

# SIDEWINDER

# NEWSLETTER

PUBLICATION OF THE UNITED STATES SIDEWINDER ASSOCIATION

April, 1978

Hi Sidewinder Sailor,

Spring is coming fast. . .

"First the howling blizzard woke us, then the rain came down to soak us, and now before the eye can focus--crocus!"

(Lilja Rogers) reprinted  
from Flower and Garden.

April already. We wanted to get this newsletter out so that all of you could read about and register for the regattas and so<sup>that</sup> all of you could make reservations to go to nationals! For this reason we were unable to finish the capsizes and docking articles that we had planned to do. We do have the remainder of the spinnaker articles, basic sailing rules and a load of regatta reports.

The membership payments are steadily coming in. The other day we received two payments in consecutive sail number order. They were Peter Fellegara 1911 and James Dantonello 1912!

Can you tell us where Paul Coccari or William Millar have moved to?

## Get to Know Your Officers Column

This month Carol and Mary Park (co. sec./treas.) tell you how they became involved in the sport of sailing.

We enjoy sailing as a sport and as a hobby. Racing challenges our skills against others and cruising allows us to relax in a peaceful setting. We have found sailing to be an adventure, whether racing or cruising that's worth getting into.

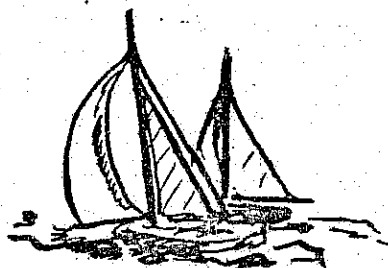
When we were six (by the way--we're twins) our parents bought a small 15' wooden sailboat. Our six member family would pile into the sailboat and bob around Cayuga Lake (Ithaca, NY). Our parents hadn't any idea how to sail but thought it looked like fun. The learning process was bumpy at times and exciting at other times. The following four years we were back at Penn State (central PA) and since no lakes were nearby our sailing was sporadic. Alas, in 1969 our family joined a sailing club--The Lake Glendale Sailing Club. The next year we began to race with our father and mother in a Pintail while our two brothers began racing the Sidewinder. Watching our brothers in a boat of their

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REMINDER: DUES ARE DUE

own made us restless and made it very difficult for our father to concentrate on his own race. Finally, half way through the next season our dad put us into a Copperhead and said "Just follow me around the course." The Copperhead is a single handers boat but it took both of us to hold it down. In 1971 (the first year of Sidewinder Nationals) we watched our brothers race. The following year we started racing a Sidewinder and have been traveling to and racing in the nationals ever since. Our strategy for our first nationals was to follow the boats that were ahead of us (it's easier to look ahead than look behind ) and we were thrilled to come in 18th. Pretty good score in a 46 boat fleet. Most recently, in the 1977 sailing season we tried something different. Mary began skippering. It was a good change for both of us because Carol finally found out about the hardships of being a crew and Mary found out about the comfort of being skipper. After 5 years of skippering Carol had a few bad habits to change to be a good crew--mainly to stop giving the skipper orders! It took a while before we were comfortable in our new situation but it was very educational for both of us.

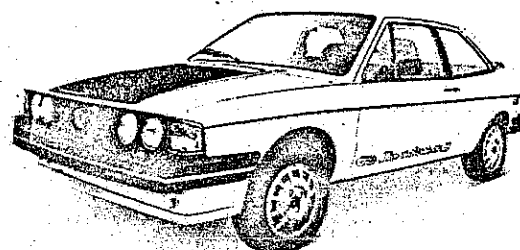
Over the years we have been teaching sailing (we have Red Cross Instructors Cards), we joined the Penn State sailing team and most recently we were elected co. sec./treas. of the Sidewinder Association. We enjoy our involvement with sailing and enjoy working to promote a great sport and a great boat.

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SCIROCCO SIDEWINDER

VW has come out with a new car

to help promote OUR BOAT !

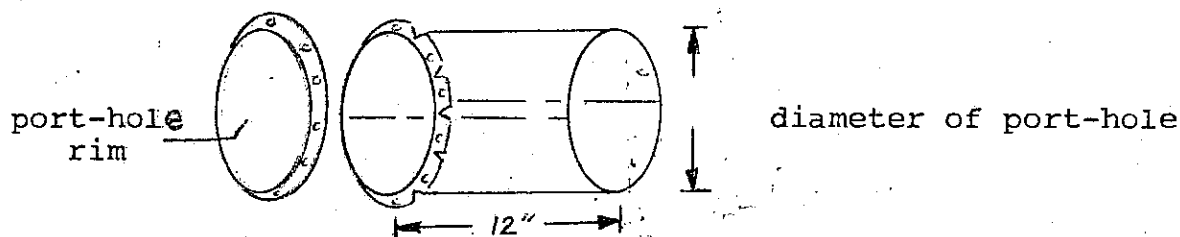
## SPINNAKER SET UP

by Mary Park

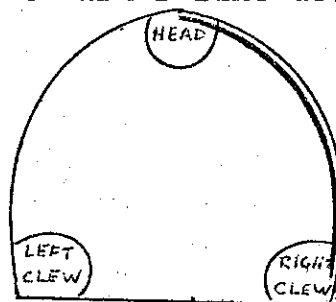
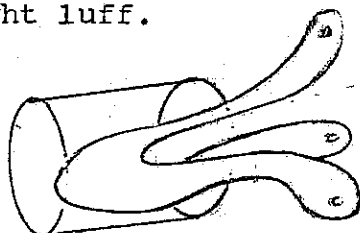
Before Mark Bloomstine tells you about Spinnaker handling, I'd like to show you two ways to set up a spinnaker bagging system. The two systems used on Sidewinders are the "slooper tube" and the port-hole bag. The slooper tube is faster when retrieving a spinnaker. The spinnaker is simply pulled into a tube rather than having the crew furiously stuff it into a bag. In both cases keep in mind that, Practice Makes Perfect!

## The PORT-HOLE BAG METHOD:

We stuffed the spinnaker into the right p t-hole cover. The bags outer edge is screwed in behind the port-hole cover. The bag is made of strong vinyl which prevents water from entering into the hull if (when!) the boat capsizes.



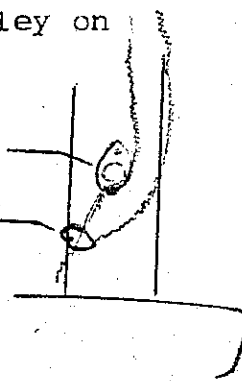
To stuff the spinnaker into the bag, begin at the middle and pull the edges together while pushing in. To keep things straight we have the three corners marked and a black magic marker line down the inside right luff.



The spinnaker sheets can be tied to the clews. The halyard must be fastened to the head of the spinnaker just before the spinnaker is ready to be hoisted. We used a firemen's hook at the end of the halyard so it can be clipped quickly to the head. When the spinnaker's not up we clip the halyard onto itself just below the lower pulley on the mast (see March Newsletter for our spinnaker layout).

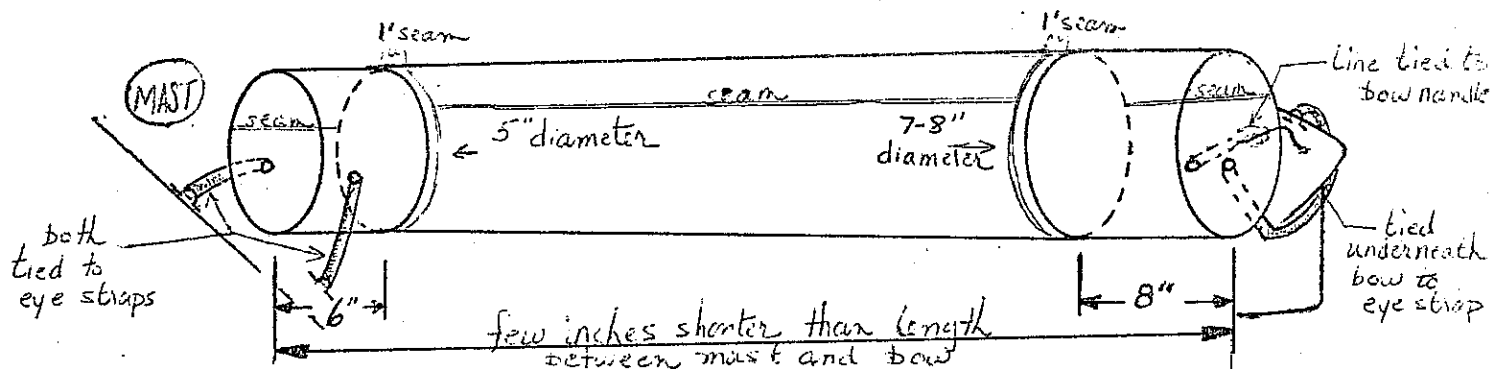
REMEMBER, when clipping the spinnaker halyard to the spinnaker head, be sure to lead the halyard underneath the jib sheet then clip it on. When you're retrieving remember to haul in the spinnaker underneath the jib sheet again. Unclip the halyard, take it underneath then over and clip it onto the mast.

pulley  
firemens  
hook

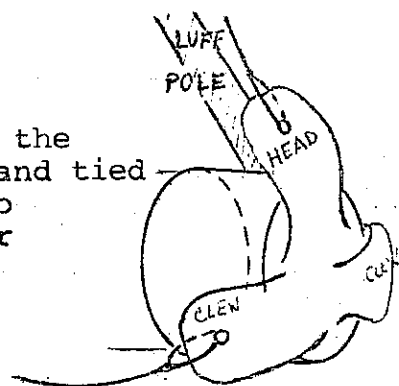


## The "SLOOPER TUBE"

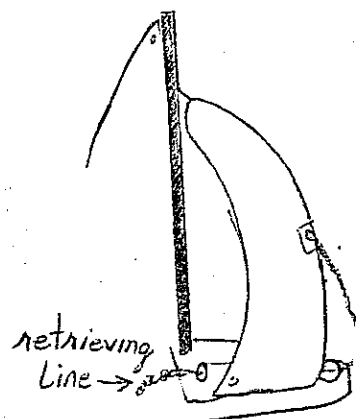
Our's is made of light weight rip-stop nylon. To make the tube you'll need two plastic cylinders to give support to the ends. Cover the cylinders separately by cutting out two squares (rectangles). The rectangles should be tight fitting in diameter--be sure to allow for a seam--and long enough that it will cover both inside and out and have an inch remaining on both ends. (e.g. rectangle: length will be 6+6+ and width will be diameter + seam). Cut out a tapered rectangle to fit the distance between the two cylinders and that will fit the two different diameter sizes. Sew the rectangles seam (length) then by hand sew the edges to the cylinder seams edges. Finally drill two holes in each cylinder. Knot the end of four lines, pull the free end through the cylinders and tie them to the deck.



The halyard and sheets remain connected all the time. If you use a slooper tube a fourth line is needed. A retrieving line. This is tied to some point in the boat (in a location for either the crew or skipper to pull the spinnaker into the tube) lead through the tube and tied to the outside of the spinnaker. You'll have to sew a small patch in the middle of the spinnaker to tie the retrieving line to. You can tie the retrieving line on the inside, but the theory for tying it on the outside is so that the retrieving line will act as a cradle and keep the spinnaker from falling into the water.



And know Mark Bloomstine (1976 Champ) will let you in on his secrets of Spinnaker Handling.



## Spinnaker Handling

-Mark Bloomstine, 1976 Champ

I don't pretend to be any kind of an expert in spinnaker handling, although my nationals' crew, Jim Rickloff, could easily be considered a master. For this reason I will refer to him very often because of his large part in our success.

The first thing to consider when thinking spinnaker is set up. There are two methods: 1) using a spinnaker "slooper", and 2) not using a "slooper". Both would best be explained in another article at some other time. Personally I prefer the sloop set up with the halyard and spinnaker retracting cord led to the back of the centerboard trunk. This frees the crew to fly the spinnaker immediately after it goes up the mast.

Before the start of the race I coil the retracting cord in such a way that it will go up smoothly. Then I push the coil as far back in the boat as I can. At the same time Jim is tying slip knots in the spinnaker sheets as they come inboard through the blocks. He then predetermines the height the pole should be at on the leeward leg, and adjusts the pole lift appropriately.

If we're coming, on starboard, to the weather mark of a port course Jim will usually place the guy on the spinnaker pole, attach the pole lift, and place the pole on the mast. When the wind is fairly heavy he may wait till we have rounded the mark when the boat will be more stable. Jim judges when he wants to do it. He's the best judge of his capacity for efficient work, not me.

Once we've rounded the mark I immediately release the mainsheet to the appropriate position and pull up the spinnaker halyard while driving the boat with my legs. Once the spinnaker is up I raise the centerboard and trim the jib. Simultaneously Jim will release the sheet and guy and begin flying the spinnaker. He also balances the weight distribution, and helps with the centerboard and jib. He may also roll up the jib if required, and adjust the downhaul and outhaul. He finds his teeth very instrumental as temporary cleats (usually not in heavy air) and sometimes gives me the sheet so he can continue adjustments.

While gybing I will fly the spinnaker while driving the boat almost directly downwind with my legs. As I steer the transom of the boat through the eye of the wind Jim throws the main across the boat and switches his weight to the other side. He then takes the pole off the mast, releases the old guy from the pole, places the new guy in the pole, and places the pole on the mast. He then takes the sheet and guy from me, and I adjust the course and main sheet appropriately. (If the jib is out, Jim will usually roll it up before the jibe).

When preparing to take down the spinnaker Jim will unroll and trim the jib while I fly the spinnaker. At his discretion, he may then decide to take the spinnaker pole down. As we approach the mark I release the spinnaker halyard and pull the spinnaker into the sloop with the retracting line. Jim drops the centerboard and trims the jib, I cleat the spinnaker halyard taut, trim the main and we drive to weather. If the spinnaker pole is still up Jim will take it down once we're moving well.

I asked Jim what he looks for when he flies the spinnaker. He said candidly that he didn't really know. He just does it. But he did mention that he tries to keep as much of the spinnaker in clear air whether it means pulling the pole back or letting the sheet out a little. An important thing to watch for is the curling in of the windward luff. This is when the spinnaker is on the brink of collapsing. Jim says he always

keeps the luff fluttering so that he knows that the spinnaker isn't strapped too tight.

The only conditions that the Sidewinder spinnaker is useful in are light or medium air beam reach, and light, medium, or heavy air runs. The shape doesn't provide any worthwhile advantage on close reaches and heavy air beam reaches.

- M.B.

P.S. - Mark takes all the credit naturally. I just read this and he's a real glory hog! What more can I say! Truthfully, flying a spinnaker calls for great team work as you should know and practice is a must. Everyone has their own system and thank you Carol and Mary for asking us to describe ours to the Sidewinder fleet. I hope and so does Mark that it is some help to the readers

-Jim Rickloff

### 1978 North Jersey Spring Regatta

May 20 - 21, 1978

Hosts: Fleet #17 of Lake Shawnee

Place: Swartswood Lake

Contact: Henry Ramm  
63 E. Shawnee Trail  
Lake Shawnee, N. J. 07885  
Phone: 201/ 663 - 2587

Registration: The entry fee for the Spring Regatta is \$ 5.00 per Boat.  
Make check payable to: Henry Ramm.

Camping: Please call the Swartswood State Park for reservations. 201/ 383 -5230

Motels: Swartswood Lodge - 201/ 383 - 9798 ( 9 rooms only )  
Stillwater Inn - 201/ 383 - 6055  
Waldmere Hotel - 201/ 383 - 1130  
Viebrocks Motel - 201/ 383- 3922  
Straits Holiday Motel - 201/ 786 -5260

Activities: May 20, registration until 10:00 A. M. at the Swartswood Lodge.  
Skipper's meeting at 10:30 A. M.  
First race at 11:00 A. M., Lunch ( can be bought at the Lodge )  
two races back to back in the afternoon.  
May 21 , Skipper's meeting at 10:00 A. M., followed by 2 races and awards  
for the top three Skippers and crews.

Launching: Campers can launch their boats at the State Park. Other boats can be  
launched at the Lodge.

This will be our last try to hold a Regatta, so come on out and  
make it a success.

-Absolute Deadline for Registration is May 1. 1978

### CROSS LAKE OPEN SAILING REGATTA

Cross Lake Sailing Association, Meridian, NY

June 3 and 4

Classes pre-registering 5 or more boats before May 19, 1978 will be given separate starts. All others, with the exception of multihulls, will be racing in an open class, rated by the Portsmouth Yardstick.

The series will have a 3 race format. The skippers meeting is scheduled for Sat. at 9:45 a.m., and the first race to start at 10:40 a.m. Camping facilities are available at the lake.

Registration fees:

\$5.00 if mailed by May 19, 1978  
\$7.00 thereafter

This will be an excellent warm-up for the up-coming race season.

Contact: Joe Devine - 635-7462 or Bruce Remillard - 638-1967

Mail entry fee to: Cross Lake Sailing Association  
Box #11  
Meridian, New York  
13113

### SUNNY-SIDE REGATTA

Codorus State Park, Hanover, Pa. JUNE 24.

June 24, 1978

The Pinchot Sailing Club will once again be co-sponsoring, with the Lake Marburg Sailing Association, a SUNNY-SIDE REGATTA at Codorus State Park, Hanover, Pennsylvania.

If you plan to enter the regatta please contact Ann Gropp immediately.

Contact: Ann Gropp  
26 Mallard Court  
Mechanicsburg, Pa.  
17055

### SUSQUEHANNA DOWN-RIVER REGATTA

Harrisburg, Pa. MAY 6, 1978

May 6, 1978

This is the fourth Downriver Regatta sponsored by the Keystone Aquatic Club and the Harrisburg Seaplane Base.

Trophies will be awarded to the first two boats in each class.

Schedule: Registration 8:30 - 10:30  
Skippers Meeting 10:30 - 11:00

Fees: \$5.00 per boat (this includes a post-race party)

Mail check to: John Twigg, Harrisburg Seaplane Base, Inc.  
Wormleysburg, Pa. 17043

FLEET #19 REGATTA

Nockamixon State Park June 10th

15 miles southeast of Allentown

15 miles north of Philadelphia

5 miles from the New Jersey border

1½ hour drive from Harrisburg

easily accessible for all New Jersey and Eastern Pennsylvania sailors.

Fleet #19 members invite you to join them on June 10th at one of the most beautiful facilities the Sidewinder class has ever had the privilege to use. Last year ten skippers and their crew gathered for the first annual regatta. This regatta is a one day event with three races.

Accommodations and other information:

Contact Denny Ginsberg  
719 Wallace Drive  
Warminster, Pa.  
18974

ERIE YACHT CLUB INVITATIONAL REGATTA

Erie Yacht Club June 3 and 4

Saturday: 9:00 skippers meeting

10:00 first race

2:00 second race

Sunday 10:00 third race

Accommodations:

Camping and tenting will be available on the yacht club grounds  
Many motels are available nearby

FLEET #15 SIDEWINDER INVITATIONAL REGATTA

Lake Cadillac, Michigan JULY 1 & 2

Lois Cole told us that the ice is still on the lake, but never fear - Spring is in the air (and we hope that the water gets the same message).

Contact: Martha Garber  
201 Petrie  
Cadillac, MI  
49601

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We would like you to respond to these people if you might be interested or if you are definitely interested - You will notice that we said interested - this doesn't commit you to go.



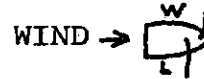
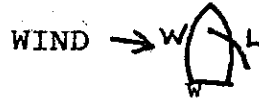
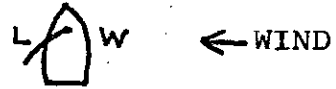
# THE BASIC RACING RULES



The left side is always the port side and the right side is always the starboard side.

When the free side (without the sail) is the left side, you are on a port tack.

A PORT tack boat must stay clear of a STARBOARD tack boat.

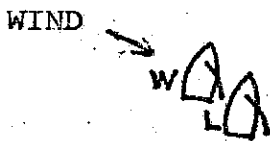


The side that the wind comes over first is the windward side and the side that the sail is on is the leeward side.

When the free side (without the sail) is the right side of the boat, you are right. You are on starboard and you are on a starboard tack.

These are diagrams of common situations

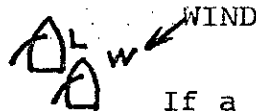
"+" = boat with right-of-way  
 "-" = must stay clear



Even when sailing in the same direction going with the wind, the starboard boat has right of way.



The boat that gets hit by the wind first is the windward boat.



If a boat is to the free side of you, then you are the leeward boat and the other boat is the windward boat; therefore, you have the right-of-way.

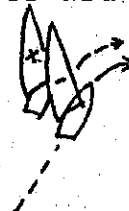
If a boat is under your sail, then you are the windward boat and the other boat is the leeward boat.



The leeward boat can't force the windward boat to give her room at the starting bouy.



In this situation the leeward boat doesn't have to give the windward boat room.

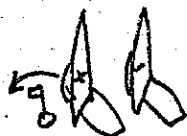


A leeward boat has the right-of-way and may luff a windward boat.

# BASIC RULES CON'T



The "+" boat is clear ahead of the "-" boat and because they are on the same tack, the overtaking yacht must stay clear.



The "+" boat has managed to gain an inside overlap at the mark; therefore, the "-" boat must give "+" enough room to round the mark. You will also note that I said "managed to gain an inside overlap" because this inside position is very advantageous when racing.



The "-" boat doesn't have an inside overlap but is clear astern of the "+" boat and therefore the "-" boat is an overtaking yacht and must stay clear of the "+" boat.

## The basic RULES

- 1) A boat must not touch another boat or a mark (bouy).
- 2) Starboard tack has right-of-way over a Port tack boat.
- 3) Leeward boat has right-of-way over a Windward boat.
- 4) Overtaking boat keeps clear.
- 5) A boat overtaking to windward can be luffed.  
An inside overlapping boat can ask for room (except at starting marks).
- 6) Inside boat must (at a bouy) round the mark at the first possible time.
- 7) A boat must not prevent another from keeping clear.

FROM THE MAILBAG:

Bob Everhart (Greenfield, Ohio)

"Last year someone had some Sidewinder Tee Shirts for sale and I didn't get to order any. If any are still available would you let me know from who."

Sally Strong was taking orders for the Tee shirts last year. The address is 239 Logan Ave., State College, Pa., 16801

Rolf Kummich (Wharton, N.J.)

"I'm waiting for you to tell us how you win those races. I think you are doing a great job."

Wait until after Nationals. Just joking-Ha Ha, and thank you for the complement.

Tom Baugher (Akron, Ohio)

"A-hoy! This is 1825 sending greetings from Akron. Its been another long winter and like many of you, I'm getting the itch to sail! I've been dashing down to the local marina picking up little nick naks to improve boat performance, or better yet to get psyched up for another season.

Hope to see ya all this spring!"

Teresa Hillstromb (Hickam AFB, Hawaii)

"Just a note to let you know how we're enjoying our tour in Hawaii. We weren't able to ship our Sidewinder here with us and had to leave it stored in Oklahoma. I have just completed a basic red cross sailing course administered by the "Wet Hens," a local ladies sailing club on Hickam AFB.

Trade and Kona winds make sailing in the islands a year-round pleasure, but the one thing we miss most is our Sidewinder. We're looking forward to many happy years of sailing it when we return to the mainland."

FOR SALE:

One set of Sidewinder sails (main and jib). Previously owned but unused for \$100.00 with no postage charge.

Contact William Schill

29 Trinity Place, Barrington, N.J., 08007

609-547-0148

Editors note-new sails cost \$155.00

Sidewinder #1999. Red hull, white deck. Complete with windows in main and jib, spinnaker, Harken blocks. Excellent racing condition. \$950 for the boat and \$200 more if you want its trailer and travelling cover.

Contact Walter Schroth

41 West High St., Union City, PA., 16438

814-438-2410

Sidewinder #1566. White hull, Blue deck. Complete with main and jib, life preservers, trailer, travelling cover. Used only 4 times. Excellent condition, \$1250.

Contact Jerry Robbins

Box 366, Fairfield, Ohio, 45014

513-829-1323

12

NATIONALS - JULY 22 & 23

Questions commonly asked are answered

- 1) There is no qualification or qualifying races for Sidewinder Nationals. (ie. we were novice sailors when we first raced in nationals)
- 2) Everyone that belongs to the Sidewinder Association is invited to Sandusky Sailing Club for Sidewinder Nationals to meet and compete with other Sidewinder sailors.
- 3) The Sidewinder class rules will be followed. Basically you must have original hardware and if you have changed anything and are not sure if it will be legal at Nationals please write John Harvey - Chief Measurer.
- 4) Your crew can be anyone you 'wish' it to be.
- 5) Don't let our talk about spinnakers scare you. Last year three people in the top ten did not use spinnakers at all.  
Jeff Young was fifth  
Nils Demar was sixth  
Gary Packer was ninth  
Larry Booth was 6th at the '74 Nationals with a completely stock boat.
- 6) Why should I try racing with 35 other Sidewinder sailors?  
We're all glad that we did, it's a lot of fun meeting sailors especially sailors with the same boat you've got.
- 7) What about racing rules?  
The newsletters will cover How to Start  
How to Get Around a Race Course  
and others  
The only qualification to race is to know how to sail!

YOUR OFFICERS ARE:

Commodore

Fred Schroth  
41 West High St.  
Union City, Pa  
16438  
814-438-2410

Sec./ Treas.

Carol and Mary Park  
537 Kemmerer Rd.  
State College, PA  
16801  
814-238-2666

Chief Measurer

John Harvey  
200 Ridge Ave, PK  
Evanston, Il  
60202  
312-866-9669

# Make Reservations now!



## CAMPGROUND

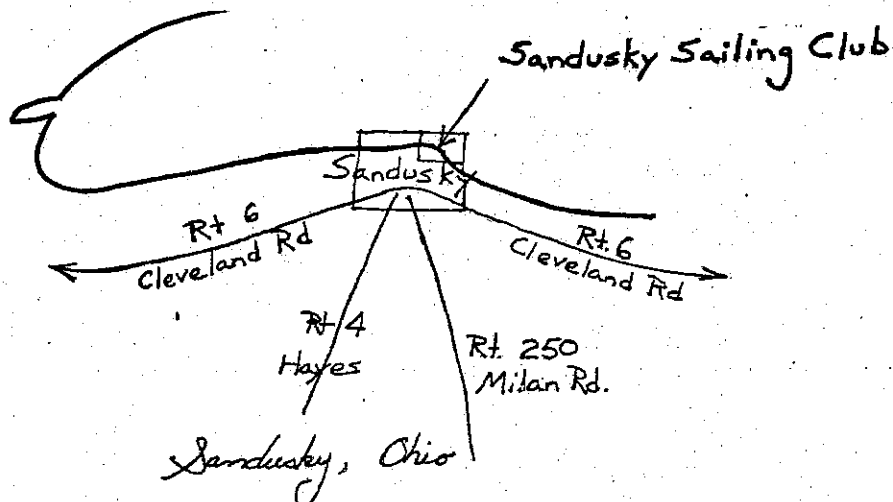
Bayshore Travel/Trailer CS  
Cedar Point, 1/2 mile East on US 6  
419-627-9552  
Sandusky, Ohio, 44870

## HOTELS AND MOTELS OF SANDUSKY

- \*1 Lake Crest Motel, 21R  
2027 Cleveland Rd.  
Sandusky, 44870
- \*2 Mecca Motel, 22R  
2227 Cleveland Rd.
- \*3 Rancho Pillow Motel, 24R  
2047 Cleveland Rd.
- \*4 L-K Motel, 30R  
3309 Milan Rd.
- \*5 Star Dust Motel, 22R  
715 Parkland Dr.

- 6) Greentree Inn, 51R  
1935 Cleveland Rd
- 7) Holiday Inn, 174 R  
5513 Milan Rd.
- 8) Ramada Inn, 102 R  
5608 Milan Rd.
- 9) Sands Motel, 62 R  
2905 Milan Rd.

The "\*" indicates the hotels that are clean and comfortable and more modest in price. The other hotels are higher priced. The hotels on Cleveland Rd. are convenient to the sailing club and the "best buys." These nine are the best of thirty motels & hotels in the area.



## COMMODORE'S COMMENTS - LAST MINUTE.

THIS IS REALLY A SPUR OF THE MOMENT NOTE.  
RIGHT NOW I AM WATCHING THE XEROX MAKE  
THE OTHER PAGES. 225 OF YOU ARE GETTING  
NEWSLETTERS THAT YOU PAID FOR THIS MONTH.  
THAT MUST BE SOME KIND OF RECORD.

LAST MONTH WE SAID SPINNAKER POLES COULD  
MEASURE 66" - YOU ARE ALLOWED 68" - TIP TO TIP  
MANY OF YOU RECEIVED LETTERS WITHOUT MENTION  
OF FLEET 20 - AFTON, MINNESOTA. TO ALL OF YOU  
I APOLOGISE.

NOW - GET OUT YOUR BOAT - GO SAILING  
AND

VISIT A REGATTA THIS YEAR - PLEASE

WE WANT TO MEET YOU - SAIL WITH YOU  
AND LEARN FROM YOU ABOUT YOUR  
SAILING EXPERIENCE.

I HOPE WHEN THIS SUMMER IS OVER  
ALL 225 NAMES WILL HAVE A PERSONAL  
MEANING TO ME AND THAT I CAN BE  
MORE THAN "SOME GUY WHO LIKES SAILING"

TO YOU,

FRED