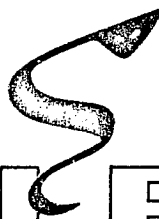


SIDEWINDER



NEWSLETTER

PUBLICATION OF THE UNITED STATES SIDEWINDER ASSOCIATION

MARCH 1979

Hello Sailors,

I hope you had a good season over the winter months. Mary and I have just finished with final exams for the winter term at Penn State, and we are now enjoying the week long break between terms. It's now time to catch up on reading the sailing magazines and to catch up on Sidewinder correspondence.

Although I've been sailing at least once every month during the Winter, I'm looking forward to the warmer-sailing weather. Mary and I were sailing at New Orleans in December as part of the Sugar Bowl festivities. We and three others were representing the Penn State Sailing Team in the inter-collegiate regatta (we were at the Super Dome January 1st and watched our #1 football team become #4 - darn).

During the months of January and February I was skimming across the ice in our iceboat. Iceboating is an exciting sport--almost as exciting as sailing the Sidewinder. Aye yes, Sidewinder sailor at heart, I can't wait for the month of May when the Sidewinder comes out of storage and gets into the water again.

CAROL

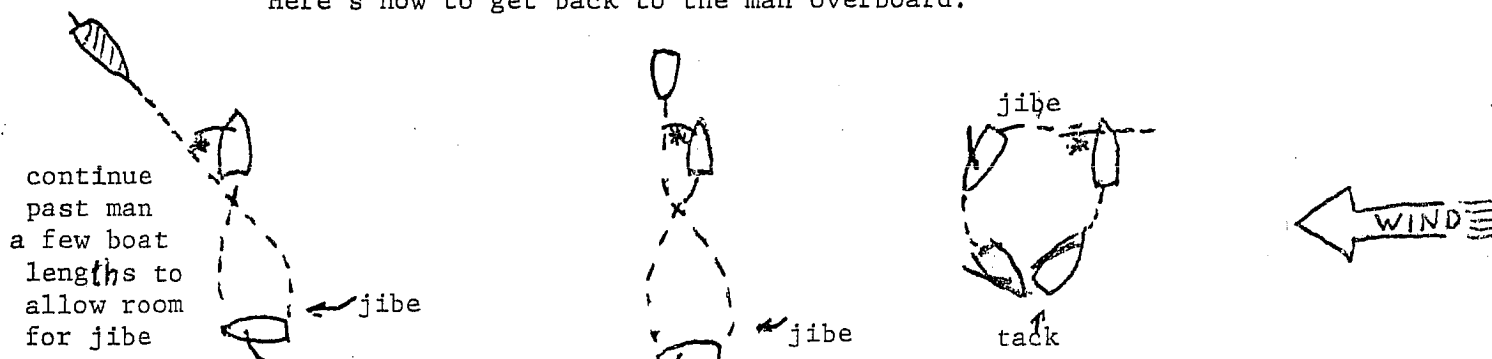
SAFETY

MAN OVERBOARD! Now what are you going to do? Yell, "Get back in here." I'm sorry to say, that won't get him back in the boat. Let's learn what actions should be taken immediately to rescue our MAN OVERBOARD.

"In calm weather, this is seldom a problem. It can be a serious problem in rough weather, however, for a sailboat is difficult to maneuver quickly and may injure the person in the water. There is a definite procedure to follow when someone falls off your boat. Learn it thoroughly and you will save yourself a lot of trouble when you have to pick somebody out of the water."¹

1. Throw a life jacket, or some type of flotation to the victim.
2. Have someone not take his eyes off the victim.
3. Sail back to the victim as quickly as possible keeping stability and control.

Here's how to get back to the man overboard.



Note that the sailboat always picks up the man overboard on the leeward side. In case a puff hits the boat will slide into the man, sure there is a possibility of injuring the victim; but if the man were of the windward side of the boat and a puff hit, the boat may slide away from the victim. Time will be wasted having to sail upwind to try a second time at picking up our MAN OVERBOARD.

If you're the victim try to remain calm. Don't tire yourself by trying to swim to the boat. Let it come to you. Climb aboard over the stern, dry yourself and put on warm clothing at your first opportunity.

Practice man overboard this summer using a life jacket as your MAN OVERBOARD.

M.P.

¹ The Complete Beginner's Guide to Sailing by A.H. Drummond Jr. pp197-199.

FOR SALE

2-1978 Sidewinders, sell as a package or individually, green hull with cream tops. \$1175

1-1976 Sidewinder, orange top with white hull. \$1095

1-1976 Sidewinder, cream top with blue hull. \$1095

Contact Bill Park, Centre Marine, PO Box 761, State College, Pa., 16801

These Sidewinders were used just three weekends in August in care of the Centre Marine Sailing School.

FOR SALE

Sail #1825, excellent condition, includes boat trailer, boat cover, spinnaker with hardware, one-piece mast and good blocks. \$1300.

Contact Tom Baugher, 65 Fulmer St., Akron, Ohio, 44312
216-794-9543

WANTED

One suit of good condition Sidewinder Sails.

Contact Jim Pojman, 5543 Ridge Rd., Parma, Ohio, 44129

OFFICERS ADDRESSES

| President | Chief Measurer | Publicity Chairman | Co Sec/Tres. |
|-----------------|----------------|--------------------|---------------------|
| Larry Garber | Jeff Young | Tom Baugher | Carol and Mary Park |
| 201 Petrie | 16 Timber Lane | 65 Fulmer St. | 537 Kemmerer Rd. |
| Cadillac, Mich. | Trafford, Pa. | Akron, Ohio | State College, Pa. |
| 49601 | 15085 | 44312 | 16801 |

ADDRESS CHANGES

| | | |
|--------------------|------------------------|-----------------------------|
| Dale and Janet Way | Bill and Lorena Ringle | |
| 799 South Hague | 1625 Sycamore Lane | |
| Columbus, Ohio | Aurora IL | The Way's and Ringle's |
| 43204 | 60505 | sailed with Fearless Fleet |
| | (312) 851-4378 | #7 at Lake Glendale and |
| | | are now looking for other |
| | | Sidewinder sailors in their |
| | | respective areas. |

FLEET BUILDING

In the Ohio area, Tom Baugher and Dave Schwartz have been working together and have come up with two dates which the Ohio sailors should circle on their calenders.

April 25 will be a get together at Ken Noon's home, 1300 Culpepper Dr., 2-A, Adron, Ohio. With the use of an overhead projector, Tom Baugher will be having a question and answer period.

May 19 -Sailing Clinic starting at 11:30 am. The instructor, Tom Baugher will arrive around 10:00am. to help you set up and get aquainted. The Clinic will be held at Springfield Lake.

The United States Yacht Racing Union is hosting the championship regattas again this year. Dave Garber participated in the Youth Championships and Carol and Mary Park participated in the Womens Championships last year and thought they were worthwhile. Here is the information for those of you who may be interested.

1979 U.S. Youth Championship

The 1979 U.S. Youth Championship will be held at Milwaukee Yacht Club in Milwaukee, Wisconsin, June 24-28. Entrants will sail in the singlehanded division in Lasers and in the doublehanded division in 420's. The winner in each event will qualify to sail in the World Youth Sailing Championship in Livorno, Italy, July 27-August 5, to be held in Europe dinghies and 420's.

Eligibility

To be eligible to race, entrants must be 19 years old or under throughout 1979. Each sailor must also be an individual or family member of USYRU and race regularly within the United States.

Racing

There will be six races for each class. Courses will be the same as those used at the IYRU World Youth Sailing Championship--triangle, windward/leeward, triangle, finish to windward. The USYRU Mobile Race Management Team will conduct the races.

Prizes

USYRU medals will be awarded from first place through fifth place in the singlehanded division and first through third in the doublehanded division.

Cost

Housing in Milwaukee YC members' homes will be provided for contestants. An entry fee of \$50 will include breakfasts, box lunches at the clubhouse, some dinners, and T-shirts.

Boats

Racing will be in Lasers and 420's and skippers should bring their own boats. Eight new 420's (without sails) will be available for charter from Vanguard at \$175 (plus \$100 security deposit for damage and insurance deductible). Participants in both fleets will be selected on the basis of their sailing records by the U.S. Youth Championship Committee.

Schedule

| | | |
|-----------------|-----------|---|
| Sunday, June 24 | p.m. | Arrival and registration, meeting hosts |
| | 6:00 p.m. | Skipper's Meeting at MYC, Dinner at MYC |
| Monday, June 25 | a.m. | Boat and sail inspection |
| | p.m. | Practice race |

The six-race championship series will be held Tuesday, Wednesday, and Thursday, 2 races per day. Friday will be used as a make-up day if necessary.

World Youth Sailing Championship

The IYRU World Youth Sailing Championship will be held July 27-August 5 in Livorno, Italy, and will be sailed in Europe dinghies and 420's. The singlehanded and doublehanded winners of the U.S. Youth Championship will be sent, together with a team manager, to the World event. All expenses (air travel, food, lodging, and entry fees) will be paid by USYRU with USISA funds, except for \$350 which each sailor must provide.

To apply for the 1979 U.S. Youth Championship

Sailors who wish to compete in the 1979 U.S. Youth Championship should write to USYRU, P.O. Box 209, Newport, Rhode Island 02840 and request an official application form and details of 420 charter arrangements. This must be returned to USYRU by May 1 for review by the U.S. Youth Championship Committee. Applicants will be notified by May 15 and a regatta schedule of events and evening programs will be sent out at that time.

1979 U.S. WOMEN'S DOUBLEHANDED AND SINGLEHANDED SAILING CHAMPIONSHIPS and WORLD CHAMPIONSHIP TEAM

The 1979 U.S. Women's Doublehanded and Singlehanded Sailing Championships will be held July 25-28 at Rochester Yacht Club in Rochester, New York, in 420's and Lasers. Both events will qualify entries for the World Women's Sailing Championship.

Eligibility

The championships are open to all female sailors who regularly sail in the U.S., are individual or family members of USRRU, and are members of a yacht club, class, or association affiliated with USYRU.

Racing

Courses will be Olympic and approximately six nautical miles in length. The USYRU Mobile Race Management Team will conduct the races.

Appeal

For the purpose of naming entries to the O'Day Trophy event and the World Women's Sailing Championship, Final results are not subject to appeal. For all other purposes, however, appeals will be allowed.

Prizes

The winners of the Doublehanded Championship will receive the Mrs. Charles Francis Adams Memorial Trophy and the winner of the Singlehanded Championship will receive the Allegra Knapp Hertz Trophy for possession until the 1980 championships.

Cost

The entry fee is \$32 per person which includes T-shirts, a wine and cheese party, lunches of official race days, and a cook-out.

Boats

Competitors must supply their own 420s or Lasers. A limited number of privately-owned Lasers will be available on a first-come, first-served basis. For information on Lasers, contact Frank Shumway, Drawer A, Charlotte Station, Rochester, New York 14612, telephone (716) 342-3030. Eight new Vanguard 420's (without sails) will be available for charter on a first-come, first-served basis. For information, write to Vanguard, Inc., 1251 E. Wisconsin Ave., Pewaukee, Wisconsin 53072, telephone (414) 691-3320. (420s cannot be reserved by telephone.)

Housing

Housing for competitors will be provided in club members' homes. For information, write to Rochester Yacht Club, Housing Chairman, U.S. Women's Doublehanded and Singlehanded Sailing Championships, Box 4707, Charlotte Station, Rochester, New York 14617.

USYRU entries at the World Women's Sailing Championship

The third annual World Women's Sailing Championship, sponsored by the International Yacht Racing Union, will be held September 5-15 at Rochester, New York, in Lasers and 420's. A USYRU team, financed by USISA grant funds plus \$350 required from each competitor, will include three entries per class who qualify at the US championships in July. (In the event that any of the first three finishers is unable to attend the world event, the fourth- and fifth-place finishers will qualify in order. These entries will be ineligible for funding, however.)

Entry to the U.S. Singlehanded Championship (O'Day Trophy)

The winner of the U.S. women's Singlehanded Sailing Championship will be eligible to participate in the U.S. Singlehanded Championship for the O'Day Trophy, August 21-24, to be held in Lasers at Lake Geneva Yacht Club in Fontana, Wisconsin.

To apply for the U.S. Championships

Write to USYRU, Box 209, Newport, Rhode Island 02840 for a regatta entry form and schedule details.

USYRU SAILING INSTRUCTOR'S MANUAL AVAILABLE

USYRU's Sailing Instructor's Manual by Gary Jobson, an outline and text compiled by Jobson to assist sailing instructors train their students in the art of seamanship, sportsmanship, boat handling, and yacht racing, is available from USYRU for \$15 postpaid. The 86-page text is in a looseleaf binder so that instructors may add to it throughout the season to suit their individual needs.

The Manual is divided into four sections--Instructor Organization and Teaching Techniques, which includes information on the goals of a program, duties of the instructors, organizational suggestions, information on safety, a basic teaching format and typical racing-lecture outline, demonstrations and coaching techniques, drills, testing, powerboat handling race committee information, and special activities; Performance Requirements and Daily Lesson Plans for Beginner Class, Intermediate Class, and Advanced Class students; Basic Sailing, covering sailing terms, parts of the boat and the sail, a step-by-step of the technique of handling a boat from leaving the dock to anchoring; and Racing Theory and Tactics, which includes information on boat speed, the mechanics of tacking, and jibing, tactics on each leg of the course, rounding marks, finishing, and suggestions for practicing drills both alone and with others.

To order the Manual, send a check for \$15 made out to USYRU and the order blank below to:

USYRU
P.O. Box 209
Newport, R.I. 02840

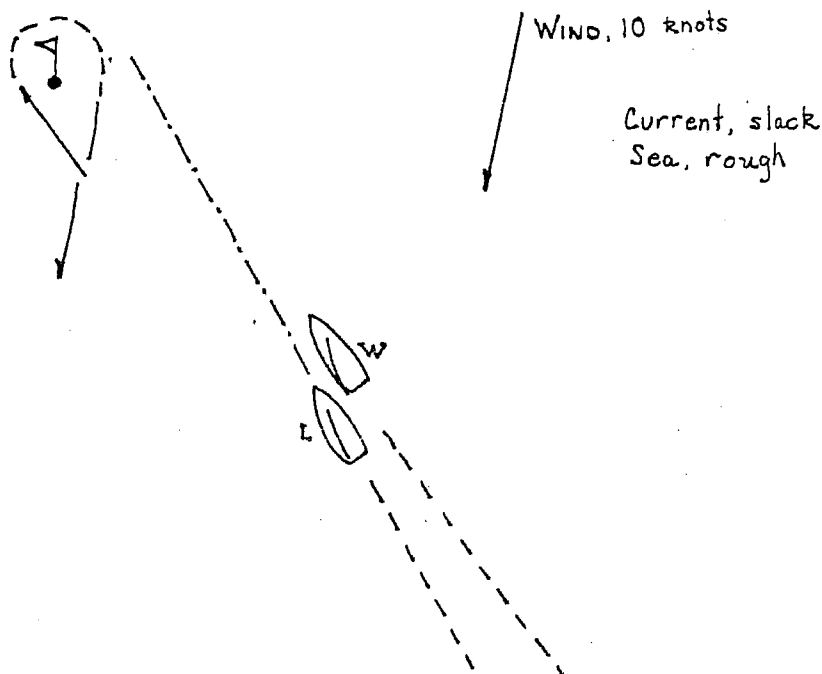
Please send _____ copies of the USYRU Sailing Instructor's Manual to:

(ZIP)

I have enclosed a check for \$ _____ (\$15 for each copy).

UNDERSTANDING the RULES -- from the Appeals Book

Appeal #6



FACTS

W, previously on the port tack, crossed ahead of L and tacked to windward and clear ahead of her, shortly after which L established an overlap to leeward. Immediately after passing the position shown in the diagram, W, over four lengths from the mark, eased sheets slightly and bore off for the mark. In consequence W's main boom hit L's headstay and each yacht protested the other: L under Rule 37.1, a windward yacht shall keep clear, and W under Rule 38.2, a yacht which establishes an overlap to leeward from clear astern shall not sail above her proper course.

How would you decide this case?

DECISION OF THE APPEALS COMMITTEE

L, having established her overlap to leeward, did not have luffing rights under Rules 38.1 and 38.2 and was therefore obligated not to sail above her proper course. The only question presented is whether L, on the basis of the facts presented which, by the last sentence of Rule 71 must be considered final, was sailing above her proper course.

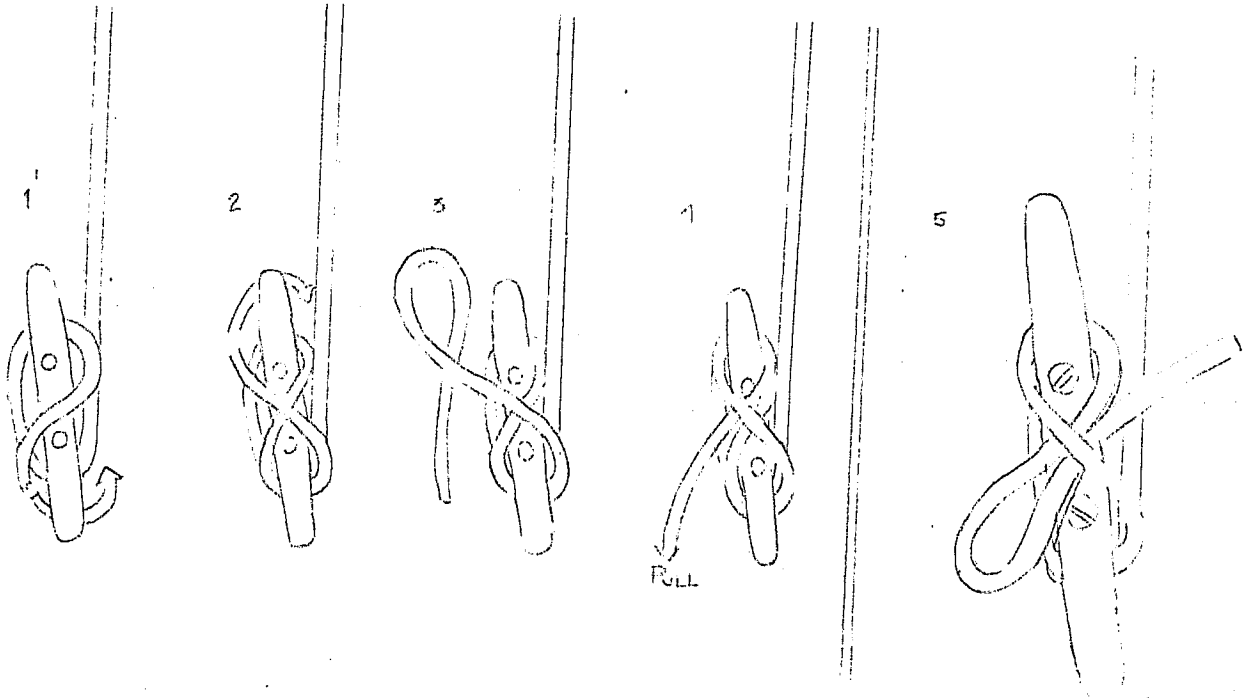
The facts, including those shown in the diagram, are: (a) that L had been sailing close-hauled for some time before the collision; (b) that L never luffed; and (c) that, when still over five lengths from the mark, L was sailing a close-hauled course in a rough sea a continuation of which would have brought her, barring a wind shift, less than her over-all length to windward of a mark to be passed on the yacht's windward side.

It is ruled that under these conditions L was not sailing above her proper course, and W is disqualified for failing to keep clear of her. When there is doubt that a yacht is sailing above her proper course, she should be given the benefit of the doubt. Therefore L's appeal is sustained and her disqualification reversed.

LEARN YOUR KNOTS

TO BELAY A LINE TO A STANDARD CLEAT,

wrap it once around the cleat's base (1), then lead it over the top of the cleat and around the lower horn (2) to form a figure eight. Make one more figure eight and finish with an underhand loop (3), which is passed over the upper horn to form a half hitch (4). The half hitch may be made with a half bow (5) for quick release. (The under hand loop that forms the half hitch (4) should not be placed on the lower horn. When the line is wet it may not come undone easily.)



SKIPPER'S GUIDE FOR CREW SELECTION

| PERFORMANCE FACTOR | "A" far exceeds requirements | "B" exceeds requirements | "C" meets requirements | "D" needs some improvement | "E" forget |
|---------------------------|--|--|---|---|--|
| AGILITY FOOTWORK | leaps tall buildings with a single bound | needs running start to leap tall buildings | can only leap over short buildings with no spires | crashes into buildings trying to jump over them | cannot recognize buildings, what's more can't jump |
| SPEED | faster than a speeding bullet | as fast as a speeding bullet | not quite as fast as a speeding bullet | would you believe a slow bullet | wounds self with bullets attempting to shoot gun |
| JIB and SPINNAKER WORK | stronger than a locomotive | stronger than a bull elephant | stronger than a bull | shoots the bull | smells like a bull |
| TRAINING and CONDITIONING | walks on water consistently | walks on water in emergencies | washes with water | drinks water | passes water in emergencies |
| RACE CONCENTRATION | talks with God | talks with the angels | talks to himself | argues with himself | loses those arguments |