

# SIDEWINDER NEWSLETTER

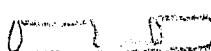
PUBLICATION OF THE UNITED STATES SIDEWINDER ASSOCIATION

Dear Sailors and Friends,

The biggest news is that two (2) regattas were cancelled for lack of advance reservations. They were New Jersey and Massachusetts. 1976 was a good year, with a nearly perfect record of pre-registrations. Most clubs have to order awards and often have them engraved well ahead of the event. And other plans, ..... surely you can guess why early registration is essential AND you can phone ahead if at the last minute you are able to attend.

You have remaining this summer chances to go to Cadillac, Erie for the Nationals, Afton and Sandusky. Normal should be 15 or 20 out-of-town boats at Cadillac, over 40 at Erie, five visitors at Afton; and shouldn't we have ten, maybe twenty at Sandusky?

Next, Pat and Walter are back in a Sidewinder, our red 1999, after a trial in another boat which had the virtue of being high and dry. That's all I'm going to say.

From the mail bag, here are some answers approximately as sent. What to do if the jib lines often catch on the boom fork.....get some black pressure hose and carve away half of the middle so it can bend around the mast. Put the hose ends on the fork prongs. 

With more of the same hose, prevent the jib lines catching in the perforated metal strip at the bottom of the stays. Jam it on only about an inch so you can get it apart for travel. Crew can hold onto hose easier than the wire.

Many centerboards are lost in capsizing. Suggest you tie fat knot in end of the line AND not have the line excessively long AND have an eye for it to get stopped at. (Grammar teacher, look the other way.)

Since wire halyards are forbidden in this class, what about preventing bow-string halyard? With the main up, tip the boat on its side and install a halyard hook and tie the little knot in the halyard. Ordinarily hoist the sail and catch the knot in the hook and tie down the line as usual. To disengage, simply pull on the halyard and let down the main.

On another page, Fred has discussed the problems of boats that leak into the inner compartment.

Carol Park suggests a plastic disc the size of a Cool Whip lid to be substituted for the lower disc on the luff pole to help with control of the jib string.

I think you should keep an extra tube cleat in your tool kit. Get the kind flat open at the notched end. Sometimes this string has to be re-wound one way or the other while on the water. A medium safety pin on one's pants is helpful getting the string through the cleat.

Next year will EVERYONE make the supreme effort to pay dues in April so that the mailing list work can be completed before turning to the Newsletter. And so that when the Newsletter is mailed, the work is done for a while.

Mail bag question, is it legal to have two bailers or another type of bailer. Ans. Two of the standard kind are perfectly all right. No ruling from Measurer about some other kind. Two regular bailers will handle the water in some very rough water and wind.

What do you do when the fleet gets too small and the two remaining boats are tired of racing each other? Speculative reply: How about water ballet in sailboats? To choreograph this, perhaps think of these words - exhibition sailing, the field show of a drum & bugle corps, close order drill, tandem sailing, follow the leader, a parade. Then go where there is an audience -- perhaps a summer camp or two, or a village celebration by the water. The pace is probably your slower boat, can you find the brakes on a sailboat? They should be the opposite of racing.

If anybody does this, please write in.

Newsletter can print black and white glossy pictures.

To get racing rulebook, send \$3.50 for Yacht Racing Rules to United States Yacht Racing Union, Box 209, Newport, Rhode Island 02840. This is a bigger book than several years ago.

Members 1977 - cards expire April 1978

799 Ray Pepin, 66 Woodchuck Hill Rd., Simsbury, Conn. 06070  
1711 Frank E. Hildick, 23 Fairway, Bloomfield, N.J. 07003  
1259 Robert M. Williamson, 315 William Road, Rochester, Michigan 48063  
1897 John Rife Jr., 121 Gateway East, Richmond VA 23229  
781 Wm. R. Wheeler, 745 10th St., Oakmont PA 15139  
1611 James J. McCormack, 1688 Channelside Trail, Baldwinsville NY 13027  
1818 Paul Riemer, Rt. 6 Box 295, Hayward, Wis. 54843  
  
1733 Mary Ann Acton, 941 E. Lake Rd., Dundee NY 14837  
1872 Robert L. Everhart, 713 South St., Greenfield Ohio 45123  
James V. Shannon NB, 14115 Country River Ln. Newbury, Ohio 44065  
1768 Ronald H. Antioco, 532 Hollybrook Rd., Rochester NY 14623  
1911 Peter Fellegara, 145 Pond View Heights, Rochester NY 14612  
NB Benjamin T. Sutton, 123 S. Chillicothe Rd., Aurora Ohio 44202  
1982 Gerard J. Bonin, 8531 West Hawthorne Ave., Wauwatosa, Wisconsin 53226  
1996 Theodore E. Gerhardt, 313 Eastshire Ct., Langhorne PA 19047  
1969 Bob Terlouw, Rt. #2, Kellogg, Iowa 50135  
1795 Harry L. Bookheimer, 509 York Ave., Lansdale PA 19146  
NB Donald L. Hertz, 713 --- 13th Ave N.W., Mandan N.D. 58554  
1901 Barbara A. Broadway, 789 Crescent Ave., Buffalo NY 14216  
1951 Thomas Paskach, 11045 Oakbrook Dr., Omaha Nebraska 68154  
1912 Jim Dantonello, 433 Plymouth Dr., Syracuse NY 13206  
2001 Robert A. Ross, 721 Kassel Dr., Lake Lorelei, Fayetteville, Ohio 45118

L O S T - mail returned for John Rife Jr. listed above.

NB Bernard Holmes, 3 Timberly Lane, Westford, MA 01886  
1488 Joanne Kastle, 21305 Negaune, Southfield, Mich. 48034  
NB Theodore E. Gerhardt, 7 Park Lane, Feasterville PA 19047  
1819 Dennis Ray Davis, 1601 Limerick Dr., Richmond VA 23225  
NB Robert Dutro, 1497 N. Dye Rd., Flint, Mich. 48504  
1917 Edward Finnegan, 920 East Lake Road, Romulus, NY 14541  
1344 Michael Baranowski, 281 Clearmont, Elk Grove Village, Ill. 60007

Here's something a successful fleet does. Fleet 7 at Lake Glendale in Prince Gallitzen State Park ~~xxx~~ is having a picnic July 24 with a race and plenty of get acquainted time.

The Afton Regatta is in the charge of Clark Gantzer, 3455 Elliot Avenue South, Minneapolis, Minnesota. If you live around Omaha, Des Moines, Duluth, the Dakotas or Wisconsin -- write him for details. Soon.

The Sandusky Sailing Club regatta is the last week-end of September. They call it the Haul Out Regatta. The person to write is Jim Hendrickson, c/o Sandusky Sailing Club, Sandusky, Ohio 44870. Sidewinders may participate if "enough" interest is shown. Find this on your maps, and plan ahead and write Jim.

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IF YOUR BOAT LEAKS, READ THIS. IF IT DOES NOT, good, don't mess around with it.

FINDING LEAKS: Put your boat in the water and let it sit for a while. Pull it out and drain it again. If it leaked, water got in at the: 1) bailer, 2) waterstop screws, 3) base of trunk, 4) hole punched in boat or whatever part of the boat you submerged while pulling it from the water.

B. Put your drained boat in the water and tip it on its gunwale. Tie the mast in a horizontal position and let it sit. Pull the boat out and drain it. Repeat the procedure for the other gunwale. If it leaked, water got in at the 5) aluminum gunwale stripping 6) holes where the jib leads used to be mounted 7) chain plates

C. If you have an OLD sidewinder with 3 ridges in the aft cockpit, make sure the boat is very well supported and put water in the cockpit. If water gets inside between the hull and deck, you have a leak around the floor, (8).

#### FIXING LEAKS:

- 1) Bailer. You will have to remove the bailer. There are eight bolts holding the bailer in place. One person holds a screwdriver and one holds a nut driver or wrench. You decide who moves. When all eight nuts are off gently push the bailer out into the cockpit from under the boat. There is now a rectangular hole in your boat. The bailer has a rectangle that should tightly fill this hole and a flange with eight holes extending outward.. GENEROUSLY fill all around the rectangle with caulk and replace the bailer. Caulk should ooze all over or you will not solve your leak. Replace the bolts and nuts, and be careful not to tighten the nuts too tight. You are strong enough to pull the nuts right through the plastic.
- 2) The waterstop. The waterstop is held in with a number of stainless steel number 6 screws. Never remove the waterstop without a supply of oval headed stainless steel number 8 screws. If when you replace the screws you strip the hole, you can use number 8 screws to hold the waterstop in place. Remove the waterstop and caulk all around all the holes: but check # 3 before you re-install the waterstop. Work gently, don't strip the holes.
- 3) Bottom of trunk. The trunk is a separate section of the boat. There is a hull, deck and trunk ~~is~~ molded together to build a Sidewinder. About one inch from the bottom of the trunk you should be able to see a groove where this joint was made. Clean the groove out and fill it with caulk.
- 4) patch the hole.
- 5) Gunwale. You will have to seal all around the boat.
- 6) & 7) Caulk around the holes.
- 8) The floor....and the wall of the cockpit no longer form a seal. You have to make the joint watertight. On the floor of the cockpit, one to two inches in from the wall is the edge of the joint. Look for cracks and caulk them.
- 9) The only place we haven't mentioned is the top of the trunk. If your boat only leaks in violent waves, try caulking where the deck meets the centerboard trunk.
- 10) Try something else and let us know about it. - Fred Schroth

## REGATTA RESULTS

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### ERIE INVITATIONAL

There were Sidewinders, Thistles, Lasers, Mirror Dinghies, Bandit 15s, Fireballs, Hobie 16s, Pringles, Sizzlers, Dingoos, Lightnings and a mixed fleet.

The oldest annual Sidewinder regatta was blessed by the sun god and the wind god. Sidewinders were the fifth largest fleet.

Race 1: Wind 5 to 12 knots building throughout. Carol Park let from the start to the finish. Following Park, Dave Keech rounded the first buoy tailed closely by Eager and Schrack. Schroth rounded last, but Sally's spinnaker flying helped to catch all but Park. At the finish the Park sisters not only finished ahead of all the Sidewinders but also the Bandit 15 fleet which had shared the starting line with us.

Race 2: Wind 12 to 15 knots still building. The dogfights started in this race. Park and Schroth were never separated by more than 30 feet during the duration of this race. Eager and Keech were never more than 50 feet apart. The key to the final positions is basic handling, a lesson for all of us. Schroth gained advantage by rapid stowing of the spinnaker and Eager by an excellent turn at the last leeward mark. The best tactics in the world are useless when the sailors are busy untangling the sheets.

Race 3: The dogfights continued except when Park and Keech sailed toward shore and Schroth and Eager sailed to the open water. The latter two boats had been leading in their respective dogfights but did not cover. (Stay between the opponent and the next mark.). Park and Keech took advantage of this, gained one position each in the race and the regatta.

### FLEET 19 REGATTA

The beautiful weather followed the Sidewinder class to Nockamixon State Park. This is one of the most beautiful facilities the class has ever had the privilege to use. There was ample parking, easy launching, protected dock space and beach and open water. The wind was from 2 to 20 knots and shifting 90° on regular occasion. The wind shifts were so powerful that no one flew a spinnaker at any time on any boat all day.

Race 1: There was a 10 minute flag, a 5 minute flag and a go flag. Two boats started and were called back. The sequence was repeated and the whole fleet started. Nils Demar was leading throughout the race until he went toward the wrong buoy.

Race 2: The Nockamixon sailing club joined the sailing. The Sidewinder fleet was to be the third afternoon start. Fred Schroth crossed the line with the second fleet of boats and almost everyone else followed. By leaving at the wrong time Schroth had established a lead which held for the whole race. Nils Demar and Mike Galli crossed the starting line two minutes behind the other Sidewinders. They crossed the finish line 50 seconds behind Schroth.

Race 3: David Pierson took the lead at the start. The whole fleet started normally but behind Pierson's excellent start. At the end of the first lap Schroth rounded the mark so closely that he gained 3 boat lengths and the lead. Demar, Galli and Harvey engaged in a lengthy luffing match. Koeckeritz squeaked into the middle and the results show the outcome.

## SUNNYSIDE REGATTA

The Race Committee told everyone about the weather report and how the race was to be called off and how to most rapidly get to shore. The weather threatened all day but all it could do was create an 8 to 12 knot wind. The sun even broke through once or twice. Looking back upon it, it was a perfect day to sail on the lake at Hanover. The name comes from Sunfish and Sidewinder.

Just as it was last year, Sunnyside was the most well organized regatta and the best planned race courses of any we have attended.

Race 1: At the start Dale Eager took the lead and headed for the shore, and the fleet followed, except Schroth. Schroth parted with the fleet and sailed to the middle of the lake and the back of the fleet. On the reaching legs Sally Strong's spinnaker flying made up for the early tactical errors and on the final legleg Schroth overtook Eager.

Race 2: The start was the race for first. The line was heavily favored to port, and Schroth was the only one at the port end of the line. The fight for second was twice around the course, every luffing match of the way. Millar gained an upper hand at the last mark and held on for the edge over Eager.

Race 3: This was a repeat of race #2. Eager tried a very good move on the last leg. Millar had rounded the last mark and proceeded on starboard toward the finish. Eager rounded onto port and broke the cover. A third hand was the deciding factor as Eager actually had taken the lead 20 yards from the finish. Millar had the wind and 2nd place. Eager had the other end of the finish line, later, and with less wind.

Race 4: The purpose of Race 4 was for Eager to beat Millar so that everything would be riding on the last race.

Race 5: Eager took the lead at the start, and Schroth tried to sail to the shore to take it back. The shore was a small point with an available 45° lift created by the point. Schroth found a wind shift, more wind, and excellent swimming. Eager stretched his lead, Millar chased him, and Gropp and Schroth started a fight to avoid last place. Just after Eager received the gun at the finish, Schroth tried to tack from under Gropp's cover. It should be noted here that during the time the sidewinder fleet would have been sitting on the shore, bored and waiting for the Sunfish to finish, Fred and Sally entertained us all. Sidewinder 2000 spent about 25 minutes showing off its red bottom.

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## UNITED STATES SIDEWINDER ASSOCIATION

171 members as of July 11, 1977

President - Larry Booth  
470 West Willow Court  
Fox Point, Wisconsin 53217  
414-351-4718

Measurer - John W. Harvey  
243 Pitman Ave.  
Pitman, New Jersey 08071  
609-589-0105

Secretary-Treasurer - Pat Schroth  
41 West High Street  
Union City, Pennsylvania  
814-438-2410

The people at the three regattas included:

370	Ann Gropp						
1163	Bill Millar						
1568	Dale Eager	<u>Sunnyside</u>					
2000	Fred Schroth	2000	2000	2000	2000	1568	2000-1
1200	Carol Park	1568	1163	1163	1568	1163	1568-2
976	Lloyd Schrack	1163	1568	1568	1163	370	1163-3
906	Dave Keech	370	370	370	370	2000 DNF	370-4
378	Mike Kostick						
622	Nils Demar						
1777	Harold Plostnieks						
1805	David Pierson						
1835	John Harvey	<u>Erie</u>					
1841	Mike Galli	1200	2000	1200		1200	
1844	Roger von Koeckeritz	2000	1200	2000		2000	
1876	Tom Wynne	906	1568	906		906	
1978	Denny Ginsberg	1568	906	1568		1568	
		976	976	976		976	

Fleet 19 Regatta

378	9	DNS	DNS	10	Read across which race. Read down for places. last column overall finish.
622	2	3	3	2	
1163	DNS	DNS	DNS	DNS	
1777	5	7	DNF	7	
1805	DNS	2	2	4	
1835	4	6	6	6	
1841	3	5	5	3	
1844	7	4	4	5	
1876	8	DNF	7	8	
1978	6	DNS	DNS	9	
2000	1	1	1	1	

\* \* \* \* \*

Boats for sale

Ken Noon, #1112, 1300 Culpepper Drive, 2-A, Akron, Ohio 44313 216-864-3011  
 Jolly Roger Sailing Club. 2 used Sidewinders # 876 and #880  
 good condition \$375 each. 5961 Edgewater Dr. Toledo Ohio 43611  
 Attention: Paul Valigoiky 419-726-4556

Dr Harry Wernert, red and white boat, 10094 E. Division, Cadillac, Mich  
 49601. 616-775-5451

Perhaps you have friends who would like to sail but cannot afford the  
 new boats.

Let's have the biggest Nationals ever this August! The water will hold a lot of boats. Courses can be set for any wind. The Erie Yacht Club is large enough for as many as will come.

What can you expect? First don't get lost. From the west, take I-90 and 832. Go east on 6th to Virginia. Go left-north on Virginia and follow the curve to the right and find the unmarked Yacht Club Road going DOWN to the left and lots of curves to the club. This is a very pretty entrance.

From the south take I-79 to the "local traffic only" end of it. There is a VERY sharp curve. Turn right-north on Pittsburgh Avenue at the light. Find 8th and then 6th going right-east. Same as above, Virginia.

From the east on I-90, go toward Erie right-north on I-79. The same.

If you prefer 5 or 20, Virginia is a mile or more east of Pittsburgh Ave.

\* The club has dining room, bar, showers; porch and grass for picnics. There is space for any kind of camping except those requiring hook-ups. BUT a Club Officer will tell you where you may camp, and we agreed for you, that you would cooperate.

There are two hoists and one ramp. By the ramp there are two metal docks for very temporary tie-up. There is a wooden ramp useful for a gang to carry boats into the water. The hoists require that you have a bridle. There will be a lot of big boats away for our week-end, thus places to tie up for lunch.

If there is a drifter and the Committee decides to tow some boats back to the club.....they need you to have a long bow line with a knot in the end. It also takes a long line to launch with a car backing the trailer down the slope.....if the crew wants dry feet to start the race.

\* \* \* \* \*

are tug- For the family who do not sail, the ~~area~~ has many attractions. There is an amusement park by Peninsula Avenue. The peninsula itself is interesting, made of sand by the wind, it is of professional interest to botanists. There is a lighthouse and many beaches with life guards.

Downtown Erie there is the flagship of Admiral Perry which can be boarded for fifty cents.

\* \* \* \* \*

1971 and 1972 Sidewinder Nationals were held at Erie Yacht Club. Other places were Monroe Boat Club in Michigan, Cross Lake near Syracuse NY, Gallitzen State Park with Lake Glendale Sailing Club, and Cadillac-Mitchell Yacht Club in Michigan. Over 40 Sidewinders participated in Erie before. Now there are many more sailors.

Please get your registrations in as soon as you can decide that you will attend. If the break-even point is passed early, there can be more prizes and services.

REMEMBER to bring your anchor, scoop bailer, paddle, life jackets. The Race Committee may make the choice to disqualify you for not carrying these. Then again they may not.

There will be a national annual meeting, time and place posted by the registration desk.

1976 we had 8 states represented. California is out this year, and Mel Flood of Idaho may not make it. Let's see Virginia and 3 New England states! Whatever your State, please feel you will be welcomed among the Sidewinder sailors. Y'all come now, woncha.....



# THE 1977 NATIONALS

Saturday and Sunday - August 13 - 14 (note correction)

Also Bandit 15 Nationals

Some camping available on club grounds.

ERIE YACHT CLUB - Erie, Pennsylvania

sailing in the bay

IMPORTANT - Camping is to be where assigned by Club officer!

Friday: Club facilities available, registration.

Saturday: Registration until skippers' meeting  
Skippers Meeting 9 o'clock  
3 races

Sunday: 2 races and presentation of awards.

Food: Both mornings there will be a buffet of food, pay for items selected.  
Saturday evening meal included in registration fee for skipper and crew.  
additional people in your party \$4.25 if preregistered

Registration: All skippers will be asked to show current membership card.  
Fee: \$15.00

CHILDREN are expected to wear life jackets, and be with a parent at all times  
in the clubhouse.

Register early please, by August 6. If later phone Walter and send coupon etc.  
1-438-2410 area 814

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1977 National Championship Regatta August 13 - 14  
Mail to Walter Schroth, 41 West High St., Union City, PA 16438

\$15.00 entry fee enclosed.

\$4.25 each: additional dinners

How many dinners for your guests? \_\_\_\_\_

Name \_\_\_\_\_ Sail # \_\_\_\_\_

Address \_\_\_\_\_ Phone # \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Boat Name \_\_\_\_\_