



The  
**Intercom**

Official Newsletter of the Interlake Sailing Class Association



www.interlakesailing.org

Winter 2004



## *Savage Sighting*

The Glass  
Lady

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Why Be a Class  
Member?

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**Cover Picture**

Scott Savage sailing away from  
the fleet at the 2003 Indian Lake  
regatta.

... photo by Chip Wood

# From the President

By Don Wilson



Back in November, the Executive Committee completed a very productive and exciting meeting. At this meeting, we were able to address all of the items on the agenda and still arrive back home in time for dinner.

The most excitement came from the announcement of the first Interlake Sailing Class

Association Mid-Winter Regatta in many years.

We, as a committee, considered many options for both location and format and came to the conclusion to go to where the weather is warm and the people are friendly. Hosting this event will be the Mid-Atlantic Interlake Fleet #39.

The racing will take place on the Potomac River during the weekend of March 27-28, 2004. The plan is to have both morning and afternoon racing on Saturday. Sunday's racing will be limited to the morning, thus allowing those who need to get back to work on Monday time to travel.

For those who can stay an extra day or two, Washington DC has many sights to see and boat parking can be provided. This is just one of the many details that Martin Howell and his crew have already planned. For more details, see Martin's enclosed article.

When I wrote my article for the last Intercom, the Northern-Ohio Vice President position was vacant. Since that time, Kevin Bracy has stepped forward. Kevin is truly supportive of the ISCA and is a regular participant on the Traveler's Series.

Kevin, along with the other regional VP's (Jamie Jones – Southern Ohio, Clark Chapin – Michigan, and John Nagle Indy-East), are your voice to the Executive Committee. Be sure to contact them with any concerns that you might have.

Speaking of changes, you will find in this edition of the Intercom an opportunity to vote on one Bylaw change and one Specification change.

If passed by the membership, the Bylaw change would remove the requirement of being a member at least 14 days prior to a sanctioned event (Article VI.2.)

Similarly, Article III.14 of the Specifications would allow

electronic compasses and timers. Articles describing these items in further detail have been enclosed within this edition.

As always, the first edition of each new year contains a membership form. Remember you must be a member to vote. Membership forms should be returned to Lisa Aspery (ISCA Secretary-Treasurer) by March 12, 2004 and ballots by April 23, 2004.

The other item of change is our Secretary-Treasurer position. This will be Lisa's last year to serve and we are seeking new candidates for her position. Please let Jeff Clark (Past President) or myself know if you are interested.

The 2003 Traveler's Series had a total of 111 participants. Of these participants, 13 met the minimum eight-regatta requirement for competition. This year's winner was once again Scott Savage, followed by Brad Balmert, Steve Aspery, Bob Bradley and Hank Boissoneault.

If you wish to improve upon last year's scores, there will be a tune-up day April 24, 2004 (the weekend before the Chiefs) with Greg Fisher and Scott Savage at Leatherlips Yacht Club. It is not too early to put this date on your calendar.

Two other dates to put on your calendar are July 24-27, 2004 and July 27-30, 2005. These are the dates for the next two ISCA Nationals. The 2004 Nationals will be at North Cape Yacht Club, with the following year being at the Indianapolis Sailing Club.

Happy New Year.



# Martin Howell - Interlaker of the Year, 2003

By Doug Savage  
Mid-Atlantic Fleet #39

Martin Howell is the Fleet Captain of Fleet #39, the Mid-Atlantic Region. This is a fitting title as he is also the driving force behind the growth and increasing organization of our class east of the Appalachians.

Martin began sailing Interlakes in Sandusky, beginning with # 700. Like many people, his career soon took him away from the Midwest and he ended up smack in the middle of the East Coast in Washington, DC.

Martin did what most Interlakers should do when they end up owning the sole boat of a class in a region dominated by other classes. He created a new Interlake fleet. It would have been far easier to sell his Interlake and join an established class, but Martin Howell chose not to do that.

For the past seven years, Interlake #700, (and later #807), could be seen racing Portsmouth on weekends and giving rides several times each week. Within two years, there were three Interlakes starting as a class on the Potomac and more were found in Baltimore and Southern Maryland. By 2001, our region could count at least eight boats.

Martin accomplished this by selling the class and coordinating a steady stream of used boats into the region. If you were willing to buy a boat, he would find one, then go get it for you! His donation of sails, parts and time had resulted in a regional fleet of 13 Interlakes by 2003.

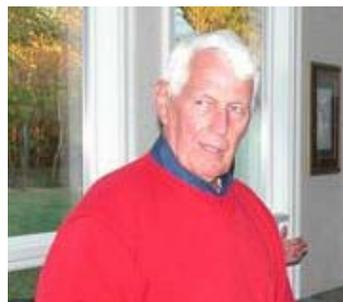
What was a small trickle of boats willing to travel over the mountains to and from Ohio regattas has grown. Our regional PRSA Spring Regatta in Washington boasted 15 boats this year! Two Potomac River based Interlakes traveled the 1400 mile round trip to the 2003 Nationals. The new Mid-Winters event in DC this spring may draw over 25 boats (contact Martin for details)! We certainly thank the class for the interest they have shown.

Martin has concentrated a handful of scattered Interlakes and created an active Fleet. He has promoted the class well and single-handedly brought the Interlake Class to the East Coast.

Martin & Ashley Howell are expected to take delivery of #1400 soon, and we on the Potomac wish them well.

# Bob Balmert Named Honorary Lifetime Member of ISCA

By Brad Balmert  
Fleet #17



Bob Balmert was named an Honorary Lifetime Member of the Interlake Sailing Class Association at the 2003 Customflex Factory Tour.

At age 74, Bob continues to pursue his passion for Interlake sailing, something he has done for 45 years as either a skipper or crew.

During his Interlake career, he has contributed to the ISCA in a number of ways, including:

- Redesigning the jib to include the swept deck foot, the current jib design, for Thomas Sailmakers.
- Serving as a salesman for both Vince DiMaio and Terry Kilpatrick of Customflex.
- Serving as a salesman for Thomas Sails.
- Starting Lorain Sailing Club.
- Co-founding Interlake Fleet #17 at Lorain Sailing Club with Bob McGhee.

In both of Bob's sales roles, his motivation was to increase ownership and racing of the Interlake rather than to make money.

Bob has also served on the ISCA Executive Committee as a past Secretary/Treasurer. In this capacity, he set up the first bank account for the Interlake Class.

Beyond the statistics of Bob's involvement with the ISCA, he is always willing to help a new sailor rig and launch a boat or teach them some of the finer aspects of tuning, rigging and racing.

Bob may not have won first place at all the big events, but if you want to talk "Interlake", you're sure to learn something from Bob.

Being only the sixth member of this elite group is quite an accomplishment. Congratulations!

# Blustery Winds Make For Exciting 2003 Hot-to-Trot

## Portage Yacht Club Pinckney, Michigan September 27-28, 2003

*By Dick Barker and Clark Chapin  
ISCA Fleet 22*

The 2003 Hot-to-Trot Regatta featured all the wind that was absent a month previously at the Nationals – and then some! Portage Lake showed how much fun inland sailing could be in a breeze.

US SAILING Area-E Race Officer and 2004 NCS Principal Race Officer (PRO) Dave Shaffer and his wife Barbara traveled to Pinckney to run the races for Fleet 22. They got plenty of excitement for their trip!

Saturday brought cool temperatures, blustery winds, but no rain to southeastern Michigan. Eleven Interlakers from as far away as Traverse City registered in the morning.

Shaffer set the course as a triangle with three additional windward-leeward laps for a total of nine legs. The same course was used for all of the races.

In the first race, Tyler Cathey, Loren Newton, Steve Schewe, and Joe Smyk decided that discretion was the better part of valor and either did not start or dropped out and returned to shore.

Clark Chapin and his father Gordon rounded the weather mark just behind Bill O'Donnel and kept their spinnaker stowed for the reach to the jibe mark. Both chose not to raise their spinnakers for the second reach and paid the price as Dick Barker and Colleen Hughes passed both to take the lead at the leeward mark.

On the first leeward leg, Clark and Gordon Chapin capsized attempting a spectacular spinnaker jibe, were blown to the far end of the lake before righting, and called it a day. Jack Coleman also capsized, but recovered to start the other two races.

On the last weather leg, Dick Barker sailed backwards half a city block in irons and recovered only to foul Smith at the top mark. After the penalty turns and with little to lose, Barker headed left away from Ehman, O'Donnel, and Smith and passed them all for the win.

The second race was the windiest race of the day and only

six boats crossed the starting line. Tom Ehman led from wire-to-wire with Dick Barker second.

At the end of the second reaching leg of the first triangle, Bill O'Donnel got hit by a puff while trying to take his spinnaker down and wasn't heard from again in that race.

By the third race, the wind had moderated slightly. Tyler Cathey and Loren Newton rejoined the fleet for the last race of Saturday.

At the start, Barker displayed speed best explained by the magic of his new boat and the skill of crew Colleen Hughes. Barker led all the way with O'Donnel and Ehman trailing.

The excellent munchies and beverages repaired everyone's spirits in time for a sumptuous Portage Yacht Club buffet.

At the end of the first day's racing, Barker's 1-2-1 finishes left him in first place with Ehman two points back with scores of 2-1-3. Everyone else had double digit scores.

Sunday morning showed promise of moderate but steady winds of about 12-15. The first race of the day (Race 4 of the Regatta) showed Tom Ehman extending a lead after the first triangle to win for the second time.

At the end of the ninth leg of the course, the service boat had not set the finish mark, despite the best efforts of the PRO so the Interlakes dutifully sailed an additional two legs.

When taking his spinnaker down at the end of the ninth leg, Barker encountered a jammed spinnaker halyard, sailed off fifty yards to leeward in an attempt to clear it, and then sailed the last (twelfth) upwind leg with the spinnaker up.

"On port tack with the spinnaker behind the main, it wasn't too bad." He opined, "But on starboard with the spinnaker to windward, it was REALLY slow." He slipped from third to seventh place and then was forced to drop out after being unable to effect a repair on the water.

In the fifth race, the Chapins found a monster right hand hook to pass Ehman on the third windward leg, but then chose the wrong side of the ensuing downwind leg to finish second. O'Donnel finished third and Tyler Cathey finished fourth.

On shore, the Flying Scot sailors, acting as judges for the Interlake portion of the regatta, ordered that the fourth race be abandoned, which dropped Bill O'Donnel to fourth place and catapulted Dick Barker and Brook Smith to second and third, respectively.

*Results on following page*

## 2003 Hot-to-Trot Regatta Results

Place	Boat #	Skipper	Race 1	Race 2	Race 3	Race 5	Total
1	1318	Tom Ehman	2	1	3	1	7
2	1380	Richard Barker	1	2	1	12c	16
3	1322	Brook Smith	4	4	6	6	20
4	836	Bill O'Donnel	5	12f	2	3	22
5	1268	Tim Marriott	3	3	4	12c	22
6	1286	Jack Coleman	12f	5	7	5	29
7	1341	Tyler Cathey	12c	12c	5	4	33
8	1317	Clark Chapin	12f	12c	12c	2	38
9	1094	Loren Newton	12f	12c	8	8	40
10	1006	Joe Smyk	12f	12c	12c	7	43
11	1160	Steve Schewe	12f	12c	12c	9	45

## From the outgoing Chief Measurer

*By Scott Savage*

It is hard for me to believe that my year as your measurer has come to an end. I would like to thank the members of the Measurement Committee and the Executive Board.

We had some issues arise this season such as hull shape (chines), optional materials (carbon), and last but not least electronic compasses. I thought that I would take this opportunity to share my opinion with the class one last time as we prepare to vote on this issue.

The biggest challenge facing One-Design classes is to find the middle ground between cutting edge design and material improvement and stagnation. We test these extremes all the time as new innovations arrive on the sailing scene.

The innovation this time is the electronic compass. It provides the same information as its analog counterpart, just in a different format. I think it is important to stand fast to the idea of devices not having the ability to perform computations or aiding the crew by performing functions that diminish the decision making process.

That said I support the electronic compass option as presented by the Executive Committee. I probably won't buy one but I hope the class sees fit to give others the option.

And now here is the Nationals shakedown. I promised that I would gather basic information on the top five Nationals finishers so we could compare, or dare I say draw conclusions about what the folks that took home the silver this year had in common.

When I put this together I was amazed at the similarities among the top boats. Maybe next year Jeff Clark can give us the tuning of the top finishers as well. Thank you for allowing me to be your Measurer. Here it is:

Team	Boat #	Boat/Rudder Weight	Crew Weight	Combined	Sails M/J/S
Aspery	1335	680/12.5	280	960	North/2001
Savage	1340	650/8.6	400	1050	North/2003
Clark	1370	653/11.8	355	1008	North/2000
Boissoneault	1182	654/12.7	358	1012	North/Sobstad/2002
Sagan	628	660/8.6	370	1030	Quantum/2003

### A Note from Gary Jobson:

"Humble is the way I feel after a 23 day stay in the hospital following my high dose chemo and stem cell transplant. I arrived home yesterday afternoon in a very weakened state. It is hard to sit up without being out of breath. This procedure was by far the hardest thing I have ever endured in my life. The idea behind it is to wipe out your bone marrow and immune system and take with it the cancer. The stem cell replacement was taken from me in early October. Now my whole system has to rebuild. It is hard to judge how long it will take before I am recovered.

In January I start a series of 90-day scans to see if the cancer is still around. This will go on for about two years.

I want to offer you this thought: take a deep breath every morning; say thank you for your health. The alternative is unbelievably tough."

# ISCA Nationals Eligibility

## Proposed Bylaw Deletion of the 14-Day Rule

By Bob Sagan

Fleet #38

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If you haven't heard yet, the *Removal of ISCA Bylaw Article IV #2 (the 14-Day Rule)* is coming to class vote. I applaud the Executive Committee for giving us a chance to remove this damaging Bylaw.

To sum it up, the Bylaw states: If you are not a member of the ISCA, 14 days prior to Nationals, then you are not eligible to sail in the Nationals. The "14-Day Rule" is damaging because annually it prevents the participation of less experienced ISCA members at Nationals. What happens is, as the big event approaches, people get excited. They decide, "Hey that sounds like fun. Count me in!" But then this Bylaw says, "Wrong! You didn't plan early enough so you can't play."

This has happened to 2-4 skippers annually since 1998. This means that approximately 5-10% of participation is lost annually. Plus, many of these rookies are so turned off that they never return. Thus, the effect can be cumulative.

This rule has even made a sailor, that had deep roots in our class (past Junior National Champion and National Champion) ineligible. While I believe that ultimately it is the sailor's responsibility to know and follow the rules in these and all instances, I also believe that we can make it more inviting to new and inexperienced members. Surely these results were never the intention of the rule designers.

### Why was this Bylaw adopted in the first place?

Longtime class members recall that this Bylaw was an attempt to prevent Professional Sailors from taking over Nationals. A couple of particular "Pros" did obey the 14-Day Rule and thus were eligible anyway and raced in Nationals (they didn't do well and are long gone). So the rule does not stop Professionals from racing. Hey, they are used to jumping through hoops. What it has done is stop many entry-level sailors, who are new to all of this, from getting caught up in the excitement of the highlight event of the ISCA.

This was one of the hottest topics at Nationals in 2001, 2003 and many times before.

It is too bad that so much time, energy, and so many sailors have been lost to this Bylaw. **Please vote to remove Bylaw IV #2.**

### A more in-depth discussion

ISCA Bylaw Article IV #2 states "The membership roles will be closed 14 days before the first race of a sanctioned event for eligibility purposes." Note: The ISCA Nationals is currently the only "Sanctioned" event of the year.

The effects of this rule since at least 1998 (as far back as I have researched) show only negative results. I have not discovered or uncovered any positive effects.

I stated earlier that the negative effects were "by a minimum of 5-10%." Because these effects can be compounding, I am sure there are other Interlakers who have been affected but just silently did not attend. Most of the Interlakers affected are new to the Interlake. Most have never been an ISCA member.

The typical scenario goes like this:

- 1) Sailor buys an Interlake.
- 2) Fleet approaches and reminds this person to join ISCA.
- 3) Life happens—vacations, etc...
- 4) The excitement of the "BIG EVENT" builds in the two weeks before Nationals.
- 5) Interlaker says, "Ya know this sounds like fun. I'd like to go."
- 6) Oops! Sorry, but now that you are all excited you can't participate (*even* if you are hosting the event!)
- 7) New Interlaker feels rejected. Loses enthusiasm. May or may not try again.

I know of specific Interlakers who have tried again and others who have sold their boat.

This common scenario goes against part of the **ISCA Mission Statement**: "*to create an environment that promotes keen and friendly competition WITH AN EMPHASIS ON TEACHING AND ASSISTING THE ENTRY LEVEL SAILOR...*" It also goes against that Sailing World article we all loved that was titled: "Visitors Welcome."

### In Summary

Annually, our Nationals draw more Interlakers together for the longest period of time. It is our best chance to make new friends. This is what will hook a newcomer. After all, the people are the most special part of the ISCA and we should do everything we can to encourage Interlakers to get together. The 14-Day Rule has proven to hinder this on an annual basis.

**I urge you to vote to remove Bylaw Article IV #2.**

# Poltergeist Regatta

**Indianapolis Sailing Club  
Indianapolis, Indiana  
October 4-5, 2003**

*By Bill Kennedy  
Fleet #28*

The Poltergeist watched, smiled, roared and whispered with Interlakers at Indianapolis Sailing Club on Geist Reservoir the first weekend of October. Gusty winds on Saturday and a very light breeze late Sunday morning allowed only four races in the regatta hosted by Fleet 28 on October 4-5.



*Another Poltergeist casualty*

Hardy puffs capsized at least one boat in the harbor before afternoon racing began Saturday. Stress on sails and a boom put another hull out of commission before racing started. At least a half dozen capsizes occurred and the remarkable



*Bob Bradley shortly after capsizing*

The Savages were not spared on Saturday although they recovered. Thirty-one skippers registered for the event.

Less than two-thirds completed all four races.

A tie score for first place matched Scott Savage from Leatherlips Yacht Club and Steve Aspery from Hoover Sailing Club with five points each. Marion Zaugg was a close third with a score of eight. The next two finishers were Hank Boissoneault with 11 and Bob Bradley with 15. ISCA President and Fleet 28 Champion Don Wilson followed in sixth place at 19 points leading all of the 15 local Indy sailors. Jamie Jones won the light air race on Sunday after suffering through a very wet Saturday.

Fleet 28 Captain Bob Butsch, the ISCA Marketing Director, welcomed regatta participants and turned his pre-regatta efforts over to Hans Haupt, who chaired the event, and called attention to Racing Instruction Rule 13. "Poltergeist. Is watching you, always." Hans proceeded to embark on the 1313.

Frank Hiatt, from the ISC Highlander fleet, served as Principal Race Officer (PRO) and was ably assisted by Assistant PRO Frank Wilder, and Scorers Patti Gallmeyer and Ruth Ann Ross.



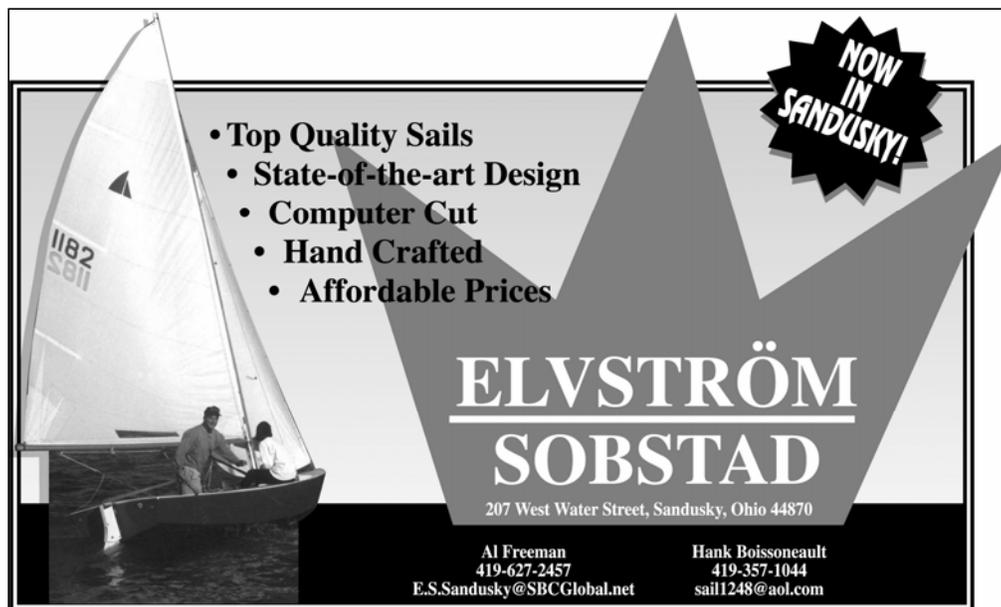
*Scott and Rick Savage, 2003 Poltergeist Champions*

A State Fair Pork Chop dinner with all the fixings was enjoyed by all before a brief class meeting was called to order by President Don Wilson. Remarks from regional VPs; the class builder, Terry Kilpatrick; and the new chief measurer, Jeff Clark followed. The class is considering a rule change on electronic compasses. Hopefully, as one put it, to be decided in time for planning Christmas stocking stuffers.

*Results on following page*

## 2003 Poltergeist Regatta Results

Place	Boat #	Skipper	Club	Race 1	Race 2	Race 3	Race 4	Total
1	1340	Scott Savage	LYC	1	1	10	3	5
2	1335	Steve Aspery	HSC	2	5	1	2	5
3	1299	Marion Zaugg	MSC	3	2	3	4	8
4	1248	Hank Boissoneault	SSC	DNF	3	2	6	11
5	1332	Bob Bradley	JRSC	7	4	4	7	15
6	1374	Don Wilson	ISC	5	6	9	8	19
7	1317	Clark Chapin	PYC	8	10	5	12	23
8	1256	Bob Herdrich	ISC	6	11	6	24	23
9	863	Brad Wagon		4	20	8	14	26
10	1153	Doug Savage	PRSA	13	12	11	5	28
11	1383	Jim McDonald	ISC	11	7	19	11	29
12	1305	Alan Freeland	HSC	9	8	21	13	30
13	1178	Jim Boucher	LYC	10	9	13	20	32
14	1313	Hans Haupt	ISC	12	13	12	18	37
15	1280	Scott Graham	LYC	22	15	7	17	39
16	681	Gary Savage	LYC	14	14	16	15	43
17	1307	John Nagle	ISC	19	17	14	23	50
18	1294	Bob Butsch	ISC	17	18	15	DNS	50
19	1330	David Weimer	ISC	16	16	20	21	52
20	1310	Steve Ross	ISC	18	19	18	16	52
21	1360	Joe Vicini	ISC	15	22	22	27	59
22	1300	David Remick	ISC	21	21	17	25	59
23	807	Martin Howell	PRSA	20	DNF	DNS	10	62
24	1267	Jamie Jones	HSC	DNF	DNF	DNS	1	65
25	1230	George Reichard	ISC	DNF	DNS	DNS	9	73
26	1187	Chip Wood	ILYC	DNS	DNS	DNS	19	83
27	1215	Bill Kennedy	ISC	23	DNS	DNS	29	84
28	203	Matt Blecke	JRSC	24	DNS	DNS	30	86
29	1253	Chuck Tenorio	ISC	DNF	DNS	DNS	26	90
30	1270	Bryan Sarber	ISC	DNF	DNS	DNS	28	92
31	1275	Bill Mullineaux	ISC	DNS	DNS	DNS	DNS	96



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# New US SAILING President Elected in St. Louis

By Clark Chapin  
ISCA US SAILING Representative

US SAILING elected its first woman President at the 2003 Annual General Meeting held in St. Louis, Missouri October 16-19. Delegates from throughout the United States elected Janet Baxter, an Etchells sailor from Chicago. One-design sailors from the Midwest are well represented in the organization's Executive Committee and Board of Directors: Tom Hubbell, a Thistle sailor from Delaware, Ohio was elected VP. Patty Lawrence, another Thistle sailor, was appointed Chair of the Inshore Committee and member of the Executive Committee.



ISAF President Paul Henderson, new US SAILING President Janet Baxter and outgoing President Dave Rosekrans at US SAILING's Annual General Meeting in St. Louis on Saturday October 18. (US SAILING Photo)

## Budget Woes

US SAILING has not been immune to the effects of the current economic downturn. A new budget process resulted in a more streamlined and less contentious meeting. An increase in the cost associated with providing *Sailing World* to members has forced the organization to end that relationship at the end of 2003. Subscriptions will start to expire after that time as membership dates occur. In its place, members will be offered subscription discounts to a number of sailing magazines.

In the other significant budget move, junior memberships will increase to \$20 and Junior Golden Anchor dues will increase from \$12 to \$16. The resulting budget shows a small but significant surplus and is fairly robust if the various revenue projections fall short.

## One-Design Class Council (ODCC)

The ODCC is made up of 127 one-design classes and similar groups. The Council discussed several ways to help bring more people to sailing. A "Sailing 101" course is being developed by the ODCC and the US SAILING Training Committee that will include about two hours of material to teach people "how to get a boat around a race course." The rules discussed will be very basic and only cover the rudimentary basics.

The Council elected Bill Stump, a Star sailor from Marina del Rey, California as its new Chair. Tom Carruthers and Clay Mock, a J/105 sailor from Mentor Harbor, Ohio were elected to two-year terms on the US SAILING Board of Directors. Clark Chapin was elected to fulfill a one-year vacancy.

The Council acknowledged the invaluable service of Miami's James F. (Ding) Schoonmaker over the last 27 years to the Council. Has held a seat on the US SAILING Board of Directors for almost all that time and is a Vice-President of ISAF as well. His wise counsel and historical perspective will be sorely missed.

## New US SAILING Services

Two new services offered through US SAILING were announced at the meeting.

The US SAILING Calendar can now be used to allow online registration for any listed event. The online entry form can be tailored to include late fees (or early registration discounts), sales of T-shirts or other merchandize, meal sales, and just about any other information that regatta organizers need. By agreement with US SAILING, online payment by credit card can be used too. This service is only available to organizing authorities that are members.

The second new program is a small boat insurance program that contains provisions for liability insurance that some regatta organizers require. Racing is explicitly covered, albeit with a higher deductible than non-racing sailing. Sailors can obtain quotations online and receive their insurance certificates electronically. The basic cost is \$250 with a ten percent discount for US SAILING members.

## Reorganization on the Horizon?

In recent years, the already unwieldy US SAILING organizational structure has further swollen as shown below:

	2000	2003
Board of Directors (twice/year)	44	50
Executive Committee (monthly)	15	16
Voting Delegates (annually)	80	105
Councils	5	6

"US SAILING" article continued on following page

These changes were not driven by increasing membership or services, but by the US Olympic Committee's requirement that major committees of a National Governing Body of an Olympic sport contain at least 20% representation of athletes who have competed at the Olympic or Pan-Am Games level within the last ten years. As a result, Board members are often not fully informed when they are asked to make critical decisions regarding finances, policies outside of their areas of expertise, or international issues.

Previous attempts to reorganize US SAILING and shrink the Board and Executive Committee have foundered on issues of protection of current Board or Executive Committee memberships. The current size of these bodies may well have reached the "critical mass" where the need for reform is apparent to all.

#### Honors to the Curmudgeon and Others

Outgoing President Dave Rosekrans presented a President's Award to Tom Leeweck, the "Sailing Curmudgeon" and editor of Scuttlebutt, the online sailing newsletter. Scuttlebutt is an independent, open forum for sailing news and discussion with a circulation of about 15,000. Complaints, policies, kudos, and proposals are freely discussed. Subscriptions are free. See [www.sailingscuttlebutt.com](http://www.sailingscuttlebutt.com). Leeweck has often been a gadfly and voice for reform from the far west. While the letters and material in Scuttlebutt has often been critical of US SAILING, the effect has been positive and Tom always keeps the discussion civil.

The Industry Award was presented to John Burnham, the editor of *Sailing World* for his longstanding service to the sport and the organization.

Steve and Doris Colgate were presented the Timothea Larr Award for their three decades of contributions to sail training.

#### Next Meeting

The One-Design Class Council and the US SAILING Board of Directors will meet March 12-14, 2004 in Mobile, Alabama.

## NEWSFLASH:

### Carbon Fiber Spinnaker Poles Now Legal in Interlake Class

Yes you heard that correctly. The Interlake class is now allowing Carbon fiber spinnaker poles, and Layline comes to bat with a carbon pole designed specifically for your Interlake. Our tube is manufactured using a tri-axial braiding method that uses a build schedule specifically designed for use on the Interlake. This process yields a tube that is lighter than a comparable aluminum tube and actually stiffer. Assembled using the tried-and-true Forspar Ultra ends or Proctor ends and our lashed center point pick-up, this pole will give you the performance that you expect from Layline at a price that you won't believe!

Tell us how long you want it to be, from 7' to 8'1." The inside diameter is 1.6."

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## Bay Week Regatta

Put-in-Bay Yacht Club

Put-in-Bay, Ohio

August, 4-6 2003

Place	Skipper & Crew
1	Bob Bradley, Betsy Bradley, Kevin Bradley
2	Tom Marriott, Marty Pearson, Ina Brolis
3	Tim Marriott, Scott Marriott, Brent Marriott
4	Ron Soka, Kaye Soka

## Snow Flurries Regatta

Port Clinton Yacht Club

Port Clinton, Ohio

September 27, 2003

Place	Skipper	Club	Race 1	Race 2	Total
1	Bob Bradley	JRSC	1	1	2
2	Brad Balmert	LSYC	3	2	5
3	Clara Dracka	PCYC	5	4	9
4	David Remick	ISC	6	3	9
5	John Nagle	ISC	2	DNF	9
6	Kevin Bracy	SSC	4	DNF	11

# Why Be a Class Member?



By Clark Chapin  
ISCA Michigan VP and US SAILING Representative

It's that time of year again. The bill drawer is filled with various membership renewals: The sailing club, US SAILING, the regional sailing association, the local fleet, and the national class association. Gee whiz, it all adds up. In a recession economy, why should you give your hard-earned cash to the ISCA? What does the ISCA do for you, whether you're a day sailor or racer?

## What Exactly Does the Class Do?

Although the Mission of the Class Association is to promote Interlake sailing and the Interlake one-design sailboat, how exactly does this happen? The main activities of the class are The Intercom, the National Championship Series, the Travelers Trophy regatta circuit, the [Interlakesailing.org](http://Interlakesailing.org) website, the Chief Measurer, and the other activities of the Executive Committee. Well, what do you get for your \$30?

## The Intercom

At least four times each year, the Intercom is sent to all members of the Association. Each issue contains information for each Interlaker: the names, addresses, phone numbers, and e-mail addresses of class officers and fleet captains; boats and equipment for sale; notices of upcoming regattas, reports from past regattas, articles about Interlake hardware, and discussion about issues affecting all Interlake owners. To put it bluntly: if you're not a member, you won't find these things out. Publishing the Intercom takes lots of time, effort, and money.

## **The National Championship Series**

The Nationals are each year's Big Event. It is usually the biggest turnout regatta and is an opportunity to sail with the best sailors the class has to offer. It's a chance to meet some of the people you've read about in the Intercom. The boats are measured. You can see just how the other hotshot boats are rigged. If you don't make at least one new friend, you have serious anti-social tendencies. The Annual Meeting is held and a new President is elected. There are great parties. If you're not a member, you can't enter. The Nationals are the responsibility of the National Race Committee and they require lots of time and effort. Most of the money comes from the entry fees.

## **The Travelers Trophy Regatta Circuit**

From the first weekend in May until the second weekend in October, there are a string of regattas located within an easy drive where you can compete with the best sailors the class has to offer. The Nationals and four other events

are scored double and your best eight scores count toward the championship. In other words, you can qualify for the prizes with as few as three events in addition to the Nationals. The Travelers Trophy is like a big traveling circus of Interlake spirit and sailing. Traditions range from the Chief's cocktail party in May to the seafood boil at Hoover to Indiana State Fair pork chops at Indianapolis. Few other classes have such a circuit. The Association organizes the regattas, keeps the scores, and awards the trophies. It takes time, effort, and some money.

## **The Interlakesailing.org website**

The Association maintains a website that contains up-to-date information for everyone interested at all in the Interlake. In addition to the regatta schedule, the site contains information to locate and contact our fleets, up-to-date copies of the Specifications and Bylaws, and Interlake photos. The website is the primary selling place for used Interlakes, averaging about one each month. Keeping the site current takes time, effort, and some money.

## **The Chief Measurer**

What makes an Interlake an Interlake? What's the difference between an Interlake and, say, a Lightning with an Interlake insignia on its mainsail? The Chief Measurer's job is to tell the difference and defend the value of all existing Interlakes while not stifling the creativity of Interlake owners who want to modify their boats to suit their individual tastes. Nobody wants an unfair advantage, but a lot of sailors want a "fair advantage." It is the job of the Chief Measurer to maintain the even nature of Interlake racing and the value of all existing Interlakes. It takes some time and effort and a little money, but without a functioning Association, it wouldn't happen at all.

## **Other Activities**

Beyond all this the ISCA, through the Executive Committee, works to promote the Interlake, answer questions from Interlakers and the general public, staff the Cleveland Boat Show display, appoint the Measurement and National Race Committees, and serve as the voice of the Interlake.

As a forum for discussion, the Executive Committee has initiated changes to the Specifications and Bylaws to keep pace with changing times: proposals to better control electronic devices and make it easier for members to sail in the Nationals are currently under consideration by the owners of boats who are members of the Association. If you're not a member, you don't get a vote, it's that simple.

The Executive Committee serves as a voice to our builder, Customflex, to discuss construction issues.

*"Why Be a Class Member?" article continued on following page*

The ISCA has a voice in US SAILING through the One-Design Class Council (ODCC). I have served as our ODCC delegate for fifteen years and am currently Secretary to the Council as well as the US SAILING Inshore Committee, and am a member of the US SAILING Board of Directors. In addition to our dues as a Class, the ISCA helps with a small portion of the expenses to attend two US SAILING meetings each year. This year's meetings will be held in Mobile, Alabama and Portland, Oregon.

### Summing it All Up

Each and every one of these activities has one big benefit for you, the Interlake owner: maintaining the value of your boat. The sailing landscape is littered with boats that are no longer sailed due in large part to the lack of a strong class association.

Protect your investment! Join or renew today!

### 2004 ISCA Membership Form

Name:		
Hull Number:		
Address:		
City:		
State:	Zip	
Phone: ( ) --		
E-Mail:		
<b>Regular</b> (Must be part owner or club member if the boat is club-owned)	\$30	\$
<b>Associate</b>	\$12	\$
<b>TOTAL:</b>		\$
Mail to: <b>Lisa Aspery</b> 264 Crandall Drive Worthington, OH 43085		

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 1/3 Page 3-3/16 X 6-3/4.....\$25.00/issue  
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Contact Ron Gall, the Intercom Editor, for further details.

# Brad Balmert Wins Distinguished Roger E. Doane Memorial Award

By Kathy LaValley  
 Captain, Fleet #17

Lorain Sailing and Yacht Club (LSYC) held their annual Change of Watch and Awards Banquet on November 8 at the Spitzer Plaza in Lorain, Ohio.

All Interlakers were recognized for their participation and trophies were awarded to the top three finishers. The third place trophy went to Bill Fitzgibbons. Second place was awarded to the outgoing LSYC Commodore, Rich Wismer. Brad Balmert placed first.

But, the highlight of the evening was when the Auxiliary and One Design Board presented the distinguished Roger E. Doane Memorial Award to Brad Balmert for his promotion of small boat sailing. Brad recalled sailing against Doane in the Star Class during his younger years and that Doane was a true sportsman in his promotion of small boat sailing.

Brad has been quite involved in the Interlake Travelers' Series, taking first place finishes at three regattas this past year and second place overall.

Brad was quite honored to win this very special award, but stated, "it's not a one man job". He thanked his father (Bob) for his participation in the Travelers' Series events and myself for participation in local races.

I would like to mention all the recent changes at LSYC. All new docks have been installed and the Clubhouse interior has taken on a face-lift. LSYC is "on the grow".

We invite you to stop by during the summer for a special tour of the facility. We also invite you to participate in next year's Spitzer Cup Regatta. Good sailing, good food and lots of friendly sailors will be ready to greet you.

3

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**800 US SAIL-1**

**www.ussailing.org**

**888 US SAIL-6**



# The Glass Lady

By Bill Schroeder

(former owner of Interlake #126, 165, 335, 466, and 1000. Skipped and crewed hundreds of times on other Interlakes during my 55 years of sailing or being around them.)

His family called him Jim. His name was Vincent James DiMaio. Anyone, who ever took time to listen to him for more than five minutes, was put under a spell of enchantment.

After graduating from a Rhode Island university as a Chemical Engineer, he went to work for Monsanto Chemical and patented a product he invented named Sanicel. It was the second-generation filler for fiberglass resin (the first being-clay.) In 1950 Vince came to Toledo to work for Libbey-Owens-Ford, Glass Fibers Division, as a Sales Engineer. He had adequate success there, but about 1952 decided to go into business for himself.

So, he started to build a plywood outboard boat, suitable for Lake Erie. He survived, until one night a mutual friend named Charlie Schneider, asked him to go bowling. Charlie had also brought his brother-in-law, Norm Miller. Norm was operating a venture, where-in he was re-finishing desks and chairs for the City Board of Education. Vince was busy in the Summer, and Norm was most active in the Winter. So they each threw their assets (consisting of wood working tools and \$350 cash) together and formed a partnership. They called it Custom Products. Now remember this was around 1952 or 1953! Vince showed me the books at the end of six months-and they'd made **\$350,000.00**

We decided (Bob Marohn and I) that it was time to approach him about building an Interlake. He agreed. Norm didn't cotton to it; but did go along. The next step was to make a presentation to the Inter-Lake Sailing Class Association (again, ILSCA). We were somewhat trepidatious, since the Class was a "One-Design," and we couldn't be sure it would fly.

A meeting was set up at Toledo Sailing Club. About 16 members showed up. A good turnout, then. Vince made his presentation. He went on for about an hour or two, talking about the advantages of a glass boat versus wood. The only person in the room, who had any idea what he was talking about, as he discussed the properties and parameters of Gelcoats, Wax, Polyester Resin, Cobalt, Styrene, and Peroxide, and molds and molding, was Vince. You think the Preacher gets long-winded, you should have heard this! We all tried to be attentive and

grasp this thing. But, it became a drone.

Then as only DiMaio could, as he was talking about molding, he remarked that when the product was removed from the mold, it exactly duplicated the finish of the mold. So the mold had to be finished to a high gloss. If it wasn't, the product would pick up any mold blemishes-even one the size of a fly turd. I never met anyone else who could envision a fly turd, but him.

Cracked the place up! The Class decided they'd give it a trial run. He went to work (and, some volunteers). He took his boat, #67, that had a Measurement Certificate, and rolled it over and stripped it down to bare wood. Then he placed it under an overhead space heater for the Winter.

About February (I'd guess), he battened all the seams, and faired it in. He sealed the wood, then put three layers of copper/bronze bottom paint on it. Then he put a number of buffed-out layers of wax on it. Parting agents weren't known of, at that time.

I was fortunate enough to be there when he laid up the first mold. I got to stir the peroxide into the resin. He'd put the other stuff in, like the Cobalt, a very dangerous substance. When he saw me stirring, I got a life lesson on how to do it right! I had never smelled anything so horrid.

I'll tell you what, he was an unbelievable workman, or rather artisan. It was laid up with about 5/8 of an inch at the keel, stem, chines, and transom. Then the bottom was about 3/8, and the sides were 1/4 to about 1/8, at the sheer. Theoretically you couldn't build a hard-chine boat, that could subsist.

Back under the space heater it went for about a week. The big day came. Most of the local Interlake guys showed up (I don't know how I did it, but I neglected to include Bill Mills, #157, in the previous article). He first took a saw, and cut the edge of the new mold back. Then he worked around its perimeter with a hammer and "J" chisel. Then we all were stationed around it, with gloves, and started pulling and lifting. We heard cracking, but it wouldn't come off. He then decided to drill a hole in the keel and inject air, between the prototype and mold. We worked for a long time. He, putting more air holes and hoses together, and us pulling. Bad night.

We went back the next night and he had attached a hoist and chain to it. He lifted boat and mold off the floor, and we started the work again. Bad night #2.

He decided to let it hang there hoping the boats weight would start separation, and try again later. I think, it was a

*"The Glass Lady" article continued on following page*

week later when we tried it again. Still nothing.

As exigency allowed, we gathered again. This time he had welded a chisel on a long bar, and drove it between the boats sides and the mold, Yet, no deal. Then he took a heavy rubber mallet and started pounding on the bottom, as we worked chisels around the edges.

Success at last. We heard the dearly desired cracking sounds of separation. We weren't aware, at that time, the sounds were caused by more than parting. Vince put literally, thousands of hours building the first three boats. He had a wife and two little girls, and a thriving business to run, so time was a precious commodity.

Please e-mail any comments or other thoughts to Bill at Billshro@accesstoledo.com.

## 2004 Interlake National Championship Housing Information

### Hotel Information

**Exit 6 off I-75** (about 5 min. from North Cape Yacht Club)

Super 8 Motel Rate: \$69.99 per night w/o group rate. If over 15 rooms: \$60.00. By June 31st.\*  
4163 Super 8 Drive  
Luna Pier, MI 48157  
Phone: 734-848-8880  
Web link: <http://www.super8.com/super8/control/home>

**Exit 11 off I-75** (about 5 min. from North Cape Yacht Club)

Comfort Inn Rate: \$65.00 per night  
6500 East Albain Rd  
Monroe, MI 48161  
Phone: 734-384-1500  
Web link: [www.comfortinn.com](http://www.comfortinn.com)

AmeriHost Inn & Suites Rate: \$55.00 per night.\* Block of 15 rooms reserved (non-smoking). Until July 13th.  
14774 Laplaisance Rd.  
Monroe, MI 48161  
Phone: 734-384-1600  
Web Link: [www.amerihostinn.com](http://www.amerihostinn.com)

\* Let them know you are at the Interlake Nationals at North Cape Yacht Club for the group rate.

There will be a camping area available.



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# Interlake Midwinter Championships 2004

By Martin Howell

Captain, Mid-Atlantic Fleet #39

(703) 837-1668 (home)

mhowell@oehrlein.com

Fleet #39 is honored to host the 2004 Interlake Midwinter Championships. The event will be held on March 27-28, 2004 at Washington Sailing Marina in Alexandria, Virginia. Racing will take place on the Potomac River, in the shadow of the Washington Monument, Jefferson Memorial, and other very recognizable American landmarks. We hope this will provide an excellent venue to kick off the 2004 Interlake Traveler's Series.

The wind gods usually vacate the Potomac River during June, July and August. Because of that, Fleet #39 could never host a decent national championship regatta at this venue. We are approaching Midwinters as if it is our chance to host a top-shelf, Nationals-quality regatta for the Interlake Class.

The winds in late March should be good, and the average temperatures are in the low 60s. The weeds haven't started growing in the river yet, and the powerboats are still on the hard. We should have the river to ourselves with good winds and warm temperatures – the perfect time for hosting a major regatta here!

For this first attempt at an Interlake Midwinter Championships, we want to give you as much sailing as we can possibly squeeze into two days. On Saturday, we plan to do two races in the morning, break for lunch, and do two or three races in the afternoon. On Sunday morning, we hope to do two races, but we will be sure to finish up early to give people plenty of time to drive home. We want to ensure that you get enough racing completed to make your drive worthwhile.

In the future, we may consider expanding this to a three or four day event, depending upon feedback from the participants at the end of the regatta.

The Potomac River is a tidal body of water. The water level usually varies by about three to four feet between high and low tide. The strength of the tide is usually about one knot – a little weaker when flooding (against the downstream current of the River), a little stronger when ebbing (with the current).

There is no magic to sailing in the Potomac's tide – just favor the shallows when going against the current, and try to stay in deep water when going with the current. We'll

provide everyone with a chart to show you where it is shallow and where it is deep.

I have been sailing here for six years now and still haven't figured out any pattern to the winds – so there is no home field advantage. Interlakers who have been here before will tell you about our famous 'Jet Wash' winds. The sailing areas are adjacent to Reagan National Airport so we occasionally get small vortices off the wingtips of landing aircraft.

For those of you traveling from the Midwest or other afar ports of call, we want to make this trip as enjoyable as possible for the entire family. Because of the concentration of tourist sites and activities in Alexandria and Washington, DC, our younger neighbor to the north, several people have expressed interest in a group activity on Friday evening. While we haven't figured out the exact details of this yet, we are pursuing several possibilities: a guided sightseeing tour of the monuments at night; a riverboat tour; a behind-the-scenes tour of noteworthy historic building(s) – who knows! Also, the Cherry Blossom Festival begins on Saturday, March 27. Seeing the cherry blossoms around the Tidal Basin in full bloom is always a beautiful sight.

On Saturday evening we will have the standard dinner and party that have come to be expected at Interlake regattas. The menu hasn't been determined yet, but we'll let you know just as soon as it is.

Following the racing on Sunday, we will have an awards presentation. We hope to hand out lots of door prizes from sailing-related companies. We want to present awards to the top ten skippers and crew.

To help reduce the costs of traveling to a regatta that is outside the core of Interlake sailors located in the Midwest, we will provide accommodations at the homes of local sailors for those who want to take advantage of this. Housing will be on a "first to ask-first to receive" basis. Of course, we will also provide a list of area hotels for those who prefer this alternative. More information on housing will be provided soon.

Many of you have small children who don't sail with you. We are planning to have babysitting available for those who require it.

The timing of the regatta is such that it lines up with many school spring break periods. For those of you who want to make a vacation out of this event, Bob and Lisa Fleck (IL #384) have a large yard where you can safely store your boats if you choose to come early and/or stay late.

For those of you who might be hesitant due to the driving distance required to attend this event, let me try to answer

*"Midwinters" article continued on following page*

any questions you might have. From Alexandria, Virginia to Columbus, Ohio is a 7 hour drive. Sandusky is an 8-hour trip. Expect to be on the road for 10 or 11 hours if coming from Portage Yacht Club in Michigan. Indianapolis is 10 hours. These times are all based on our personal experience. I usually keep it at 65-70 mph and stop often for a restroom break. Bob Sagan and the Traverse City crowd will be on the road for 12 or 13 hours.

Yes, it's a long ride, but we're a lot closer than the other alternatives that were considered – Sarasota, Florida and Lake Norman, North Carolina. If you start the season by going to the most distant regatta, it makes all the others seem so much closer. In 2003, driving to Leatherlips in the spring seemed like it took forever for Ashley and I. Some 4,300 trailer miles and five months later, the trip to Indianapolis for the Poltergeist Regatta seemed like we were just going to the next county.

Finally, just a quick thanks to all of the members of the ISCA Executive Committee who asked us to host this regatta, and have already provided some excellent input as we proceed with planning the 2004 Interlake Midwinter Championships.

I hope all Interlakers will consider attending this event. If there is anything I can do to help convince you or make your visit more enjoyable, please do not hesitate to ask.

## Unique Marketing Ideas

This creative way of telling the whole world that you are proud to be an Interlaker was thought of by Michael Gurzell and unanimously approved by the Executive Committee. If this is something that you wish to do as well, please contact Michael at [mgurzell@wowway.com](mailto:mgurzell@wowway.com) for details.

Also, if you have other creative ways of marketing our class, please contact our Marketing VP Bob Butsch at [rbutsch@comcast.net](mailto:rbutsch@comcast.net) to implement your idea.



## Fall Blowout

**North Cape Yacht Club  
LaSalle, Michigan  
October 11, 2003**

Place	Boat #	Skipper	Race 1	Race 2	Race 3	Total
1	1384	Brad Balmert	1	1	1	3
2	234	Denny Dieball	2	5	2	9
3	1380	Dick Barker	3	4	6	13
4	466	Tom Marriott	8	2	5	15
5	683	Jim Davis	4	3	8	15
6	952	Jeff Hagman	6	6	4	16
7	1332	Bob Bradley	5	7	7	19
8	384	Jim Ward	11	8	3	22
9	1325	Ron Gall	7	9	10	26
10	1374	Don Wilson	9	10	9	28
11	1268	Tim Marriott	10	12	11	33
12	339	Rob Fox	12	11	12	35
13	1248	Kevin Bracy	13	14	13	40
14	1376	Jim Bradley	15	13	14	42
15	609	Mike Hirschberg	14	15	15	44

## Deadline

The Deadline for the  
Next Intercom is  
Monday,  
March 15, 2003

Please send any articles and  
photos to:

**Ron Gall**  
2022 Glencove Dr.  
Toledo, OH 43609  
(419) 382-6998  
[ron.gall@dana.com](mailto:ron.gall@dana.com)

# Clark Lake Regatta

## Clark Lake Yacht Club September 20-21, 2003

By Ron Gall  
Fleet #4

A large, competitive crowd made life more difficult for Bob Bradley in his quest to repeat in his mastery of Clark Lake. Bob has won this regatta the last several years – in fact, he has won it every year that I can think of. But, this year would be different.

Tough competition came from all over, but after the first two races it seemed like a two-boat show. While Hank Boissoneault and Tom Ehman were battling it out for first place, the rest of the boats would battle for the remaining spots.

The highlight of my racing season came in the second race of the day. After being on the “obvious wrong tack” for the entire length of Clark Lake, I found myself at the weather mark, buried amongst a bunch of Rebels in dead last. The chute did not help much at first, but it wasn’t hurting me either.

As the wind picked up, I began to follow it. Much to my surprise, it led me to the middle of the lake, where I was now by myself. One-by-one, I began to pass the fleet (except Hank and Tom, who I believe, had already finished.)

At the leeward mark, I was miraculously in third place. I’m not used to being in that position and found it difficult to cover that many boats even up the short weather leg to the finish. I did, however, manage to do it and kept third.

I was on such a high that I didn’t even mind that they called it quits for the day due to lack of wind. I didn’t win the race, but it seemed like it to me, and that’s what keeps me coming back.

On Sunday, it was back to the usual ninth or tenth place finishes for me. The rest of the boats however made it interesting for Hank and Tom as Dick Barker and Bob Bradley sparked a comeback. Fortunately for Hank, they fell short. With a win in the fourth, and final race, Hank secured his victory.

Congratulations Hank!

Since Clark Lake Yacht Club no longer has a fleet, every Interlaker that shows up is considered an out-of-towner. It is incredible that we were able to attract so many of us this year. Please keep coming to this wonderful venue - my favorite regatta of the year. My hopes are that by showing this tremendous support, we can encourage Clark Lake’s Rebel, Wayfarer, and Buccaneer sailors to race Interlakes, and possibly re-establish their fleet. From what I’ve heard, there is a good chance that this may happen.



An unusually calm view of Clark Lake on Saturday

Place	Boat #	Skipper & Crew	Race 1	Race 2	Race 3	Race 4	Total
1	1182	Hank Boissoneault, Jim Bradley	2	1	4	1	8
2	1318	Tom Ehman, Barb Johnson	1	2	6	3	12
3	1380	Dick Barker, Colleen Hughes	4	6	1	2	13
4	1332	Bob Bradley, Betsy Bradley	7	8	2	3	20
5	1341	Ty Cathey, Felicia Cathey	8	4	5	5	22
6	909	Tom Marriott, Darren Eisinger	5	7	7	7	26
7	1268	Tim Marriott, Brent Marriott	6	12	3	6	27
8	1325	Ron Gall, Jeremy Rapp	10	3	10	9	32
9	1305	Alan Freeland, Aimee Barton	13	5	8	8	34
10	161	Craig Spear, Joe Schardt	11	10	9	10	40
11	1384	Brad Balmert, Kathy LaValley	3	11	DNS	DNS	46
12	609	Mike Hirschberg, Paul Pepke	12	14	12	11	49
13	1242	Mike Muhn, Judy Muhn	9	9	DNS	DNS	50
14	1248	Kevin Bracy, Jeff LeButt	14	13	11	12	50
15	1371	Tom Gagnet, Joe Oleary	15	15	DNS	DNS	62
16	1322	Brook Smith, Martha Smith	DNS	DNS	DNS	DNS	64

# Mid-Atlantic Fleet Report

By Martin Howell  
Captain, Mid-Atlantic Fleet #39

## PRSA FROSTBITE REGATTA

Three Interlakes participated in Potomac River Sailing Association's (PRSA) Fall Frostbite Regatta. As the Race Committee said, "the Interlake racing was so tight, we were the only interesting fleet to watch." Doug and Liz Savage sailed #1153. Craig Moore and myself sailed #807. Bob and Lisa Fleck sailed #384 (Julio Barros' boat) as a test sail for potential purchase (more information on this below.)

In the end, it came down to a tie-breaker, decided on the results of the fifth and final race, to determine the winner. Bob and Lisa Fleck squeaked past Craig Moore and myself for the win. What a great way to begin an Interlake sailing career. Congratulations Bob and Lisa. Doug and Liz finished a close third.

The Interlake-only Frostbite Series began on Saturday, November 22 and continues every other Saturday thereafter until the end of March. We try to have the boats in the water at 10:00 and ready to go. Afterwards we all go to the Hard Times Café in Old Town for chili and beverages.

## FLEET #39 FALL PARTY

Doug and Liz Savage hosted a great fleet party on Saturday, November 8. Attendance was a little on the light side, but probably due to the short notice. Regardless, we had a grand time.

Some gag-gift awards were given to a few people for some of their more "exceptional" achievements in 2003.

Although not present, John and Barbara Herbig received orange construction vests because they had car troubles on their way to the Hoover Regatta in Columbus, Ohio this summer.

Liz Savage was given a battery powered fan. Last Christmas, Doug got a new mainsail for the Interlake and Liz got a Mercedes Benz. The air-conditioning in Doug's truck is on the fritz, so we wanted to make sure she had Mercedes comfort next year when traveling to regattas in the truck.

Pat Williams and Hank Messick were given a "No Parking" sign. We told them that we were going to put

this at their trailer spot so the boat doesn't sit all year, hardly ever used, like it did this past year.

Julio Barros also couldn't attend the party, but got a special award. Julio didn't race a lot in 2003, but we did see him often down at the marina cruising on his Interlake. It seemed that every time we saw him, there was a new lady-friend on the boat. We gave him a 16" tall Playboy bunny head that was made into a nice necklace – "The Eddie Rozier Award for Best Use of an Interlake as a Dating Tool."

Doug Savage sailed pretty clean all year and didn't do much to embarrass himself. However, he did have some persistent mechanical problems that never seemed to get fixed. The mainsheet base is still held on by only two screws, the furling drum on his jib is messed up, the outhaul was broken most of the spring, etc... We gave Doug some duct tape and a pocketknife in hopes that he'll keep things in better working order next season.

Bob and Lisa Fleck had test-sailed #384 earlier in the day for a possible purchase. Bob has a reputation for keeping his boats in tip-top racing condition and sparing no expense to go fast. We gave Bob and Lisa some play money to help defray the cost of maintaining an Interlake. We also gave Lisa a giant hand-shaped fly swatter so she could slap Bob when he wasn't concentrating on going fast.

John Hooper resides in New Jersey, but is an active part of our fleet. He shows up whenever we have a party or meet at a bar for a drink, but none of us have ever actually seen his boat. We gave John a Thermos cooler to carry on his Interlake with him. Hopefully he'll fill it with his favorite beverage, and come out and sail with the rest of us.

Next year we'll try to do this again. Keep an eye open throughout next season for weird things your fellow Interlakers do, and remember them. Each boat will get another boat as their gag-gift recipient.

Here are a couple of big news items from the fleet party. First and foremost, John Hooper is working on developing a new fleet and an Interlake regatta at Shore Acres Yacht Club on Barnegat Bay in New Jersey. John will give us a written report in a later e-mail, but the quick synopsis is we're working on putting together an Interlake regatta in late July or early August. We are trying to work the date around Interlake Nationals and the Governor's Cup that many of our sailors participate in.

Those members present thought I should continue on for another year as the Fleet Captain. Doug Savage expressed

*Mid-Atlantic Fleet Report continued on following page*

interest in taking over the position the following year.

The other BIG, BIG, BIG piece of news is that the Executive Committee of the ISCA has asked our fleet to host the first annual Interlake Midwinter Championships here at PRSA. They will be held March 27-28, 2004. I expect to get approximately 25-35 boats for this one. It will be a double-counter on the ISCA Traveler's Series, and we'll still get another regatta on the Traveler's Series as well (Fall Solomons or the SAYC Regatta – TBD.)

There is lots of planning to be done for Midwinters. If you are interested in helping out, please send me an e-mail. I'll try to organize a planning committee meeting in the next two or three weeks. The Lightning fleet at PRSA has offered to serve as Race Committee for this event. In return, we'll do Race Committee for them at their Doc Gilbert Cup Regatta, May 1-2, 2004. Please mark your calendars now for that weekend. We'll need all the help we can get.

#### NEW INTERLAKE OWNERS IN THE FLEET

Bob and Lisa Fleck recently purchased Interlake #384 from Julio Barros. We are very excited to have Bob and Lisa now officially part of the Fleet. Our level of competition just went up a notch. Bob and Lisa also have a 26' S2-7.9 that they campaign very, very successfully on the Potomac River and Chesapeake Bay.

Julio is going to go tour the world for a year or two. He is still around for awhile, and still available to crew. When he gets back from his world travels, we'll get him back in another Interlake.

#### GREAT WHITE NORTHERN REGATTA 2004

Bob Sagan from Fleet #38 in Traverse City, Michigan sent me an e-mail recently. Geographically, our two fleets are the farthest apart of any two Interlake fleets (767 miles). He challenged our fleet members to attend the Great White Northern Regatta in 2004 and said he will pay the entry fee of any Fleet #39 boat that attends. This regatta is usually the last weekend in July.

#### ISCA MEMBER/BUILDER COMMITTEE

Created by the Executive Committee to promote a positive relationship with Customflex and assist members in resolving difficulties with service and parts. Members should contact one of the committee members for assistance.

Scott Savage – (614) 889-7729

Steve Wiseman – (734) 663-3217

Bob Bradley – (734) 243-0974



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# Chief Measurer's Report

By Jeff Clark

I'm fortunate to be following Scott Savage as Chief Measurer for the coming year. He oversaw the completion of the CAD plans for the Interlake, as well as several other important measurement issues during his tenure. There is always something, though, so here are two items for your consideration.

## **Hull Shape—be aware of the rules limiting modification**

Winter is the time we often take care of major repairs, including hull damage. Remember that any repair of a hole, or chipped chines, or a battered bottom, should carefully aim to:

- a. return the hull to stock shape as far as possible, and,
- b. not seek any racing advantage

The ISCA Specifications (Article VI – Table of Tolerances) give a plus or minus tolerance of 3/8" for the lengthwise and athwartship contour at each hull station. This is expressly to account for the sag over time from an originally true hull, not to permit creative sculpting. Measurer's Interpretation 11 clarifies that a repaired hull must be capable of fitting back in its original mold.

Some racing classes allow elaborate sharpening of chines, or reshaping of a bottom for convexity or concavity within the technical tolerances for the fastest possible hull. The Interlake Sailing Class Association has several "catch-all" rules prohibiting this approach to hull repair (or worse, hull modification not prompted by repair). Before modifying a hull, "an owner is strongly encouraged to contact the Chief Measurer for review of the proposed modifications. The Chief Measurer shall review the proposed modification and the Chief Measurer or someone they designate shall inspect the completed job." (Specifications, Article III, Section 6)

Why is this voluntary scrutiny "strongly encouraged"? Because it's better to catch a problem in the planning stage, than to have to undo a major hull repair or fairing. It may be tempting to try to improve on the original hull shape, but "[t]he purpose of the restrictions under which Interlake boats and sails are approved is to insure that, to as great a degree as possible, all boats and sails have identical racing capability." (Specifications, Article I, Section 8). "Any boat or sail having features which are not consistent with this purpose will not be approved and cannot race even though there is no specific restriction preventing the item in question." (Id.) Interpretation, if needed, will consider the "intended meaning" of any rule, rather than any "technical misconstruction that might be

derived from the wording." (Bylaws, Article VII)

So how are these rules, particularly the catch-alls as applied to reshaped hulls, enforced? Actually, the human eye is pretty good at detecting departure from a straight line or flat surface, and at comparing two hulls side by side. If those sharp eyes belong to someone who then files a measurement protest, then the issue must be resolved. Physical measurement using a straightedge and/or the new chine templates can easily quantify the variance involved. In resolving a measurement protest, either a) the variance is in excess of the rules, resulting in disqualification, or, b) an inference may be drawn from the nature and extent of the technically permitted variance that an apparent racing advantage was attempted, resulting in disqualification, or c) no prohibited variance is found. As Woody Hayes used to say about passing, three things can happen, and two of them are bad. No one should consciously put their boat at risk of such a protest.

The desired even competition in the one-design Interlake Class thrives, first, on trust among the members, and then, if necessary, on enforcement. In my opinion, one should neither protest frivolously under the catch-all provisions, nor should one hesitate to protest if a probable violation of this agreed and important principle is evident.

Just as Scott last year measured chines at the Nationals, lateral bottom contour may be on the list of specifications to be sampled this year. Because hull bottom contour is much harder to correct than reshaping a chine, early attention to this area is advisable. Feel free to contact me if you have any questions.

## **Electronic Devices – proposal to allow dumb ones**

At the request of several members, Chief Measurer Scott Savage and the entire Executive Committee studied and debated the expansion of our current (timers only) rules on electronic devices aboard, to permit electronic compasses or other sailing appliances. The Committee has agreed on a proposal which is intended to permit only electronic compasses which display the heading of the boat but which do not display lifts, knocks, true wind, or any other computation. The committee took the opportunity in amending this rule to make clear that electronic devices which are not designed for racing benefit may be carried aboard (medical devices, cell phones), so long as they are not used to provide a racing benefit. The proposed rule also limits the capabilities of electronic timers to common racing features.

To briefly summarize several sessions discussing this rule, the consensus of the Executive Committee was that these limits are most consistent with the Corinthian nature of our racing, and that neither safety, enjoyment, nor quality of competition would be advanced by permitting more complex electronic racing instrumentation.

*Chief Measurer's Report continued on following page*

Please review the draft rule carefully, and submit your vote by mailing in the ballot on which it is printed.

### Here's to a boring year for the Chief Measurer ...

I look forward to sailing with you all this coming season, and admiring the shapely, identical Interlake hulls perched on their trailers at the end of the day. I'm very willing to answer questions about the rules as they stand, or when they need to be interpreted, or as they must be enforced, but if I may offer a suggestion based on the intent our class founders built into our rules: please ask yourself, before you ask me, whether what you are thinking about is consistent with level racing, in evenly matched boats, leaving the racing outcome to the skill of the crew.

## ISCA Executive Committee Meeting Saturday, November 8, 2003 Astro Lanes, Wapakoneta, OH

### CALL TO ORDER

President Don Wilson called the meeting to order at 9:10 am. A quorum (at least 50%) of the voting members was present:  
Don Wilson (President) Hank Boissoneault (VP)  
Lisa Aspery (Sec-Treas) Jeff Clark (Past Pres and incoming Chief Measurer)  
Clark Chapin (MI-VP) Scott Savage (outgoing Chief Measurer)  
John Nagle (IN-VP) Ron Gall (Intercom)  
Kevin Bracy (N-OH VP) Bob Butsch (VP Marketing)  
Also in attendance: Terry Kilpatrick (builder)

### REPORTS

#### Secretary - Treasurer

Lisa Aspery presented the officers with a year-to-date report. Current totals:

Membership:		Money:	
Active	178 180	Checking	\$5841.83 as of 10/31/03
Associate	20 14	Savings	\$8866.24 as of 09/30/03
FYF	21 32	Merrill Lynch	\$1.88 as of 8/29/03
Life	5 4	Total	\$14,709.95
Total	224 228		

#### Intercom

Ron Gall has several articles for the next issue. The due date is Nov.15<sup>th</sup>.

#### Website

Jeff Clark will get all of the Traveler's Series scores up; a new officers photo was taken.

#### Chief Measurer

Scott Savage reported good compliance with the chine specification at Nationals this year. The "fix it before it shows up" effort seemed to work. Scott suggested to future Chief Measurers that every year before Nationals, the measurement committee pick 2 or 3 things to let people know will be measured. Scott collected data and built a matrix of the top 5 finishers at Nationals. Data presented includes equipment, sails, boat weight. It will be in the next Intercom. The CAD drawings of the Interlake will be offered on CD including a program to view the drawings. Bob Butsch moved to include a copy of the CD with every member directory mailing in the spring. Hank seconded, motion passed. Jeff Clark will take over as Chief Measurer as of this meeting.

#### Builder

Terry Kilpatrick reported that the Factory Tour drew 55 to 60 people. Harken was there and brought freebies for everyone. Terry believes he will be building 3 or 4 boats for attendees.

Terry will have new pricing by the end of the year, nothing too significant, mainly due to increases in rigging costs. The average cost of

a new Interlake still only averages \$10,500.00 including all hardware, cover, sails, and trailer. Terry has obtained Interlake # 160, the first fiberglass boat. He intends to restore it and take it to regattas. If anyone has first-hand knowledge of the boat or photos, please contact Terry.

#### Regional VPs

**Northern Ohio** – Kevin Bracy was welcomed to his new position. He reported that Mike Zuilhof will take over as Sandusky's fleet captain, and Kathy LaValley is Lorain's new fleet captain.

**Indy / East** – John Nagle announced that Indianapolis' new fleet captain is Brian Sarber. Kevin noted that the East Coast fleets had the Frostbite Regatta today, and they will continue sailing over the winter every other weekend. In addition, PRSA hosts the Hangover Regatta on New Year's Day.

**Southern Ohio** – Jamie Jones sent a report in support of midwinters, cheaper sails, and bigger sail windows.

#### Marketing

Bob Butsch reported that the Marketing Committee is planning to create a new brochure and Interlake business cards, is designing "Ask me for a ride on my Interlake sailboat" T-shirts, and is sending photos of Interlakes to Harken for use in their catalog. He thanked Bill Kennedy for all the great photos. Bob Sagan is trying to get an article published in Sailing World. The committee planned to back-off doing the Cleveland Boat Show, but the exec committee decided that if there was enough volunteer support, the Interlake should be represented.

#### US Sailing

Clark Chapin reported that US Sailing has elected its first woman president, and there are a number of small-boat sailors currently in leadership positions. US Sailing is working on online processing for major events, like Nationals, that classes can use, making credit card registrations possible. Fees will be charged to cover costs. Joanie Palmer, a former Interlaker, and her crew has won US Sailing's Adams Trophy and the prestigious title of U.S. Women's Champions. Congratulations, Joanie!

### OLD BUSINESS

#### Electronic Devices

The following wording for Specification Article III Section 14b was agreed upon:

No electronic devices designed for racing benefit are allowed on the boat, with the exception of a device or devices that do the following:

1. A device that is only capable of displaying the magnetic heading of the boat.
2. A device that is only capable of displaying time of day, elapsed time, or countdown time.

No other electronic devices on the boat shall be used to provide a racing benefit.

Clark Chapin moved to place the agreed upon wording before membership by mail-only ballot to be included in the January 2004 Intercom, due back by Friday, April 23, 2004. Scott Savage seconded. Motion passed.

#### Midwinters

Scott Savage discussed the possibilities, including Sarasota, FL; Lake Norman in Charlotte, NC; or one of the clubs in our east coast fleet. After much discussion, it was decided to support the east coast fleet if they are interested in hosting the event. It was agreed that the midwinters should be added to the Traveler's Series. Details will be worked out via e-mail.

#### 2004 Nationals

Hank Boissoneault reported that North Cape is excited to host nationals. Bob Bradley is in charge, and is setting up judges, committees, and meals. They plan a short-format event, with 3 races per day, meals on the water. Hank, as chairman of the National Race Committee, moved to accept the following people for the committee: Kevin Bracy, Bob Sagan, Bob Bradley, Jamie Jones, John Nagle, and John Greiner. Scott seconded, motion approved.

#### 2005 Nationals

John Nagle – Indianapolis is proposing a short-format Nationals to be

*ISCA Meeting Minutes continued on following page*

held July 28 – 30, 2005.

#### *14-Day Membership Requirement*

Clark Chapin moved to remove Bylaw Article VI, Section 2, which states:

The membership rolls will be closed 14 days before the first race of a sanctioned event for eligibility purposes.

The vote was 8 for, 1 against. Motion passed. This change will be presented by mail-only vote on the same ballot as the electronic devices specification change.

#### *Privacy Policy*

Lisa Aspery noted that ISCA member names are currently provided to sailing-related enterprises for a 10-cent per label charge, non-sailing for 25 cents per label. Currently labels are only requested one or two times per year. After some discussion, it was decided that no change is needed.

#### *Interlaker of the Year / Honorary Membership*

To maintain flexibility, the Exec Committee agreed to not specify exact criteria, i.e. current achievements vs. longer-term contributions. It is believed that several Interlakers are deserving of honorary membership. The regional VP's were assigned the duty of nominating or assisting in the process within their regions.

#### *Regions*

Lisa created a spreadsheet showing which fleets were in which regions and how many members are in each. No regional alignment change was made. The regions will be added to the fleet listing in the directory.

#### *Secretary – Treasurer Position*

Clark Chapin noted several benefits to this job – your version of history gets recorded in the official minutes, and you are the “voice of the class”, the primary contact for many outside of the class. Lisa was asked to write an article for the Intercom seeking a replacement.

### **NEW BUSINESS**

#### *Price of Sails / Window Size*

With two sail-maker representatives present (Scott Savage – North and Hank Boissoneault – Elvstrom/Sobstad), the committee discussed sail prices. A major component of the cost is the amount of hand labor required. Ongoing development also raises cost. Possible alternatives include defining one sail design and seeking competitive bids for that design, or allowing only 1 sail (main, jib, or spinnaker) to be purchased each year (doesn't lower price, just economic impact on individuals). Both of these alternatives limit the choices of class members and possibly reduce the cost only minimally. No action was taken. Jeff Clark noted that used sails are frequently available on the website. There was no opposition to allowing larger windows in sails, but no action was taken at this time. It was noted that increasing the size of the window would raise the cost of sails.

#### *US Championship of Champions*

Hank Boissoneault said that Sandusky is interested in hosting the C of C's in the Interlake. They would need 22 boats similarly rigged and tuned, plus builder and sail maker support. Is the class interested and should they pursue this with US Sailing? The Exec Committee said yes, and to get more information.

The meeting was adjourned at 1:05pm.

**NEXT MEETING:** Saturday, February 21, 2004 at Astro Lanes in Wapakoneta Ohio. The Fleet Captains' Meeting will be at 9:00 am with the executive committee meeting to follow.

## **Classified Ads:**

**Interlake #430:** Flat deck with no seats, spruce mast, three sets of sails (main and jib), one set are Norths that have been used only once, new trailer tires, used once in the past three years. Asking \$1200. Contact Mike Birch, (740) 548-2203. Boat is located at Hoover Sailing Club near Columbus, Ohio.

**Interlake #869:** “Chiquita”. Yellow and white colored Interlake with cover, trailer, and Thomas main, jib and spinnaker. Call Susie Wathey at

(419) 726-3454.

**Interlake #935:** Stainless Board, Jib Furler, Pamco Trailer with New Rubber, One Complete Set of Sails, asking \$2500. Call Bob Oberly at (419) 531-7161 or E-mail Bob at [rhoberly@msn.com](mailto:rhoberly@msn.com).

**Interlake #988:** Good condition, full boat cover, two sets of sails, spinnaker, paddle, 1972 PAMCO trailer serial number 22602. The boat is all white, has full length seats, a cutaway center board housing, sails well and is kept at the Leatherlips Yacht Club, Columbus, Ohio and can be viewed at a time mutually agreeable. The price is \$2500. Please contact: Jiten V. Ruparel 356 Day Light Lane Powell, Ohio 43065 Tel: 614-798-0095 E-mail: [enpower@columbus.rr.com](mailto:enpower@columbus.rr.com)

**Interlake #1182:** Red-orange hull, white deck with seats. Minimum weight with lead added to bring it up to weight. Brand new set of Elvstrom/Sobstad sails, and probably one or two sets of older sails. Super fast boat. At past National Championship regattas it has placed 4th at Indian Lake, 2nd at Indianapolis, 8th in Sandusky (1996), 4th at Port Clinton (2002), 4th at Portage YC (2003) - both inland and open water venues, light and heavy air. The boat has placed in the top 5 every year it has qualified for the Traveler's Series. Road-worthy trailer, cut-down centerboard trunk, furling jib (I think), super-smooth bottom, one-piece rudder, cover, etc. All the go-fast goodies, and continually maintained in top racing condition. Owner is buying a new Interlake. Asking \$3500. Contact Hank Boissoneault, e-mail: [sail1248@aol.com](mailto:sail1248@aol.com)

**Interlake #1282:** Hull color is blue with white deck. Sails are only 4-5 years old and have a lot of life in them. Boat is at minimum weight. Jib furler system works well. Spinnaker is in excellent shape. Deck has molded seats. Floation tanks and bailers are watertight. Centerboard has been cut down. Trailer is in perfect condition, no rust. Blue mooring cover is in two pieces that make it lightweight and easy to handle. Everything works well and fitted out for racing. This boat is in great condition as it was stored for a number of years before I purchased it. The boat has a pretty successful race record. Last year we placed third at the Hoover Stakes Regatta and consistently place first in our club races. This year I had shoulder surgery and only sailed two regattas and did no club racing (bummer). We did manage a first and sixth place at this year's Nationals in the Challengers fleet. So the boat can perform when the skipper gets in heading the right direction. We are asking \$6200. Photos are available. I can be contacted at [dcgraf@bright.net](mailto:dcgraf@bright.net) or 419-738-9437

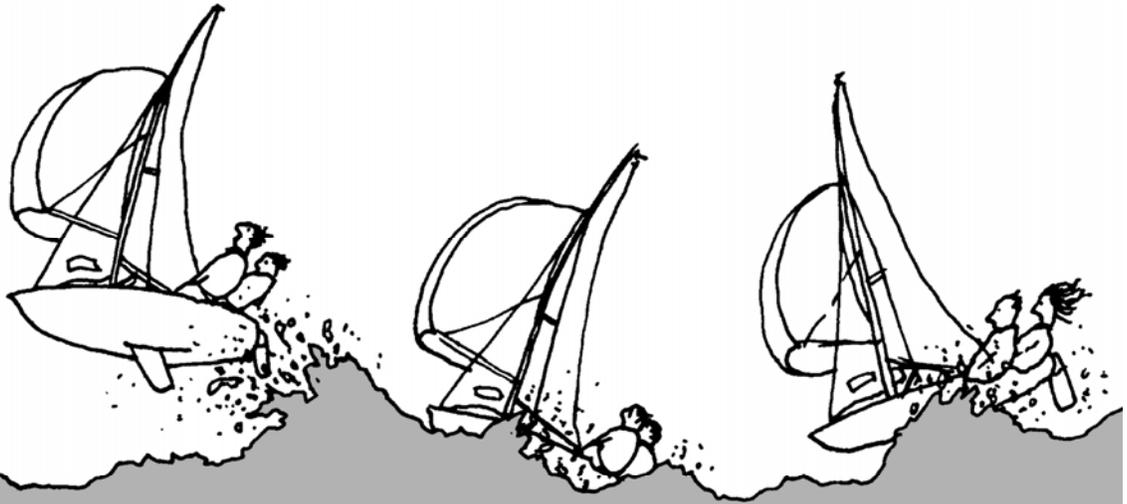
**Used Interlake Sails:** I have sails for an old Interlake sailboat. The boat was destroyed in dry dock many years ago, while the sails were stored indoors in an attic. There are two jibs and two main sails. One of the sets looks like it has had very little use. They both have #332 on the main. They were made by Thomas sails in Cleveland and are in yellow sail bags. I was planning to sell them on e-bay, but decided to look first at Interlake sailing clubs. If you have an interest, please reply. I have not set a price, but will entertain any reasonable offers. E-mail Sid Jordan at [sjordan@deboisinc.com](mailto:sjordan@deboisinc.com)

**Used Interlake** - Looking to buy an Interlake. If anyone knows of any at your fleets for sale, please let me know. Something in the \$2,000-3,000 price range with a flat deck is preferable, but will take whatever I can get. For more information, please contact Martin Howell at (703) 837-1668 or [mhowell@oehrlein.com](mailto:mhowell@oehrlein.com).

**Used Interlake Sails** – The American Sailing Institute (ASI) in Wixom, Michigan is looking for used Interlake sails that are still in usable, good condition. Our 501(C)(3) status allows tax-deductible donations. Donors will receive all the necessary IRS documents.

ASI is a non-profit teaching organization that is fully staffed by volunteers. Our focus is on teaching nautical skills and boating safety. We are located in Southeastern Michigan with training boats for water instruction at the Stony Creek and Kensington Metro Parks. Your donation would contribute to maintaining our program and our fleet.

Please call Diane at 248-624-4030. Or e-mail [sailasi@comcast.net](mailto:sailasi@comcast.net)



# MAKING INTERLAKES FLY

2002 NATIONALS 1,2,3,4,5,7,8,9,10\*

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