Dec. 7, 1948. J. C. POWERS, JR 2,455,519

SAILING GAME

Filed Feb. 27, 1946

3 Sheets-Sheet 1

Fig. 1.

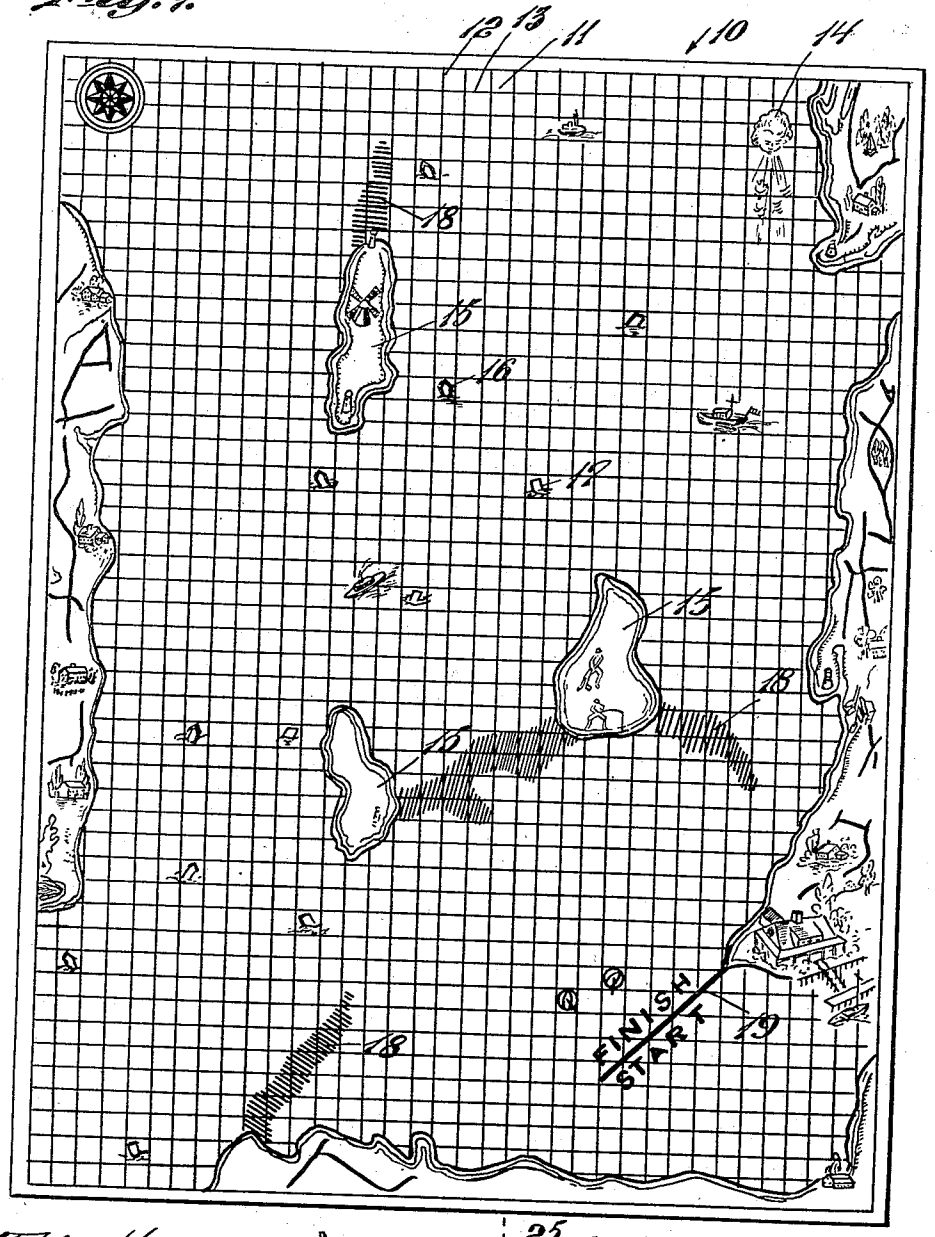
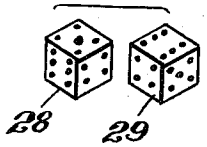


Fig. 4.



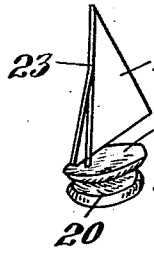


Fig. 2.

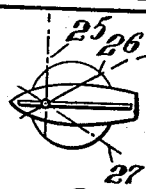


Fig. 3.

INVENTOR.
James C. Powers Jr.
BY
Barlow & Barlow
ATTORNEYS.

Dec. 7, 1948. J. C. POWERS, JR 2,455,519

SAILING GAME

Filed Feb. 27, 1946 3 Sheets-Sheet 2

Fig. 5.

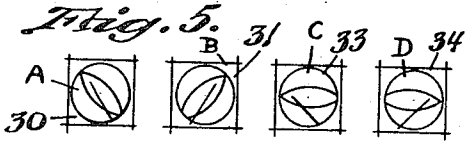


Fig. 6.

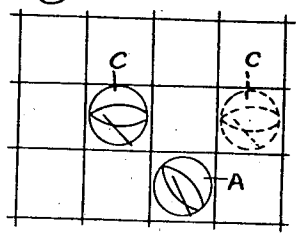


Fig. 7.

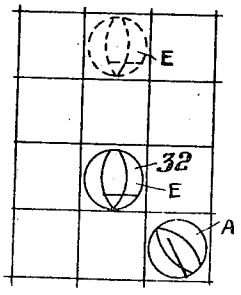


Fig. 8.

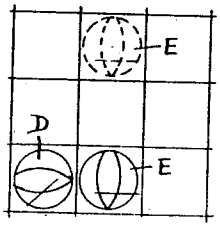


Fig. 9.

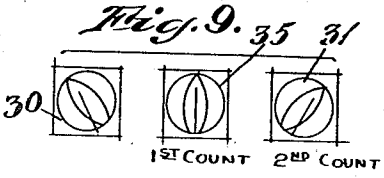


Fig. 10

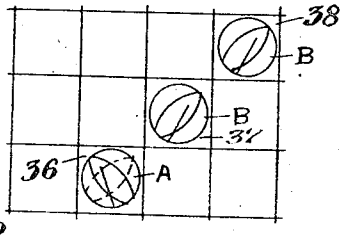


Fig. 11.

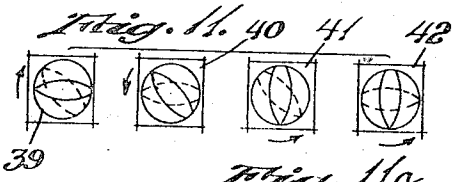


Fig. 11a

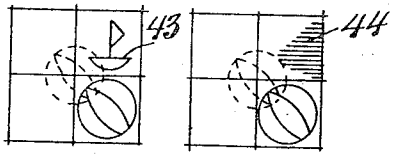


Fig. 12.

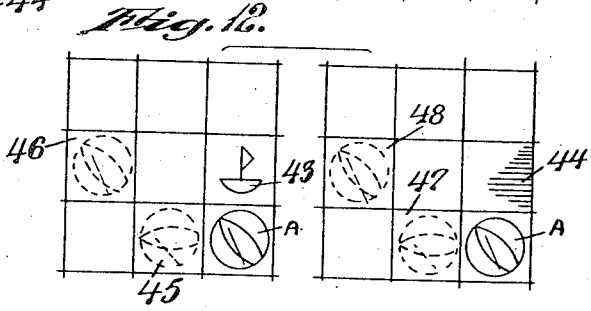


Fig. 13.

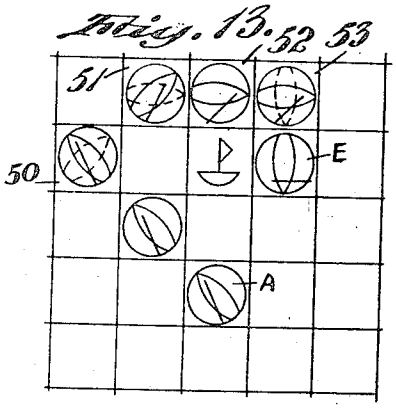
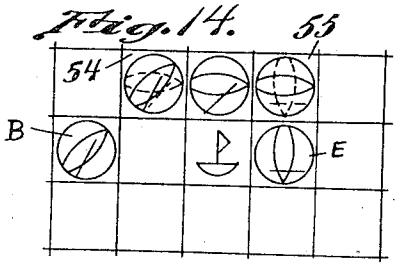


Fig. 14.



INVENTOR.
James C. Powers Jr.
BY
Barlow & Barlow
ATTORNEYS.

Dec. 7, 1948. J. C. POWERS, JR 2,455,519

SAILING GAME

Filed Feb. 27, 1946

3 Sheets-Sheet 3

Fig. 15.

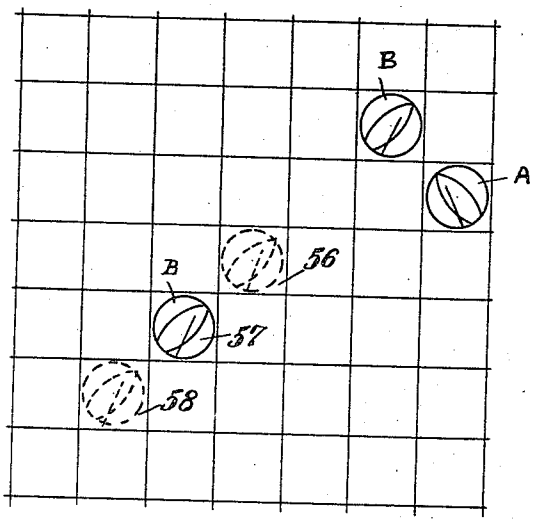


Fig. 16.

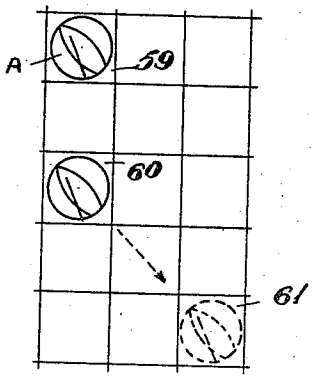


Fig. 17.

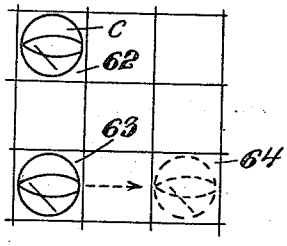


Fig. 18.

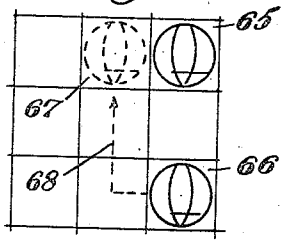


Fig. 19.

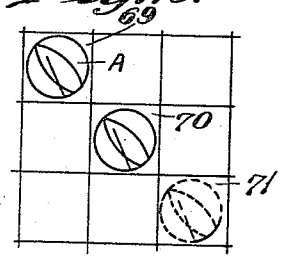


Fig. 20.

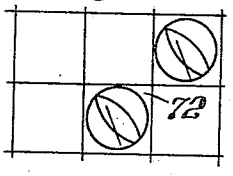


Fig. 21.

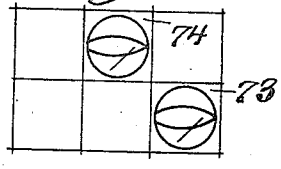


Fig. 22.

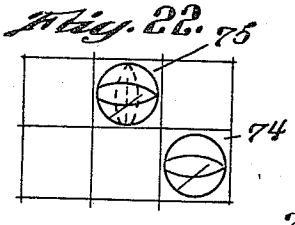


Fig. 23.

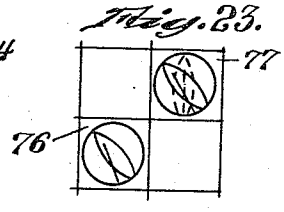
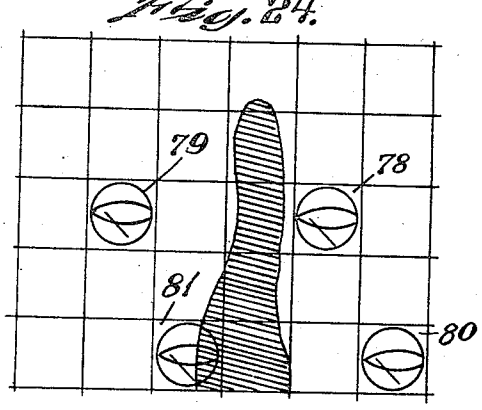


Fig. 24.



INVENTOR.
James C. Powers Jr.
BY
Barlow & Barlow
ATTORNEYS.

Patented Dec. 7, 1948

2,455,519

UNITED STATES PATENT OFFICE

2,455,519

SAILING GAME

James C. Powers, Jr., Barrington, R. I.

Application February 27, 1946, Serial No. 650,505

2 Claims. (Cl. 273—134)

1

This invention relates to a game apparatus involving sailing vessels.

Various game apparatuses have been provided which involve the moving of pieces over a playing surface. None of these, however, manipulate the pieces consistent with maneuvering a sailing vessel by the wind alone.

One of the objects of this invention is to provide a game apparatus which will teach the manipulation of a sailing vessel and the fundamental theories of arranging sails with relation to the wind and the vessel for operation of the vessel.

Another object of the invention is to provide amusement and pleasure to those who have some knowledge of the manipulation of sailing vessels.

Another object of this invention is to educate the novice in the fundamentals of yacht racing.

Another object of the invention is to present a means for the experienced yachtsman to work out racing tactics.

Another object of this invention is to provide a game apparatus which may be made simple and interesting and yet one which may be easy to manipulate.

With these and other objects in view, the invention consists of certain novel features of construction, as will be more fully described and particularly pointed out in the appended claims.

In the accompanying drawings:

Fig. 1 is a plan view of the game board;

Fig. 2 is a perspective view of one of the playing pieces;

Fig. 3 is a top plan view showing in dotted lines selective positions of the sail with relation to the base of the playing piece; and

Fig. 4 is a perspective view of dice which are used to control the movements of the playing piece on the game board;

Figs. 5 to 24 are diagrammatic views illustrating different relative positions of the playing pieces.

In proceeding with this invention, I provide a playing surface on a board which will have right angularly extending lines over an area simulating water in which certain islands, shoals, ships and government aids to navigation are indicated on the board. The direction of the wind will also be indicated which will bear a certain definite relation to the right angularly extending lines so that these may define paths of travel for the sailing vessel. The playing piece will be in the form of a vessel with a sail which may be shifted relative to the body of the playing piece for cooperation with the wind so that an advantageous position of the sail with reference to the wind and the path of travel of the ship over the playing surface will be had. Dice are provided for controlling the play and will be of different colors.

2

With reference to the drawings, 10 designates generally a game board which is provided with an area 11 designating water upon which there are lines 12 extending vertically and lines 13 extending horizontally equally spaced. The wind direction is designated 14 and is shown as being parallel to the lines 12. Islands which are obstructions to navigation are designated 15 and aids to navigation in the form of nun buoys 16 and can buoys 17 are provided indicated upon the playing area to mark a channel. Certain shoals 18 also obstructions to navigation are provided. The buoys may act as race markers or other turning marks may be provided at a certain definite location.

In order to cooperate with this playing board, I have provided several playing pieces which are the same, except for being different colors, and are indicated in Fig. 2. Each has a base 20 shaped to indicate a vessel 22 thereon. A mast 23 having sail 24 is swivelly mounted in this base 22 so that the sail may be positioned either at right angles to the longitudinal axis or lubber line of the vessel 22, as shown at 25 in Fig 3, or this sail may be positioned at an angle as shown at 26 for the port tack or as shown at 27 for the starboard tack when these sails are close hauled for tacking.

The general scheme of cooperation between the playing piece 20 and the game board is that the vessel may travel in the direction of the wind 14 and parallel to the lines 12 between any two lines 12 with the sail extending at right angles to the vessel as shown at 25 in Fig. 3, see also 32, Fig 7, or the ship may travel in either direction parallel to the lines 13 and between the lines 13 as at 33, Fig. 5, with the sail on the starboard tack if moving to the left as shown in Fig. 1 or on the port tack, 34, Fig. 5, when moving to the right as shown in Fig. 1. If it is desired for the vessel to move against the wind then the vessel must move diagonally from one square to another or at 45 degrees to the lines 12 and 13 either on the starboard tack in a direction toward the upper left hand corner of the game board as at 30, Fig. 5, or on the port tack in a direction toward the upper right hand corner of the game board as at 31, Fig. 5. The moves will be governed by a die 28 which will be of one color such as green while the die 29 which may be of a different color such as red may be used for introducing other helps or hindrances depending upon conditions or chance according to a certain designated rule or for-

mula. The play of this game will utilize usual rules of the road and the international rules of yacht racing for rights of way and thus will teach to the novice such rules as govern shipping rights of way and races of sailing yachts. Rules of play may be adopted as hereinafter set forth.

In setting forth the following rules and the illustration of different situations, a yacht will be designated on the starboard tack close hauled by the letter A as at **30**, Fig. 5, and on the port tack close hauled by the letter B as at **31**. When reaching or moving laterally at right angles to the direction of the wind, the yacht will be designated C on the starboard tack as at **33**, Fig. 5, and D on the port tack **34**, while a yacht running before the wind will be designated E on the starboard tack, see Fig. 8 and F on the port tack.

Whenever a yacht changes its direction so that the bow of the yacht passes through the wind, it is considered to be tacking as shown in Fig. 9 when a yacht **30** heads into the wind as shown at **35** prior to entering the port tack as shown at **31**. A yacht which changes its direction is considered to have altered its course.

When an aid to navigation, another yacht, a point of land, or anything that would hinder the progress of the yacht is placed in its course so as to cause the base that the yacht rests on to pass across the corner of the square that contains the obstruction, the obstruction is considered to exist and this is illustrated in Fig. 11 in which there is a marker **43** as one obstruction and a point of land **44** as another obstruction.

A yacht which has worked its way to the top of the board to turn the windward marker must set its spinnaker if it plans to run directly down the board before the wind.

A yacht that finds itself directly to the leeward of another yacht (other yacht is between it and the wind) and a maximum of two squares away, is considered to be blanketed.

Rule 1.—A yacht that is sailing close hauled has the right of way over all yachts sailing less close to the wind. (See illustration in Fig. 6 where the yacht A is close hauled and has the right of way over yacht C which is reaching. Thus yacht C must move back two spaces as indicated by the dotted lines in Fig. 6 in order to permit the yacht A to pass. In another illustration under this rule, in Fig. 7 yacht A has the right of way over yacht E and thus yacht E must move back two spaces as indicated by the dotted lines in this figure.)

Rule 2.—A yacht that is reaching has the right of way over a yacht that is sailing less close to the wind, that is a yacht that is running, and should a yacht that is running obstruct its way, the yacht that is running must drop back two spaces. (See illustration of this which is shown in Fig. 8 wherein yacht D has the right of way over yacht E and yacht E must move back two spaces as shown in dotted lines.)

Rule 3.—When a yacht tacks, it must deduct two counts from its total count. (As shown in Fig. 9, a yacht moving from position **30** to **35** would take one count and in moving to the position **31** would complete the second count. Thus as shown in Fig. 10, yacht A in moving from the full line position as shown in square **36** to the dotted line position in square **36** so as to come on the port tack shown at B would take two counts and in proceeding to the position in square **37** would take an additional count or three counts and in arriving at the square **38** would take an additional count or four counts.)

Rule 4.—When a yacht alters its course, it must deduct one count from the die. (As shown in Fig. 11, the yacht shown in solid lines at **39** which is reaching in altering its course to the windward as shown in dotted lines in this square must deduct one count from the die for this maneuver. Similarly, this would occur in altering the course from the full line position as shown in square **40** to the dotted line position in this figure or from the position shown in square **41** from the full line to the dotted line position or similarly from the full line position to the dotted line position as shown in square **42** in this figure.)

Rule 5.—A yacht that finds an obstruction in its way must bear off and go around it, requiring the loss of one square to windward and a deduction of one count for altering course as set forth in rule 4. (For illustration see Fig. 12 wherein the yacht A must bear off to the position **45** and then proceed to square **46** and thence around the turning mark **43**, or in the case of the land **44** as shown in this figure, the yacht A must bear off as shown at square **47** and then proceed to square **48** and so forth, taking the proper counts for this change of course as has been heretofore set forth.)

Rule 6.—To set the spinnaker and square away takes three counts on the dice. (As illustrated in Fig. 13, the movement in the square **50** from the starboard tack to the dotted line position shown in the port tack takes two counts for tacking. Then, after proceeding to square **51** the yacht bears off taking another count for moving from the full line position to the dotted line position in square **51** and then proceeds to square **52** and thence to square **53** where further bearing off to go before the wind takes one count for bearing off and two additional counts for setting the spinnaker which is the position of the sail shown at E or at **25** in Fig. 3. The sail may be set either on the starboard tack or on the port tack, which gives a choice. In Fig. 14 an optional showing is provided where there is a bearing off in square **54** from close hauled to running free and then in square **55** the spinnaker set on the starboard tack as before indicated.)

Rule 7.—In case a yacht on the port tack is obstructing the way of a yacht on the starboard tack, the yacht on the port tack must move back two squares in the direction it was sailing and accept whatever other penalties may result from this move. Also any other yacht that is subsequently effected as a result of this move must accept whatever penalty it includes. (In Fig. 15 a yacht A on the starboard tack has its way obstructed by the yacht B on the port tack. The yacht B must therefore drop back two spaces as shown in dotted lines in the square **56** where it in turn backwinds another yacht **57** forcing it to drop back two spaces as shown in dotted lines to square **58**.)

Rule 8.—When a yacht that is beating or reaching is blanketed, it must move back two squares. When a yacht that is running is blanketed, it must move back two squares and one square to the side opposite that which it has its boom set on. If a square is not available it must move two squares etc. (This rule is illustrated by Fig. 16 where yacht A in square **59** blankets the yacht in square **60**, thus this yacht must move back to the square **61** as shown by dotted lines. Here both yachts are close hauled on the starboard tack. In Fig. 17 where both yachts are reaching, the yacht in square **62** is blanketing the yacht in square **63** and thus this yacht must move back to the dotted line position in square **64**. In Fig. 18,

where two yachts are running both on the same tack, the yacht in square 65 blankets the yacht in square 66 and thus this yacht in square 66 must drop back to the square 67 as shown by dotted lines and as indicated by the directional line with the arrow at the end thereof 68. In order to effect this blanket, the yacht must stop in the position shown in the diagram as there would be no blanket if the count on the dice is sufficient to carry it by. In other words, if one yacht finishes its turn and finds itself in the position shown in the diagram, it must consider itself blanketed and take the penalty.)

Rule 9.—A yacht which through its own maneuvers or as a result of the maneuvers of another yacht finds itself directly astern of another yacht, it is considered to be back winded. However, this only applies when both boats are beating to windward. A yacht that is backwinded must move back one square. (This rule is illustrated in Fig. 19 where the yacht A in square 69 is back winding the yacht in square 70 and this yacht in square 70 must therefore move back to the square 71 as shown in dotted lines.)

Rule 10.—A yacht that so maneuvers as to be directly to the leeward and one square ahead of the other yacht is considered to be in a safe leeward position and can luff the yacht to windward. A yacht that is luffed must point the bow of the yacht directly into the wind and when it takes its next turn must subtract one count on the dice to get back on course again. If on the other hand it elects to go about on the other tack, it must still count two. (This is illustrated in Figs. 20, 21, 22 and 23. In Fig. 20 the yacht in square 72 is in the safe leeward position while beating. In Fig. 21 the yacht in square 73 is in the safe leeward position with reference to the yacht in square 74 while reaching. In Fig. 22 the yacht in square 74 causes the yacht in square 75 to luff while reaching, thus requiring it to move from the full line position to the dotted line position and this same situation exists in Fig. 23 wherein the yacht in square 76 causes the yacht in square 77 to luff or move from the full line position to the dotted line position while beating and the yacht in the dotted line position stays in this position until the start of its next turn.)

Rule 11.—A yacht may elect to cross a shoal area and if there is sufficient count to do so there is no penalty. However, should a yacht finish its count while on the shoal, it is considered to have run aground and loses one turn. (Those areas in the water that are cross hatched are to be considered shoals. In Fig. 24 the yacht in square 78 gets a count of three and clears the shoal by moving to square 79 whereas the yacht in square 80 gets a count of three and comes to rest in square 81 but does not clear the shoal and thus loses the next turn for going aground.)

Further in connection with the helps and hindrances, the following rules are adopted:

11. You have set a new sail (extra turn)
12. Helping tide (add 3)

13. Got rid of lobster pot (add 2)
14. Favorable slant of wind (add 2)
15. Better trim of the sail (add 2)
16. Pulled in trailing line (add 1)

21. Got rid of lobster pot (add 2)
22. Nothing
23. Favorable slant of wind (add 1)
24. Nothing
25. Better trim of the sail (add 2)
26. Pulled in trailing line (add 1)

51. Unfavorable slant of wind (sub. 1)
52. Picked up lobster pot (sub. 2)
53. Poor trim of sail (sub. 1)
54. Nothing
55. Trailing line (sub. 1)
56. Hindering tide (sub. 2)

61. Pleasure boat interference (sub. 1)
62. Unfavorable slant of wind (sub. 2)
63. Hindering tide (sub. 3)
64. Crew member overboard (sub. 4)
65. Picked up lobster pot (sub. 2)
66. Blown out sail (lose turn)

In this case the first digit of the number is taken from the die 28 and the second digit from the die 29. These may be red and green in accordance with these two colors which are used as sailing lights upon the sailing vessel.

I claim:

1. A game apparatus for use with playing pieces simulating sailing vessels comprising a game board having a playing area with right angularly intersecting lines forming paths with relation to which said playing pieces are movable over the playing area, said area being marked to indicate the wind direction relative to said paths so that said lines will indicate running, reaching and tacking paths of travel, and playing pieces in the form of sailing vessels movable over said board and each having a sail shiftable with relation to the vessel as the vessel changes its direction of travel over said playing area whereby said sail is set to cooperate with the wind direction indicated.

2. A game apparatus as set forth in claim 1 wherein a base simulating a vessel having bow and stern and mast swivelly mounted on said base carrying a sail on said mast.

JAMES C. POWERS, JR.

REFERENCES CITED

The following references are of record in the file of this patent:

UNITED STATES PATENTS

Number	Name	Date
1,474,539	McKay	Nov. 20, 1923
1,500,782	Vegiard	July 8, 1924
1,628,412	Lesavoy	May 10, 1927

FOREIGN PATENTS

Number	Country	Date
8,374	Great Britain	1894
328,109	Great Britain	Apr. 24, 1930