail and a small genoa up. When the squall hit, the crew sprang to slack off the sails, but suddenly the boat went over, a ground swell broke over the stern and the cockpit filled with foaming water.

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Please Turn to Page 6

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Jack fired 5-under-par golf as he led from the second hole. For 136 holes in seven matches, he wound up 20 under par. Wysong ended 20 over for 143 holes.

Eddie Duino of the San Jose, Calif., Country Club, the PGA's Club Pro of the Year in 1960, compared Nicklaus favorably with

The Other Day



Roger Schaller has been able to write or chisel marks or symbols on walls or tablets.

"It goes back into history so dim that we know little about it, but one of the strange things is that primitive tribes that could not have had communication with each other often kept track of time in very similar ways, as did ancient civilizations.

"An Aztec calendar stone representing the solar calendar, which has been traced back to the Mayan system of 400 B. C., was found embedded in an Aztec temple on the site of Mexico City. This gives proof that a solar calendar system was in use on the American continent at least 1800 years before Asian-European man apparently had any idea there was any other continent or any other people."

It's obvious that the world is full of mysteries, but let there be no mystery about our sincere wishes for a most happy and prosperous New Year to YOU!

Roger Motors, Inc., Your Quality Cadillac-Oldsmobile Dealer, 939 Bank St.

Solution Wins Class A-1 Trophy in Off Soundings

The 46-foot sloop Solution, owned by Thor Ramsing of Greenwich, placed first in Class A-1 in the two-day Off Soundings Club yacht racing event which ended Saturday.

In contrast to Friday's race in which one boat was sunk, two dismantled and several others damaged, Saturday's race was comparatively uneventful.

Starting out from Montauk Harbor, the fleet of about 150 yachts encountered 25 to 30 knot winds and heavy seas Saturday, but as the day wore on both the wind and seas moderated to make an easy race of it.

Classes A-1, A-2, B-1 and C-1 sailed a 25-mile course from Montauk, to a buoy off the entrance to Greenport, and thence to a finish line off Three Mile Harbor.

Classes B-2 and C-2 sailed the short course of 17 miles from Montauk, around Gardiners Island, to Three Mile Harbor.

The order of finish—on corrected time—for the two days of racing was as follows:

CLASS A-1

1. Solution.
2. Carina, 53-Y, Richard S. Nye.
3. Fantasia, 47-SL, J. E. English.
4. White Mist, 46-Y, G. W. Blunt White.
5. Shady Lady, 45-SL, Charles T. Sturgess.

CLASS A-2

1. Dolphin, 36-SL, W. B. Lockwood.
2. Cricket, 41-Y, John Spear, Jr.
3. Rhubarb, 40-Y, Benjamin duPont.
4. Alinda II, 41-Y, Reynolds duPont.
5. Melody, 34-SL, Fred L. Minson.

CLASS B-1

1. Tadpole, 36-SL, Edmund S. Kelley, Jr.

DISTRICT OF NEW LONDON, ss.. Probate Court, Sept. 13, 1961. Estate of HARRY S. HICK, a/k/a Henry S. Hick, late of New London in said District, deceased. Said Court has limited and allowed six months from the date hereof for the creditors of said Estate to exhibit their claims. Those who neglect to present their accounts, properly attested, within said time, will be debarred a recovery. All persons indebted to said Estate are requested to make immediate payment to Harriet A. Emmerich, Administratrix, 205 Conn. Ave., New London, Conn.

2. Rainbow, 34-SL, Stephen L. Corkery.

3. Magic, 30-SL, D. F. Robinson.

4. Crest, 35-Y, Frank E. Jewett, Jr.

5. Onward, 36-Y, Allen D. Willard.

CLASS B-2

1. Libra, 32-K, Warren F. Delenbaugh.

2. Primrose, 18-SL, Steven Castle.

3. Nenoma, 29-SL, E. M. Colie, 2nd.

4. Dawnell, 27-SL, Harold M. Scott.

5. Xanadu, 27-SL, Barnes Compton, Jr.

CLASS C-1

1. Bagatelle, 32-Y, Edward Cabot.

2. Cockatoo II, 44-K, Lloyd Bergeson.

3. Totherlady, 31-SL, Harry P. MacDonald.

4. Red Cap, 34-SL, L. R. Jacobsen.

CLASS C-2

1. North Sea, 29-SL, W. D. Welte.

2. Shelagh, 25-SL, John A. Serrie, Jr.

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CLASS B-1

1. Tadpole; 2. Crest; 3. Rainbow; 4. Onward; 5. Bellwether, 32-SL, Dr. Charles Gleason.

CLASS B-2

1. Primrose; 2. Libra; 3. Blue-jacket, 26-K, John R. Wheeler; 4. Nenoma; 5. Dawnell.

CLASS C-1

1. Bagatelle; 2. Cockatoo II; 3. Red Cap; 4. Totherlady.

CLASS C-2

1. Shelagh; 2. North Sea; 3. Lady B., 25-SL, Robert C. Eddy; 4. Sylence, 32-SL, D. K. Fox; 5. Arbella.

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Off Soundings
Fall 1961
Eaglet

Lincoln

THE HARTFORD TIMES 35
Friday, Sept. 22, 1961

Sloop Nor'wester Sinks Off Montauk 79-Mile Gale Tips It Over, Crew Saved

By GEORGE BRAGDON

The 36-foot sloop Nor'wester was knocked down by a "white squall" and sank in 55 feet of water off Montauk last Friday during the first day's race in the Fall cruise of the Off Soundings Club.

The gray-painted vessel, valued at \$13,000, was owned by Charles M. La-

Boating

Cour of New London. The boat sank in less than one minute and the three-man crew was picked up by the crews of two other vessels in the fleet within eight minutes. Nor'wester was covered by insurance.

Later at Montauk it was said the wind during the squall was measured up to 79 mph in gusts.

COMPETING IN Class C-2, the sloop was on a reach and concentrating on rounding Shagwong Reef Buoy when the high winds—which LaCour told The Times was a white squall—struck.

Nor'wester was carrying her main and a small genoa. When the squall hit, the crew sprang to ease off the sails. But the next thing anybody knew, the boat was going over, and a sea broke over the stern, filling the cockpit.

Those aboard grabbed cushion life preservers. The youngest crew member, 14-year-old John Humphreville, LaCour's nephew, was picked up by the sloop Celeriter II owned by Howard Mills of Vineyard Haven.

LaCour and Warren Hewes of Groton were picked up by the sloop Bluejacket owned by John Wheeler of West Mystic.

THE TWO VESSELS had doused their canvas and turned on their power to make the rescues. Celeriter made sail again and continued the race while Blue-

jacket, according to the New London Day, mistakenly thought it was disqualified for using power, when actually the use of engines is allowed to effect rescues.

Mr. LaCour later said he thinks salvage is unlikely because Nor'wester went down in about 55 feet where strong currents have probably swept it away.

The three members of the crew were unable to save anything from the vessel. They were taken to Montauk Harbor and thence made their way home by taxi and ferry, reaching New London that night.

Nor'wester was one of two boats ahead of the pack when it was lost. The other, the 32-foot sloop Mabu-hay, owned by Breckenridge Marshall, was dismasted when a turnbuckle carried away as it was coming around the buoy.

THE MABUHAY caught her backstay in the buoy itself. While thus entangled, the main boom hit a crew member on the head. The man—identity not known—was taken to a Southampton, N. Y. hospital.

There were other casualties. A spreader dropped on

the Coast Guard Academy's 62-foot yawl Manitou, slacking off the shrouds that support the mainmast. An observer in the fleet said the mast looked like a piece of macaroni with two or three bends in it.

The 30-foot schooner Bartholomew Gosnold owned by R. H. Neidlinger of Essex was dismasted off Fishers Island. The Coast Guard towed her in.

On the Doco II, owned by Harold Dahl of Norwich, a spinnaker pole was broken.

The Nor'wester had been owned by LaCour since last year, when he bought her from Ray Camp of Norwich. She was the former Et Tu owned and designed by Ra Hunt of Boston, who designed the International 110's and the America's Cup Defender.

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Man Hit by Boom

She caught her backstay in the buoy itself. While thus entangled, the main boom hit one of her crewmen on the head. The man, whose identity could not be learned today, was taken to the hospital at Southhampton, L. I., LaCour said the man was conscious after the accident, so it isn't thought he was injured too badly, though the impact opened a big gash on his head.

The race was a fast one, perhaps setting a record. Nor'wester, for example, left Sarah Ledge off Ocean Beach at 8:20 a.m. and had traversed the Race and sailed to Shagwong by 10:30 a.m., averaging about seven knots. Winds were estimated at about 15 to 20 knots from the southwest, switching to the northwest.

The three from Nor'wester were taken to Montauk Harbor and made their way home via taxi and ferry at about 7:30 p.m. yesterday. They were not able to save anything from the vessel.

Nor'wester and Mabuhay were not the only vessels damaged.

Manitou Spreader Gives Way

The Coast Guard Academy's 62-foot yawl Manitou had a spreader drop, slacking off the shrouds which support the main mast. The mast, reports said, "looked like a piece of macaroni, with two or three bends in it." The Manitou was due back in New London today, out of the race.

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LaCour has owned the Nor'wester since 1960, when he purchased it from Ray Camp of Norwich. She formerly was the Et Tu, owned and designed by Ray Hunt of Boston, who also designed the International 110's and the America's Cup defender Easterner.

The unofficial winners in the first day's racing were:

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1. Easterly.
2. Shady Lady, 45-SL, Charles Sturgess.
3. Blithe Spirit, 44-SL, Forbes Morse.
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CLASS B-1

1. Magic, 30-SL, Donald F. Robinson.
2. Hispaniola, 38-K, Edward W. Poor.
3. Tadpole, 3-SL, Edward S. Kelley, Jr.
4. Rainbow, 34-SL, Stephen L. Corkery.
5. Doki, 33-SL, Henry Strauss.

CLASS B-2

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2. Nenoma, 29-SL, E. M. Colie, Jr.
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CLASS B-2

1. Primrose; 2. Libra; 3. Blue-jacket, 26-K, John R. Wheeler; 4. Nenoma; 5. Dawnell.

CLASS C-1

1. Bagatelle; 2. Cockatoo II; 3. Red Cap; 4. Totherlady.

CLASS C-2

1. Shelagh; 2. North Sea; 3. Lady B., 25-SL, Robert C. Eddy; 4. Sylence, 32-SL, D. K. Fox; 5. Arbella.

BREAK
on a 22-yard home crowd opener for

Experience Over

Norwich Free ball team had once and poise High School Sa the Wildcats tory before 1,5 opener for bot

The game school varsity the Saints, varsity ball a

Three Mistake

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On the first faked a dive t ball and wen touchdown. Jo the try for poi

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Norwich Goes 51

Norwich drove fourth score ear period. The big seven-play touchd a 27-yard sweep brought a first d Leone went over Mac Ruggs added an end run.

The final New car

WASH CAR WASH, Inc.

The ONLY Automatic

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4. Valiant, 40-SL, Paul C. van Dyke.
5. Red Cap, 34-SL, L. R. Robinson.

CLASS C-2

1. Huntress, 26-SL, Gordon Hunter.
2. Arbella, 26-SL, Sig Nininger.
3. North Sea, 29-SL, W. D. Welte.
4. La Folie, 21-SL, Paul Wood.
5. Arapaho, 26-SL, Walter Scott, Jr.

SALVADOR — The Brazilian government has formed a new housing authority here with a goal of 3,000 houses for the poor in the first year of operation.

Off Soundings
Fall 1964
Eaglet

Lingersols
Lincolns

THE HARTFORD TIMES 35
Friday, Sept. 22, 1961

Sloop Nor'wester Sinks Off Montauk 79-Mile Gale Tips It Over, Crew Saved

By GEORGE BRAGDON

The 36-foot sloop Nor'wester was knocked down by a "white squall" and sank in 55 feet of water off Montauk last Friday during the first day's race in the Fall cruise of the Off Soundings Club.

The gray-painted vessel, valued at \$13,000, was owned by Charles M. La-

jacket, according to the New London Day, mistakenly thought it was disqualified for using power, when actually the use of engines is allowed to effect rescues.

Mr. LaCour later said he thinks salvage is unlikely because Nor'wester went down in about 55 feet where strong currents have probably swept it away.

The three members of the crew were unable to save anything from the vessel. They were taken to Montauk Harbor and thence made their way home by taxi and ferry, reaching New London that night.

Nor'wester was one of two boats ahead of the pack when it was lost. The other, the 32-foot sloop Mabu-hay, owned by Breckenridge Marshall, was dismasted when a turnbuckle carried away as it was coming around the buoy.

THE MABUHAY caught her backstay in the buoy itself. While thus entangled, the main boom hit a crew member on the head. The man—identity not known—was taken to a Southampton, N. Y. hospital.

There were other casualties. A spreader dropped on

the Coast Guard Academy's 62-foot yawl Manitou, slacking off the shrouds that support the mainmast. An observer in the fleet said the mast looked like a piece of macaroni with two or three bends in it.

The 30-foot schooner Bartholomew Gosnold owned by R. H. Neidlinger of Essex was dismasted off Fishers Island. The Coast Guard towed her in.

On the Doco II, owned by Harold Dahl of Norwich, a spinnaker pole was broken.

The Nor'wester had been owned by LaCour since last year, when he bought her from Ray Camp of Norwich. She was the former Et Tu owned and designed by Ra Hunt of Boston, who designed the International 110's and the America's Cup Defender.

Boating

Cour of New London. The boat sank in less than one minute and the three-man crew was picked up by the crews of two other vessels in the fleet within eight minutes. Nor'wester was covered by insurance.

Later at Montauk it was said the wind during the squall was measured up to 79 mph in gusts.

COMPETING IN Class C-2, the sloop was on a reach and concentrating on rounding Shagwong Reef Buoy when the high winds—which LaCour told The Times was a white squall—struck.

Nor'wester was carrying her main and a small genoa. When the squall hit, the crew sprang to ease off the sails. But the next thing anybody knew, the boat was going over, and a sea broke over the stern, filling the cockpit.

Those aboard grabbed cushion life preservers. The youngest crew member, 14-year-old John Humphreville, LaCour's nephew, was picked up by the sloop Celeriter II owned by Howard Mills of Vineyard Haven.

LaCour and Warren Hewes of Groton were picked up by the sloop Blue-jacket owned by John Wheeler of West Mystic.

THE TWO VESSELS had doused their canvas and relied on their power to make the rescues. Celeriter made sail again and continued the race while Blue-

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