

# SIDEWINDER

# NEWSLETTER

PUBLICATION OF THE UNITED STATES SIDEWINDER ASSOCIATION

Union City, Pennsylvania  
Wednesday, July 14, 1976

Dear Sailors,

We just returned from Cape Cod.....Lois Cole called up from Cadillac to say they are planning the Nationals for 50 Sidewinders, but that reservations were coming in slowly. There are many Sidewinders in the state of Michigan, and thus there should be lots more already signed in! Surely there is no problem for Michigan residents because Cadillac is only an evening's drive. A longer evening's drive should be possible for some Ohio and Indiana folks.

From Erie, Pennsylvania we need a four-day week-end to go to the Nationals. Our plans are made, including some mid-week overtime. How about YOU? This is a charming place to go, and every year the Nationals is the biggest Sidewinder sailing event. All shades of skill are represented including people who have never raced before. Turn to the back of this letter for everything you need to know. They are still taking reservations. Come, join the fun!

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In the mail I found a question from Dick England out in Washington state. He wants to know how much wind the boat can take. There is NO authoritative answer by the numbers. At Cadillac in 1975 there was a blow sufficient for several capsizes, so here for all of you is some of what I know about better than average winds. The biggest blows that I remember were at 1975 Erie Open and 1975 Cape Cod. Actual boat damage was minimal: one torn jib, one bent shackle, two lost hatch covers. The shackle was said to have been cheaper than it ought.

The most important thing is the land job of going over the boat to see that screws are snugly in place but not stripped, that lines go where they should and are not fouled. I like the jib sheets tied together so I never have to go to the low side to get the line. Is the crew strong enough to uncleat the jib? A year or two back I broke my wrist in wind that was only medium. In "big" wind there will often be water over the bow filling the long cockpit, which is dangerous. In the "big" winds you can bail going upwind, and it's very nice to have two bailers.

We have stayed right side up while spilling as much as half the wind on the main. We have also marvelled that the boat can stand as much slamming into waves as it does. The crew should keep close track of the little string that goes to the spool at the base of the jib; the tube cleat sometimes lets the string loose when water comes over the bow.

The trouble with numbers for the speed of the wind is that many of these readings are taken on shore and it's faster out over the water. One more thing about a ship-shape boat: do not squeeze the casting on either end of the jib pole nor let it rest on the bottom. The centerboard should be cleated even in down position; that we learned when turtled last summer. The board came completely out of the slot because it had enough rope to do so. Again, there is no authoritative answer to how much wind can the boat take. Surely if it is well maintained it can take more than not.

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About the voting, there was difference of 2 between the pro and con voters -- which is not two-thirds. Thus nothing happened. The spinnaker tube style which is being most imitated is made with two pieces of white plastic drain pipe, the 6 inch size and the four inch size. Try to cut the big one on a slant for the front, but that makes the sewing harder. Seams should be on the outside so the inside is smooth. The cloth goes inside the pipes and must be long enough to come back around the outside and be hand sewn to hold the pipes. How long are the cuts of pipe....a handspan.

I tore a big L shaped rip in our new spinnaker by catching the bolts under the bow cap. Nils Demar already had a remedy, a piece of heavy cloth taped over and down the bow of the boat such that nothing could catch. Back to the last paragraph: there need to be ties to hold this contraption in place. Fred Schroth drilled holes in the tubing for short fat lines to go through the cloth and tie: twice to the bow handle, once to a "deck eye strap" on the rub rail, once each way from the smaller pipe. Overall length is that of the upper deck, leftover spinnaker is folded back inside.

The spinnaker itself needs a patch in the center. Mine started 5 x 4 inches. I folded a lap in the center and stitched over it, made two holes and zig-zagged around that and zig-zagged the almost square to the center of the spinnaker. To that is tied some light line. I like it on the outside because that gives me some hope that the sail will not get under the boat. All spinnaker systems need extra inch-worms (deck eye straps) to tie the ends of the line.

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The hottest news is the latest, Cape Cod. There were nine boats, four from New Jersey, one Massachusetts, one host Massachusetts, one New York, two Pennsylvania. We sailed from a beach about a mile south of last year's setting. The Saturday winds were rather ordinary, very pleasant. We had lots of fun finding the marks; one area had six or eight and we had to sail right up to read the number painted on the side. The courses were very long, and there were a few places where the tidal current was a help or a hindrance.

Sunday the winds were up toward what we had last year, but not quite. The swells were big enough for the whole boat to go down and for the whole boat to go up. It was principally a windward-leeward course which everyone took wung-out as being fast enough down wind. Until my taste changes again that's all the wind I want.

Who was there? Fred Schroth 2000, Walter Schroth 1999, Nils Demar 622, Paul Coccari 1757, Joe Devine 1756, Reinrich Ramm 992, Brunskill 1707, Lin Perry 1649, John Harvey 1835.

Official cumulative results:  
997, 1707, 1756, 622, 1757, 1835, 2000, 1999, 1649 first race  
622, 2000, 1999, 1756, 1707, 997, 1835, 1649, 1757 second and first race  
2000, 622, 1756, 1649, 997, 1707, 1757, 1999, 1835 third race

Maybe one of you mathematical geniuses out there can figure this out, perhaps it is the each race results. Nils Demar took home the large silver plate for first, and Fred Schroth took home the smaller silver plate for second.

In the conversations around the lovely supper was centered around the possibility of having a spinnaker halyard continuous with the dousing line. Some people are very imaginative. Also much talk about Sidewinder owners who do not come out for local scheduled races, also those who don't attend nearby regattas. So what's a race: in a sailboat it is not some effort to hurry. In a sailboat it is a project toward learning to let the wind do the work.

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At Hanover, Pennsylvania June 19th the Pinchot Sailing Club held a one day regatta at a lovely state park just east of their own lake. There were nine boats: Ann Gropp, Bill Raker, Herman Slaybaugh, Ken Noon, John Harvey, Bill Millar, Walter Schroth, Mel Flood and Fred Schroth. The courses were all the same, equilateral triangles, one side true up-wind, twice around. There was no opportunity to wing-out or use a spinnaker, but there was just enough wind for some planing on the reaches. One boat capsized on a turn and caused some quick changes in the traffic.

The facilities included two blacktop launching ramps, beautiful shade trees for picnic lunching. The committee promised beverages to go with the lunches we were told to bring; they had big picnic jugs with iced tea, lemonade and hot coffee which filled the bill just fine. The race committee chairman did a very good job on his preparations in that his helpers did the committee boat work while he roamed the race in a motor boat to see to such things as mark rounding and rescuer of the capsized.

Results: Fred Schroth 11111, Mel Flood 22244, Walter Schroth 43325, Bill Millar 34532, John Harvey 55453, Noon and Slaybaugh had all the 6's and 7's. No regatta trip is complete without a visit to some special local eaterie. In Hanover there is an ~~ice~~ ice cream shop. To hungry sailors and others they serve a banana split in a paper ship designed to be sold under the name of destroyer. oh well.

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Previous letters have had no more information than dinky announcements about the annual regatta at Berlin, Ohio. The resevoir is between Akron and Youngstown. I had to go somewhere else that week end, but both Fred and Walter went AND brought back the results: Fred Schroth 111, Walter Schroth 225, Tom Baugher 334, Ken Noon 443, Bob Krueger 5 dnf 2, Bruce Komanot 6 5 dns. And they saw Joe. (Joe Farago was Sidewinder chief measurer the first year or two.) The trophies were pewter plates.

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The Wharton, New Jersey fleet (Lake Shawnee) entertained at their neighboring lake in the hope of winds less shifty. Fred went and brought back the results. He said most peculiar things about the wind, nothing heavy but all different. Carol Park 31151, Nils Demar 44332, Henry Ramm 16263, Herman Slaybaugh 22446, Joe Devine 57525, Fred Schroth 69814, John Harvey 10 5789, Hildick 8 12 6 10 10, Dale Eager 11 8 10 7 8, Kummich 13 10 11 7 7, Fraser 12 13 9 12 11, Brumskill 73dnsdnsdns, Zawitosky 9 11 dnsdnsdns.

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I see two misspellings, reservo~~x~~ reservoir and Brunskill. The important thing is to suggest you change your plans and get to Cadillac. There will be companionable sailing for sailors of all skill levels. This letter is late enough that you'd better phone ahead that you are going to be there.

*Pat*

Pat Schroth, Sec'y, 41 West High St., Union City, Pennsylvania 16438

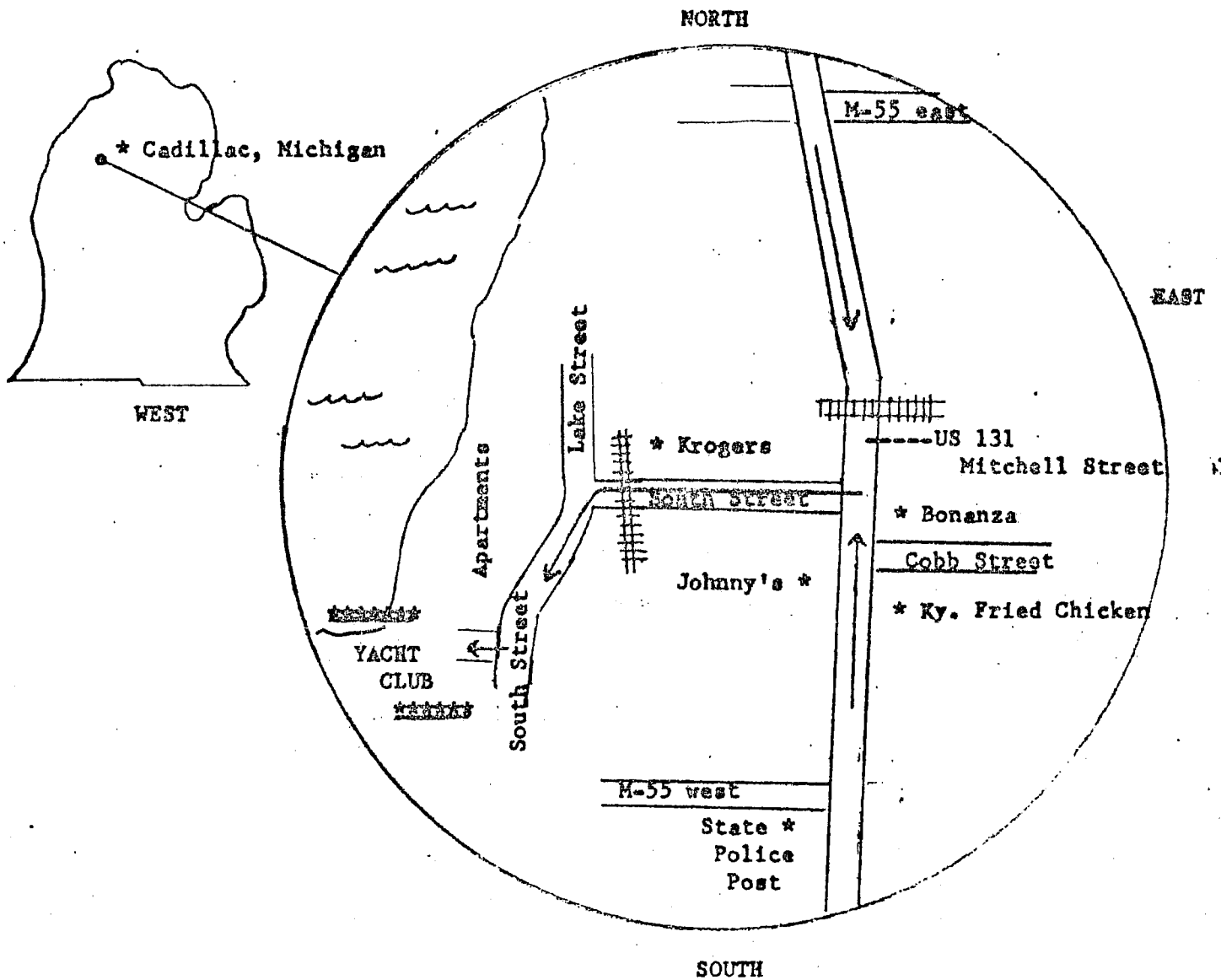
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1976 NATIONAL CHAMPIONSHIP REGATTA  
AND ANNUAL MEETING

JULY 24 - 25, 1976

- HOSTS:** Cadillac-Mitchell Yacht Club and Sidewinder Fleet # 15  
410 South Street - P.O. Box 329  
Cadillac, Michigan 49601
- PLACE:** Lake Cadillac, Cadillac, Michigan. Lake Cadillac is a lake approximately three miles long and one mile wide, situated just west of the city of Cadillac. A launching area is on the premises, but NO camping facilities are available on the premises. Grocery store, drug store, dime store, and restaurants are within walking distance of the yacht club.
- Cadillac, Michigan is approximately 100 miles north of Grand Rapids on US-131; approximately 200 miles northeast of Detroit (take US-23 north through Ann Arbor, pick up I-75 at Flint, US-10 at Bay City and then northwest to Clare, pick up M-115 west of Clare to Cadillac); approximately 130 miles south of the Mackinaw Bridge (take I-75 south to Houghton Lake and then M-55 west to Cadillac).
- CONTACT:** Robert W. Cole - phone 616-775-3493 days; 616-775-2546 evenings.  
P.O. Box 329  
Cadillac, Michigan 49601
- REGISTRATION:** The entry fee is \$15.00 per boat. Two lunches included in the entry fee for both skipper and crew. Make checks payable to Robert W. Cole - Sidewinder Nationals. REGISTER EARLY!
- ACTIVITIES:** Three races Saturday and two races Sunday. Skipper's Meeting is 9:00 AM each day. "Social Hour" following third race on Saturday. Dinner to be available Saturday evening - cost: \$3.00. Please make reservations for dinner when registering for races!
- AWARDS:** There will be awards for the top eight skippers and crews!
- ANNUAL MEETING:** Annual Meeting will be held at 8:00 AM Sunday morning! If not concluded before 9:00 AM Skipper's Meeting, meeting will continue after last race on Sunday - before the awards!
- MOTELS:** All just minutes away from the yacht club --  
Maple Hill Motel, S. Mitchell St. (US-131) - 616-775-5267  
McGuire's Motor Lodge, S. Mackinaw Trail (off US-131) 616-775-9947  
Pine Koll Motel, S. Mackinaw Trail (Off US-131) - 616-775-9471  
South Shore Motel, 1246 Sunnyside Drive (on Lake Cadillac) - M-55  
616-775-7641  
Driftwood Lodge, 800 S. Lake Mitchell Drive - 616-775-2932

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CAMPING:

Wm. Mitchell State Park (on the other end of Lake Cadillac from the yacht club). 616-775-7911. For reservation application write: Park Manager, Wm. Mitchell State Park, Route # 1 - Box 151, Cadillac, Michigan 49601. Cost: \$18.00, which is \$2.00 reservation fee, and \$16.00 minimum which includes 4 nights of camping. Shorter periods of camping cannot be reserved, so best pay \$18.00 even if you don't intend to stay 4 nights. Application and money has to be received by park 15 days prior to date of arrival; best reserve NOW as some weekends in July are already filled!

Cadillac Travel Trailer Park - 10621 Boon Road, East; Cadillac, Mich. 616-775-9724. Reservations accepted. Take US-131 to north end of Cadillac, then 2 miles east on Boon Road.

Birchwood Resort and Campgrounds - 6545 E. M-115, Cadillac, Mich. 616-775-9101.

NO CAMPING FACILITIES AT THE YACHT CLUB. CAMPERS MAKE RESERVATIONS ELSEWHERE. MAKE RESERVATIONS EARLY - JULY IS A BUSY TOURIST MONTH!

NOTES:

NO dogs allowed on the premises! Dogs may be tied up across the street in the parking area, or contact KOZY KENNELS, 7020 S. 45 Rd., Cadillac, Mich. 616-775-2903 or AIRPORT ANIMAL CLINIC, 7745 E. 34 Road, Cadillac, Mich. 616-775-4877.

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NATIONALS REGISTRATION FORM for racing at Cadillac-Mitchell Yacht Club - July 24-25  
Check Payable: Robert W. Cole - Sidewinder Nationals -- \$15.00  
Mail to: Robert W. Cole, P.O. Box 329, Cadillac, Mich. 49601

NAME \_\_\_\_\_ SAIL # \_\_\_\_\_

STREET \_\_\_\_\_ CITY \_\_\_\_\_

ZIP CODE \_\_\_\_\_ CREW \_\_\_\_\_

DINNER SATURDAY: Number \_\_\_\_\_ Amount Enclosed \_\_\_\_\_

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