

The  
**Intercom**

Official Newsletter of the Interlake Sailing Class Association



www.interlakesailing.org

Summer 2004



*Dieball – Masterful “Skip”per*

Skip “Aces”  
Nationals

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Spring & Summer  
Regatta Results

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**Cover Picture**

Skip Dieball wins the 2004 Interlake National Championship in "perfect" fashion

... photo by Lee Merkle

# From the President

By Hank Boissoneault



Congratulations to Skip Dieball, Paul Abdullah and Tommy Irwin on taking the 2004 Nationals to a higher level. Taking first place in every race sailed is impressive. To take a boat that was finished the Thursday before Nationals and win says a lot for Skip Dieball and his crew, as well as our builder.

As opposed to last year's Nationals, this year's Nationals offered more than enough wind. In fact the juniors and women were able to get in only one race, after hours of on-shore delays and postponements. Congratulations go out to the winning teams of Cindy Evans-Elmore for the Women's Nationals and Steven Frazier for the Junior Nationals.

In fact, conditions were such that all the competitors should feel great to be able to compete at such levels of extreme wind and wave conditions for four days. The National Race Committee had some tough decisions to make, keeping the level of competition at its best while also keeping safety in mind.

A special thanks goes out to North Cape Yacht Club, Bob and Betsy Bradley, Jim and Chris Davis, Mike and Judy Muhn, Chief Judge George Griswald, Principal Race Officer Dave Schaffer, and the numerous other great volunteers.

Upon reflection, a gate at the leeward mark and less time between the Championship Fleet and the Challenger Fleet start may have improved what were already great racecourses. The start/finish mark became somewhat of an issue at times because the boats were sailing so fast. Given lighter air conditions, some of these concerns would have been eliminated. While keeping safety in mind, I believe, we were able to present the class with this year's true National Champion.

Please consider next year's Nationals at the Indianapolis Sailing Club. It promises to test your skills while providing a beautiful place to sail for the extended weekend. I attended the last Nationals Indianapolis hosted and enjoyed it as much as any Nationals since.

As this year's Interlake Sailing Class Association President, I would like to introduce myself. My name is Hank Boissoneault. I am married to one of the best crew in the Interlake Class, Kelly. We have three future

Interlakers, Katie, Lizzie and Will. We are members of the Sandusky Sailing Club Fleet 1, where a lot of our early tradition began.

I have been sailing for over 25 years and have grown up around the Interlake Class the entire time. I can remember years ago the Sandusky Sailing Club hosting Nationals. It was as evident back then, as it is today, that the Interlake Class offers something special for all involved.

Over the years, I have watched sailors come and go. I have traveled to almost every regatta on the Interlake circuit, at least once, and have made many friends throughout the years. I have sailed on nearly every type of boat and contend that the Interlake, the Interlake Class and its members are special.

The Interlake allows for tactical racing and the class provides great competition weekly, within a five-hour drive for most. Those that enjoy the occasional road trip, sailing is also available on the East Coast in almost all seasons. In fact, this year's Midwinter's, the first in many years, was held in Maryland. It was a huge success and there are hopes that it will happen again. The class is considering options for the 2005 Midwinter's and your suggestions would be appreciated.

Having recently purchased a new Interlake, I strongly recommend your taking a look at upgrading, for several reasons. Used Interlakes continue to sell quickly adding new members to the class each year. With the natural evolution of a caring and committed builder, a brand new Interlake gives you the best value money can buy.

I enjoyed the entire process of buying a new boat. There is something magical about being able to pick your hull and deck color; what deck style you like; where your rigging is placed; and how your boat is set up. It gives you a feeling of almost building it yourself. The workmanship is excellent, materials are all the best, while providing a boat that is safe and competitive with the fleet.

I hope you will encourage other Interlake owners to join the class and protect your investment in what may be the best One-Design Class going. The benefits of joining the class were in a recent article in the Intercom. It's up to us, the members, to promote the class to new and old Interlake owners. If you know of someone that has not joined and would like the class to send out information, please let us know.

I hope to see you out for what is probably some of the best sailing of the year. The fall schedule takes us to some of the most beautiful places around the Country. It's a chance to get together and enjoy some of the last nice days of the year before winter sets in.

# Chief's Regatta

**Leatherlips Yacht Club  
Dublin, Ohio  
May 1-2, 2004**

*By Scott Savage  
Fleet #23*

The Chief's was held on May 1-2 at Leatherlips Yacht Club in Dublin, Ohio. Twenty-five boats competed in the annual spring classic.

On Saturday, the Weather Gods smiled on Columbus and provided a beautiful day for sailing.

In the first race, George Fisher and Jeff Jones quickly threw off the winter's rust and jumped out to a quick win. Fisher was followed by myself in second, Hank Boissoneault in third, Leatherlips own Dick Evans was fourth, and another Leatherlips sailor, John Dunham, was fifth.

Rick Savage and I fought it out with Brad Balmert and his crew, Randy Knilans, for the win in the second race, edging out the veteran Lorain sailors. Third place went to Fisher, with Don Wilson and Jamie Jones rounding out the top five.

The Sailors' Hour was well attended, as always, with the "Special" served as per tradition. A catered dinner and the annual ISCA spring meeting followed.



On Sunday, Leatherlips would demonstrate its classic spring weather as winds gusted to 28 knots, keeping the competitors on shore. The race management was forced to call off racing for the day.

After the scores were calculated, I narrowly beat out George Fisher by a point. Brad Balmert finished third, with Dick Evans fourth and our Class President Don Wilson was fifth.

Fleet 23 would like to thank all the volunteers, and those who traveled. Because of you, this regatta continues to be a great success.



Place	Skipper & Crew	Race 1	Race 2	Total
1	Scott & Rick Savage	2	1	3
2	George Fisher & Jeff Jones	1	3	4
3	Brad Balmert & Randy Knilans	6	2	8
4	Dick Evans, Carolyn Tanner & Cheryl Fox	4	6	10
5	Don & Jane Wilson	10	4	14
6	Jamie Jones & Joe Hurst	9	5	14
7	Clark & Bill Chapin	7	7	14
8	Hank Boissoneault, Andrew & Harry Montgomery	3	14	17
9	John Dunham & Cindy Elmore	5	13	18
10	Bob, Betsy & Kevin Bradley	11	9	20
11	Steve & Lisa Aspery & Tim Miller	12	10	22
12	Doug Savage & Liz Beckman	8	16	24
13	AJ & Gary Savage	14	11	25
14	Tim Boucher & JP Clowes	13	12	25
15	Tim & Scott Marriott	21	8	29
16	Scott Graham & Randy Young	18	15	33
17	Jim & Bryan Bradley	16	17	33
18	Dan & Marlene Graf	17	19	36
19	Doug Koenig & Tim "R" Cullenen	15	22	37
20	Alan Freeland, Aimee Barton & Keith Barcus	20	21	41
21	Jim & Mark Boucher	19	23	42
22	Ron & Angie Gall	22	20	42
23	Jack Coleman & Ann Taylor	25	18	43
24	Michael Mirarchi & Mark Ostler	23	25	48
25	Kevin Bracy & Scott Hooker	24	24	48

# PRSA Spring Regatta

Potomac River Sailing Association  
Alexandria, Virginia

May 29-30, 2004

By Martin Howell  
Fleet #39

The attendance was small, but the competition was BIG. Four boats participated in the PRSA Spring Regatta last weekend. Ironically, all were husband and wife teams. The weather was great - mid 70s with winds in the 8-15 knot range both days. The winds were shifty, but that just made things more challenging. In the second race, Bob and Lisa Fleck tested the floatation in their boat and found that an Interlake doesn't sail well when full of water. Racing was tight as Doug Savage and Liz Beckman won the regatta. Congratulations to Doug and Liz!

## ISCA MEMBER/BUILDER COMMITTEE

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Scott Savage – (614) 889-7729  
Steve Wiseman – (734) 663-3217  
Bob Bradley – (734) 243-0974

Place	Skipper & Crew	Boat #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total
1	Doug Savage & Elizabeth Beckman	1153	1	1	(2)	2	2	2	8
2	Martin J. & Ashley K.F. Howell	1395	2	2	1	(3)	3	1	9
3	Bob & Lisa Fleck	384	3	DNF(5)	DNS(5)	1	1	3	13
4	Eddie & Amy Rozier	700	4	DNF(5)	DNS(5)	4	4	DNS(5)	22

Note: ( ) Indicates Thrown Out

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# Cattail Regatta

## Jolly Roger Sailing Club Toledo, Ohio June 5, 2004

By Ron Gall

Fleet #4

Attendance was up considerably as we finally got cooperation from the weather gods. As you can see, unlike last year's blowout, we actually got to race. And race we did.

The competition was tough, possibly due to the last minute Lake Erie racing practice before Nationals. People came from everywhere, including Columbus, Ann Arbor, Cleveland, and one boat came all the way from Alexandria, Virginia. Eleven boats total came from out-of-town, which may be a record for the Cattail.

Sandwiched between an almost endless string of thunderstorms, this particular Saturday was beautiful, possibly the best conditions we have had at Jolly Roger in years. Being a one-day event, every year we cross our fingers. Because of the good weather, the shifts were minimal, and the results were very consistent from race to race. If you look at the results, the third race only made a slight difference in a couple of boat's final placement. Boat speed is everything out here.

Skip Dieball and Scott Savage enjoyed the conditions as they turned the regatta into a two-boat show. It is amazing how quickly the great sailors of our class can build their

leads. Except for the starts, my interaction with them is minimal.

Congratulations to Skip for winning this closely contested event, and also to Scott for giving Skip the competition. It will be a long time before I'm in that position.



Along with Scott and Skip, Brad Balmert and Hank Boissoneault had another personal battle going on. They finished third and fourth with very consistent scores, as good sailors almost always get.

Besides Skip, we all fell short, and must therefore say "wait till next year." I am grateful to all the Interlakers that participated, both near and far. Being an avid traveler, I am glad to see other fleets attending my regatta. With some well-placed prayers, we can expect to host this one-day regatta with perfect conditions for years to come.

Please come back next year and bring more friends. The water level is up, the weeds are gone, and I guarantee good weather, even if it doesn't look that way on the satellite photos.

I would like to thank the Jolly Roger Race Committee for doing a great job running the races, and keeping things moving, despite the many fleets that were participating. I really liked the continuous starts with the separate start and finish lines.

I would also like to thank those who helped with the registration and the food. As usual, the "cook your own" steak dinner was a hit. The free beer was nice too.

Place	Skipper	Boat #	Club	Race 1	Race 2	Race 3	Total
1	Skip Dieball	1387	NCYC	1	1	2	4
2	Scott Savage	1340	LYC	2	3	1	6
3	Brad Balmert	1384	LSYC	4	2	6	12
4	Hank Boissoneault	1382	SSC	6	4	3	13
5	Jeff Clark	1370	HSC	3	7	7	17
6	Jamie Jones	1267	HSC	9	6	4	19
7	Karl Bradley	1376	JRSC	7	5	9	21
8	Jim Davis	683	JRSC	5	12	5	22
9	Tom Marriott	909	JRSC	11	8	8	27
10	Bob Bradley	1332	JRSC	10	11	10	31
11	Martin Howell	1395	PRSA	8	13	12	33
12	Ron Gall	1325	JRSC	13	9	13	35
13	Tim Marriott	1268	JRSC	14	10	11	35
14	Jeanne Koschalk	1198	JRSC	12	16	14	42
15	Scott Graham	1280	LYC	16	14	16	46
16	Doug Koenig	1381	PYC	19	15	15	49
17	Jack Coleman	1286	PYC	15	17	18	50
18	Kevin Bracy	1248	SSC	17	18	17	52
19	Matt Blecke	203	JRSC	18	19	DNF	57

# Interlake Stakes Regatta

**Hoover Sailing Club  
Westerville, Ohio  
June 19-20, 2004**

*By Tim Lohner  
Fleet #24*

Once again, we had great wind for Hoover's Interlake Stakes Regatta.

Twenty-one boats participated in this two-day event. Fifteen of these 21 boats were from Hoover or nearby Leatherlips Yacht Club; however, boats from Indianapolis, Lorain, Sandusky, Indian Lake, and Michigan also participated.



*The starting line gets crowded at the Hoover Interlake Stakes Regatta.*

Saturday morning began with threatening weather, but the skies cleared and the 10-20 mph winds provided challenging sailing. Three windward-leeward-windward races were held during the afternoon and the day ended with only ten points between the top five boats. Steve Aspery was in the lead, followed closely by Scott Savage, Tim Boucher, John Dunham, and Jamie Jones.

Sunday morning started with a nice breeze that quickly faded. In spite of the light winds, two races were held, which really shook up the standings. Scott Savage sailed an outstanding 1-2 to take the lead and win the regatta. Steve Aspery, Tim Boucher, and Jamie Jones finished second, third, and fourth. Most impressive was George Fisher's come from behind fifth place after sailing a DNF during the first race on Saturday. Five easy races just aren't challenging enough for this man. Steve Kelly, also of Hoover, sailed a terrific eighth place in the last race of

the day after taking sterns all weekend long. It's too bad the regatta ended just as he was finding his groove.



*Jamie Jones and his brother Jeff, fly down Hoover Reservoir under their spinnaker.*

The top five boats were all from Leatherlips or Hoover, so the locals seemed to have the advantage. More out-of-towners are needed to challenge these favorites.

The seafood boil on Saturday evening was enjoyed by all, so even if you left empty-handed without a trophy, you didn't leave with an empty stomach. We are looking forward to next year's regatta and continued good luck with the weather.



*Boats jockey for position during a start at the Hoover Interlake Stakes Regatta.*

*Results are shown on page 8*

Place	Skipper & Crew	Boat #	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	Scott & Rick Savage	1340	1	4	3	1	2	11
2	Steve & Lisa Aspery & Joe Hurst	1335	2	2	1	8	4	17
3	Tim Boucher & Punch	757	5	5	2	7	3	22
4	Jamie & Jeff Jones	1267	3	3	10	3	5	24
5	George Fisher & Vicki & Greg Shea	1174	DNF	1	4	2	1	30
6	John & Janet Dunham & Cindy Elmore	1291	4	6	5	6	12	33
7	Don & Jane Wilson	1374	6	9	6	9	7	37
8	Jim & Mark Boucher	1178	8	11	7	4	14	44
9	Doug Koenig & Frank Krohn	1381	9	12	12	5	11	49
10	Alan Freeland, Aimee Barton & Keith Barcus	1305	7	7	9	15	13	51
11	A.J. & Tim Savage & Angela Earley	681	10	13	8	14	10	55
12	Joe & Michele Smyk	1006	14	14	13	10	6	57
13	Scott Graham & Randy Young	1280	11	10	11	12	15	59
14	Tim Lohner, Sarah Purcell, John Reagan & Andrew Wetzler	838	15	15	15	13	19	77
15	Paul Sutton, Tom Eisert & Dave Ozvat	932	13	19	14	16	16	78
16	Steve & James Kelly	1170	17	17	18	19	8	79
17	Jeff, Tommy & Matt Clark	1370	DNS	DNS	DNS	11	9	86
18	Scott Solsman, Beth Ann Meekison, & Hallie Bourne	844	16	18	16	20	17	87
19	Kevin Bracy & Nick Rogers	1248	18	16	17	18	18	87
20	Dan & Marlene Graf & Julie	359	12	DNS	DNS	17	DNF	94
21	Brad Balmert & Randy	1384	DNF	8	DNS	DNS	DNS	96

# Sandusky One-Design Regatta

**Sandusky Sailing Club**  
**Sandusky, Ohio**  
**June 26, 2004**

*By Hank Boissoneault*  
*Fleet #1*

On June 26, the Sandusky Sailing Club hosted their new One Design Regatta. With the addition of the Jet 14 fleet, we had a total of 30 boats out on Sandusky Bay.

The weather was perfect and the wind was great until it died off in the last race.

The first race started out with almost the entire Interlake fleet over the line early. This lead to a general recall and moved the Jet 14s in front of the Interlake fleet. It appeared that this might present a problem; however, the Jet 14s proved to be faster than originally thought.

Scott and Rick Savage quickly made their way to the front of the fleet and won the race.

Alan Freeland, coming off a great start rounded the first mark in third showing that sailing with the same crew each week is really paying off.

Mike Zuilhof showed a touch of his breakaway speed by finishing third.

Brian and Chris Malott, sailing 925, had to drop out of the first race after the boom of another boat hit Chris. This only slowed the team down a little as they were back at it in race three and four with a solid top ten finish in the last race.

Brad Huntley, staggered off the starting line to quietly move through the fleet and could be seen picking a lane on the spinnaker leg for huge gains.

Scott Irwin, sailing with his new crew, consistently got better as the regatta went on.

Race two was a two-boat race almost from the start with Team Savage taking the lead while Brad Balmert closed in from behind.

Bob Bradley had his best finish in this race and was crossing tacks with all but the first two boats throughout the race.

John Stauffer, ignoring his first race finish, went on to be the biggest mover in the fleet going from seventeenth place to tenth place when all the racing was done.

James Keane sailing with BIG Daddy Ward showed moments of greatness having finishes of fifth and sixth in two of the four races.

*Sandusky Regatta article and results are continued on page 9*

One of the more fun boats to keep an eye on, was the McAllister family boat. Other than the OCS in the first race, they were one of the most consistent boats on the course.

Our furthest traveler and one of Sandusky's own Martin Howell was on hand to show off his new boat. Although disappointed with his finish, he and Ashley are sure to start winning regattas in the Traveler's Series.

The third race provided the Hat Trick and the regatta for Team Savage.

Kevin Bracy, Ina Brolis and Ann Taylor fought it out all day long with close racing that makes you want to come back for more.

Former National Champion, Aaron Stange, was using this regatta to tune his boat for Nationals, which takes place in July. It is evident that he will be in close contention again.

In the fourth race a new winner finally emerged. While Team Savage had already won the regatta, their desire to win was not diminished. Team Savage sailed to a second place finish in a race that was only decided in the final

seconds.

Tom Marriott placed fourth in the last race to move in front of several other boats for this regatta.

Our senior most member of the fleet, Jim Boucher, sailed with the ease and grace of a young man. Like many of us, there may be snow on top but the fire still burns bright inside.

Ron Gall continues to score points in the Travelers' Series and is always a pleasant addition to the regattas. He may travel to more regattas than any other boat on the circuit.

Lastly, I want to thank Don Wilson our current Class President, who traveled from Indianapolis to attend our regatta. Don has had such a great year both in sailing and as Class President. He and his wife, Jane, have made every attempt to get to the regattas on top of all the great work he has done for the class. Is it a coincidence that he has put more time into the class and has had one of his best years in terms of finishes and gratification?

Thank you again for coming. We will continue to strive to become one of the best regattas on the circuit.

Place	Skipper	Boat #	Race 1	Race 2	Race 3	Race 4	Total
1	Scott Savage	1340	1	1	1	(2)	3
2	Hank Boissoneault	1382	2	(5)	2	1	5
3	Brad Huntley	1133	(4)	3	4	3	10
4	Brad Balmert	1384	(OCS)	2	5	6	13
5	Aaron Stange	466	(7)	4	3	7	14
6	Tom Marriott	909	6	7	(10)	4	17
7	Scott Irwin	400	10	(12)	8	5	23
8	Bob Bradley	1332	9	6	(12)	8	23
9	James Keane	234	5	(17)	6	13	24
10	John Stauffer	1130	(17)	8	7	9	24
11	Don Wilson	1374	8	9	9	(11)	26
12	Mike Zuilhof	1109	3	11	(DNS)	DNS	37
13	Jim Boucher	1178	14	10	13	(DNF)	37
14	Ron Gall	1325	12	(16)	15	12	39
15	Paul McAllister	8	(OCS)	13	14	14	41
16	Alan Freeland	1305	11	14	18	(DNF)	43
17	Martin Howell	1395	13	20	11	(DNF)	44
18	Kevin Bracy	1248	16	15	16	(DNF)	47
19	Ina Brolis	1177	15	19	17	(DNF)	51
20	Brian Malott	925	(DNF)	DNS	20	10	53
21	Ann Taylor	1286	18	18	19	(DNF)	55
22	Freeman	506	(DNF)	DNS	DNS	DNS	69

Note: ( ) Indicates Thrown Out

# Indian Lake Regatta

**Indian Lake Yacht Club  
Russells Point, Ohio  
July 10-11, 2004**

*By Jonathan Eckels  
Captain, Fleet #10*

Twenty-one Interlakes gathered at Indian Lake Yacht Club for the club's annual regatta. The weather forecast was not favorable with an 80 percent chance of thunderstorms and light winds for Saturday. However, our optimistic Race Committee Chairman, Dan Ulrich, said, "These people came to sail, so let's go!"

There was just enough wind to get the boats out to the starting line, even though 30 minutes late for the one o'clock scheduled start. The Race Committee of Ulrich, Donna and Ed Lodico, Jim Young, and Tom Arnett set a short course for a one-lap windward-leeward-windward (WLW) with winds of less than 5 knots out of the north.

In spite of the committee's best efforts, the wind kept shifting counter-clockwise, making the pin end favored for the start. Scott Savage was first at the weather-mark and continued on to take the first race.

The wind increased to 7-10 knots for the second race but Savage still showed everyone else his transom. Two races, two bullets.

With the favorable second race winds holding, the Race Committee went to a two-lap WLW for the third race. This was the change that Marion Zaugg needed to take the third race.



*Scott and Rick Savage sail off to victory at this year's Indian Lake Regatta.*

Place	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	Scott Savage	1	1	3	5	1	11
2	Tim Boucher	5	4	2	3	2	16
3	Bob Bradley	3	5	4	2	6	20
4	Marion Zaugg	4	2	1	12	7	26
5	Steve Aspery	10	6	9	1	4	30
6	Brad Balmert	2	9	5	14	3	33
7	Clark Chapin	8	3	7	4	14	36
8	Dan Graf	7	12	6	13	8	46
9	Doug Koenig	11	7	15	11	5	49
10	A. J. Savage	9	10	13	10	12	54
11	Scott Graham	15	8	10	7	15	55
12	Alan Freeland	6	14	12	8	19	59
13	Jim Boucher	14	16	8	18	9	65
14	Paul Joudrey	17	DNF	14	6	11	70
15	Kevin Bracy	20	15	11	9	16	71
16	Tom Eisert	16	13	17	15	10	71
17	Ron Gall	12	11	16	19	13	71
18	Jonathan Eckels	13	19	19	20	17	88
19	Chip Wood	19	17	DNF	16	18	92
20	Gary Davis	21	20	18	17	20	96
21	Lynn Holder	18	18	20	DNS	DNS	100

The Sunday morning weather prediction lacked the thunderstorms, but the wind was still non-existent. Again, the Race Committee sent the boats out to be greeted by wind, very similar to Saturday. The fourth and fifth races were one lap WLWs. The pin end was favored both times, in spite of the committee's best efforts of adjusting the course. The fourth race was won by Steve Aspery and the fifth race by, again, Scott Savage.

For Sunday's races only, there was the additional incentive of Team Racing. The scores from the first three races determined the teams. One ILYC skipper volunteered to sit out to make the teams even, so the number 1 boat matched up with the number 20, 2 with 19, etc... The team of Paul Joudrey and Tim Boucher won with a score of 22.

# 2004 Interlake Nationals

## North Cape Yacht Club

### LaSalle, Michigan

#### July 24-28, 2004

By Skip Dieball

Fleet #14

My journey to the 2004 National Championship is a great story.

#### March 1-6, 2004

It all started at the Thistle Midwinters. I was racing against my friend Paul Abdullah (the '03 Midwinter Champ.) At the awards ceremony, we pledged to sail together at the Interlake Nationals, which were prior to the Thistle Nationals (which we each planned on sailing our own boats.) I was extremely psyched because Paul is not only a great helmsman, but a great crew as evident by his many J-24 Championships ('03 North Americans being the most recent.) Paul was excited because he loves sailing in different classes and meeting as many folks as possible. We would also use the time between the two events to tune up our Thistles....perfect plan!

#### March 27-28

Fast forward a few weeks to the '04 Interlake Midwinters. This was the first event of the year and a kick-off to my preparation for the Nationals. My friend Barry Vanderhorst (many times Nationals Champ crew) and I were excited to sail together again and go to D.C. and visit our friends there. We sailed #234, which I spent the better part of a year re-fitting and updating. The boat was fast, however the trip was abbreviated due to my wife's illness. Barry provided great support through the whole ordeal and kept me focused on taking care of my family! Thanks Barry and sorry the fun we had in that first race couldn't be carried through the event.

#### April 2

Fast forward a week. Two great friends, James & Kate Keane, e-mail me their interest in getting involved in the ISCA and particularly the Sandusky Fleet. They are very eager to find a boat, but frustrated they couldn't find "their" boat. They ended up buying #234 from me, as I am eager to get them into the class, not to mention they'll be great additions! I look forward to seeing more of them through the coming years (and watch out, they are very good sailors!)

#### April 13

So boat-less and starved for time I try to piece together the remains of my Interlake plans. Enter Terry Kilpatrick and his team at Customflex. After a lunch meeting in downtown Toledo, Terry and I devised a plan and

suddenly I become the newest, proudest, owner of a brand-spankin' new Interlake. Timing is the only issue as the Nationals weren't far away. Terry assured me that I'd have the new machine in time and that he'd even lend me his boat (1387) until my boat (1399) would be finished.

#### June 5

The only event I could plan prior to the Nationals was the JRSC Cattail. It seemed logical as sailing on the Maumee Bay isn't all that different from the West Basin near NCCY. My brother offered to crew in between days at the Detroit NOOD sailing J-120s. What a treat to sail with him and in Terry's boat. Everything clicked and we won that event, but had our hands full with the usual suspects, Savage, Balmert, Boissoneault, etc... The thing I kept thinking throughout that event is how the newer boat numbers seemed to have consistent speed.....reassurance that I was on track with my plan.

In between the Cattail and the Nationals, I was able to do a bit of sailing in the Thistle. This provided excellent starting practice and repetition. Although I still hadn't sailed with my friend Paul in an Interlake, I was getting valuable tiller time.

#### July 22

The Thursday prior to the Nationals, Paul shows up with his truck, Thistle, duffel and is eager to spend his vacation in the beautiful Midwest! The weather for the next several weeks doesn't cooperate and he claims that winter in Jacksonville is warmer than July in LaSalle, Michigan.....I think he's right.

That night, upon his arrival, we head over to Terry's shop to help explain a few of our crazy rigging ideas and help with final assembly, which was quite fun (especially that pneumatic rivet gun!). Stepping the mast and doing final tune in Terry's parking lot while a spectacular lightning storm rolled in was a bit nerve wracking!

#### July 23

Friday prior to the regatta was probably the most important day in our preparation. We set the boat up with a rake of 25'3" and tension of 35 (old gauge off the sidestay) and went up against past-champ Scott Irwin. My brother, Ernie, ran our coach boat and took video and digital stills. We noticed that we were a bit off the pace and that the mast wasn't "loading" the way we wanted. The look that I'm used to is a bit of side sag in the mast and it is generally viewed by looking at the halyards toward the middle of the mast. When we got back to the dock, we noticed that the mast was "compressing" and had a curve to the starboard side. We took the mast down and made some changes, namely to the tension. I think that in older boats you can go with a bit more tension as the boat absorbs much of that tension. New boats are so stiff that the tension is immediately transferred straight to

*Nationals article, results, and pictures are continued on pages 12-17*

the rig. We went down to 29 on our tension and left the rake in the 25'3"-4" range and hoped to set out Saturday for some sailing. Recognizing that we were going back a little further on the rake, we still felt confident that we could balance the helm by pulling up the board inch-by-inch.

In the meantime, the forecast for the week was becoming more breezy by the hour. In matching up with Scott Irwin, neither Paul nor I felt 100% comfortable at our crew weight (385). Given the colder, breezy forecast, we went on a recruiting binge to find the lightest Opti sailor around. Scott was going through the same thought process and we decided that we'd try to sail at the same weight and he'd sail with his son Bill and we would sail with his youngest son, Tom. Our weight was now 445, and both Paul and I were at ease with the forecast.

#### **July 24**

Saturday evening, the winds calmed a bit to the point where we could accomplish two things: quantify our rig settings and sail with Tom. We went sailing and the mast/sails did exactly what I had hoped and Tom showed he was eager to sail and SAIL FAST. We were very confident in our set up going into the event. We truly felt that the changes we made along with the boat's stiffness and raw speed would give us what we would need to make a run for the Championship.

Many times I am asked questions about specific races or legs of races. For some reason, I don't recall specifics of a given race, while many of my friends can tell you exactly what went on and why. For that reason (mainly), I won't go into the details of the races. Rather, I will offer up the top 10 success factors/moments of our regatta.

**10) Tom Irwin** – He's got the ability to say the right thing at the right time and follow the rules we set for him (there weren't many). Tom is already a great Opti sailor and will be one to watch in the future. Tom played the Boom Vang upwind and would help balance the boat downwind. Excellent crew!

**9) Paul Abdullah** – He is incredible with Race Course vision and Strategy. We were consistently one of the first boats out on the water and we knew our game plan well before the warning signal each day. He would get frustrated if he goofed up a tack or gybe....I had to remind him that he was not on board for his boathandling, rather what he excelled at: Tactics, Strategy and big picture information. He did an EXCELLENT job!

**8) The Number of Past Champs in the Fleet** – Including those that have won as crew, I counted 8, not to mention the past Jr. Champs, which were poised to sail well. This fleet was stacked and each of those teams had great crews! To win and learn you have to sail against the best.

This year's Nationals served up the best in our class!

**7) Our Upwind Speed** – I think more than anything we were able to get through the waves better than most. This could be due to our increased crew weight, my tiller time, communication on board and hard hiking (or a combination of all.)

**6) Downwind Rides** – Some of the most epic rides I have ever experienced on the Interlake. Paul and I communicated on every puff/wave/opportunity and generally we would stretch distance on the runs. This is the hardest thing in sailing: staying focused in all conditions downwind (waves/wind).

**5) Organizers** – Bob & Betsy Bradley and Jim & Chris Davis put a lot of time into the event. They had every base covered and assembled a great team of volunteers. Having sailed a number of events recently, I sure appreciate what they did and how they pulled it off! Dave & Barb Schaffer did an excellent job running the races.

**4) Race #6, Start** – Being OCS is no fun. Doing it in what could have been our last race made life a bit stressful. Paul recognized that we were over immediately (not easy!) and we had a very nice clearing. It is easy to lose track of your game plan in chaos. We calmly implemented our game plan although we were in last place.

**3) Race #6, First Leeward Mark** – We rounded in a pack of about ten boats. It was blowing rather hard and anything could have happened to anyone (and did to 1174.) My team executed the best rounding of the week and we benefited by having a clear lane and great position on the fleet.

**2) Race #6, Second Beat** – We truly turned on the jets. We were able to sail around the whole fleet and round the top mark in first. Paul and Tom hiked harder than anyone and I truly had never read the wind better in any event in my life.

**1) Winning** – Clearly this was the highlight of the week, but couldn't have been accomplished without the hard work of Paul Abdullah and Tom Irwin. I would have never imagined winning the way we did in that tough of a fleet. This certainly proves that our team was in sync and we were well prepared (and pushed hard by our competitors.)

Special thanks to our support team. My wife Laurie and our daughter Meghan helped us keep organized on land. The time spent with Scott Irwin and Ernie Dieball prior to the event provided us with the analysis to identify our deficiencies quickly and make adjustments. Also, Terry Kilpatrick sacrificed a lot to get us this boat. His patience,

*Nationals article, results, and pictures are continued on pages 13-17*

craftsmanship and support enabled us to let the boat perform.

Finally, I have learned much of what I know about the game of sailboat racing from my Dad. Unfortunately he couldn't sail, due to an illness that my Grandfather

experienced while visiting us this summer. His support of my sailing, having had to go through what he had during this event is truly appreciated and certainly inspired us. My Grandfather, who introduced my Dad to sailing, is recovering nicely (still in Toledo.) I can't wait to share my summer travels with him soon!!!

## 2004 National Championships – Official Results

### Women's Nationals

Place	Skipper	Boat #
1	Cindy Elmore	1291
2	Barb Johnson	1318
3	Ina Brolis	1177

### Junior Nationals

Place	Skipper	Boat #
1	Steven Frazier	562
2	Kevin Bradley	1332
3	Seth Parker	766
4	Kristen Petro	1341
5	Eric Bradley	952
6	Bryan Bradley	1376

### Challenger Fleet

Place	Skipper	Boat #	Race1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Total
1	Alan Freeland, Aimee Barton & Keith Barcus	1305	2	1	2	4	1	(5)	1	11
2	Jack Coleman, Ann Taylor & Stu Hutchings	1269	(10)	3	5	1	2	4	2	17
3	Dan & Marlene Graf, & Dan Uhlrich	1393	3	4	3	3	3	1	(5)	17
4	Tim Marriott, Andy & Peter Frissell	1268	1	2	1	6	(7)	3	6	19
5	Bryan, Jim & Sarah Bradley	1376	6	(8)	8	2	5	2	4	27
6	Ron Gall & Jeremy Rapp	1325	5	5	(10)	7	4	6	3	30
7	Jeanne & Mike Koschalk	1198	4	6	4	5	(13)	7	8	34
8	Ina Brolis & Ely	1177	7	7	7	(9)	6	8	7	42
9	John Nagle & David Wiemer	1307	8	9	6	8	9	(14)	11	51
10	Kevin Bracy & Nick Rogers	1248	9	10	(12)	10	8	9	9	55
11	Pat Tynan & Chip Wood	1385	(13)	11	11	12	10	10	10	64
12	Ken O'Dell, Stephen Poulos & Matthew Graff	1373	12	12	9	(13)	11	12	13	69
13	Bryan Sarber & Stefan Thibodeaux	1270	(14)	13	13	11	12	13	14	76
14	Matthew Blecke & Jim Crawford	203	11	14	(15)	14	15	11	12	77

Note: ( ) Indicates Thrown Out

Nationals results, and pictures are continued on pages 14-17

## Championship Fleet

Place	Skipper	Boat #	Race1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Total
1	Skip Dieball, Paul Abdullah & Tom Irwin	1399	1	1	1	1	1	1	(28)	6
2	George, Martha & Greg Fisher	1174	5	2	3	3	2	(20)	1	16
3	Scott & Rick Savage	1340	2	7	(10)	2	5	4	6	26
4	Aaron Stange, Nat Kolling & Brent Marriott	1000	(28)	3	4	4	3	3	10	27
5	Ernie Dieball & Dan Synovic	466	4	12	9	(16)	9	2	3	39
6	Hank & Kelly Boissoneault	1382	6	(18)	7	9	6	8	4	40
7	Tim Boucher, Punch Metcalf & Scott Frissell	757	3	4	5	5	(23)	16	9	42
8	Bob & Betsy Bradley & Jacqueline Voight	1332	8	11	(13)	11	7	5	8	50
9	Marion Zaugg, Carol Van Kuren & Ben Stock	1299	14	5	2	(19)	18	14	2	55
10	Jim & Chris Davis & Nick Gilmore	683	10	10	(12)	8	10	10	10	58
11	Clark & Bill Chapin & Steve Wiseman	1317	(18)	6	8	7	11	11	16	59
12	Brad Balmert & Randy Knilans	1384	12	9	(16)	12	16	9	7	65
13	Steve & Lisa Aspery & Kate Tessararo	1335	7	17	(22)	17	10	6	13	70
14	Jamie Jones & Joe Hurst	1267	9	13	14	10	(23)	7	17	70
15	Scott & Billy Irwin & Joel Behrman	400	20	16	(24)	18	4	10	5	73
16	Brad & Jayme Huntley & Jim Wolf	1133	11	14	(28)	6	8	15	19	73
17	Tom & Jenny Marriott & Marty Pearson	909	16	8	15	14	14	(18)	12	79
18	Eric & Karl Bradley & Angie Howald	952	(23)	15	6	20	15	12	21	89
19	John & Janet Dunham & Cindy Elmore	1291	17	(21)	18	15	13	13	18	94
20	Steven Frazier	562	(21)	20	11	21	12	17	14	95
21	Bob Sagan & Dave Dykema	628	19	19	19	13	(23)	19	11	100
22	Don & Jane Wilson	1374	15	(25)	20	22	17	21	15	110
23	Doug & Neal Koenig & Frank Krohn	1381	13	22	17	(24)	19	22	20	113
24	Bill & Drew Regan	1355	22	23	24	25	23	26	(28)	143
25	Martin & Ashley Howell	1395	25	(28)	28	26	21	23	22	145
26	Paul Joudrey & John Volk	555	26	26	(28)	27	20	24	23	146
27	Don Carsten & Sue Grassley	885	24	24	21	23	(28)	28	28	148

**Note: ( ) Indicates Thrown Out**

*Nationals pictures are continued on pages 15-17*



**Top Left:** National Champion, Skip Dieball is seen “flying” around the course

**Top Right:** Conditions made it rough for spinnaker setting, although Steve Aspery and Jamie Jones have a handle on it

**Center:** The Fishers were once again in the spotlight



**Left:** Past National Champion, Aaron Stange is seen ahead of Hank Boissoneault and Ernie Dieball

**Above:** Skip Dieball is showing us all how it’s done



*Photos by Lee Merkle*

Nationals pictures are continued on pages 16-17



*Alan Freeland proves that you don't need to look ahead to win*



*Last-year's Challenger Champion, Martin Howell is looking smooth in his new boat*



*Bryan Sarber is not having fun on this particular run*



*A beautiful view from behind, shows Scott Irwin, George Fisher, Jamie Jones, Steven Frazier and Scott Savage*



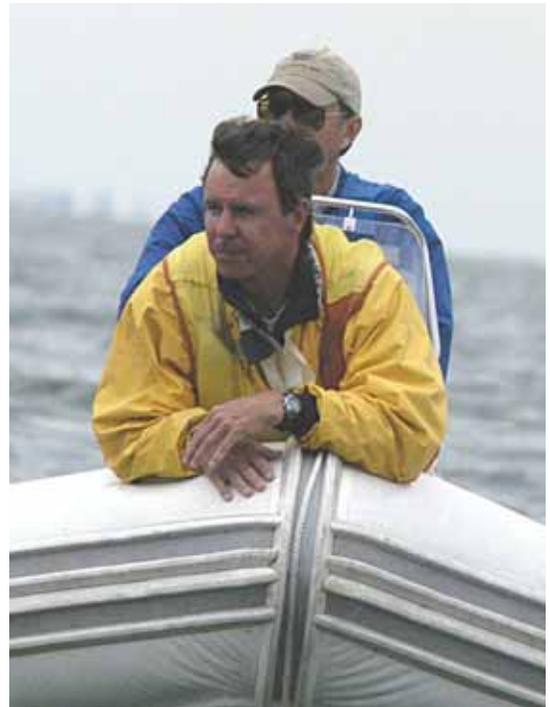
*Our 2004 National Champions – Skip Dieball, Paul Abdullah & Tom Irwin*



*Lisa Aspery is "Exalted" for her years of service to our Class*



*Jeanne Koschalk is finding this downwind leg a bit crowded*



*Tom Crowley was a little busy on the second day of racing*



*A typical Championship Division weather mark rounding*



*Bryan Bradley is showing his father how it's done*



*Our 2004 National Championships Challengers Division Winners – Alan Freeland, Keith Barcus, & Aimee Barton*

*Photos by Lee Merkle, Becky Ragland, and Ron Gall*

# Prove It – Sail Stock

By Jeff Clark  
Chief Measurer

Sailing One-Design supposedly means sailing boats of level racing performance, so that race results reflect truly the sailing skills of the crew. The Interlake Class Specifications embrace this goal:

“The purpose of the restrictions under which Interlake boats and sails are approved is to insure that, to as great a degree as is possible, all boats and sails have identical racing capability.” Specifications Article I, Section 8.

No matter how many times you read this statement of purpose, it doesn’t tolerate, much less support, deliberately changing the hull shape, fairlead placement, weight distribution, or rudder shape to give your boat racing capability superior to other Interlakes, even if the modification is “within tolerance.”

Apologists claim variously that a performance-enhancing modification or non-stock part was “cheaper to build” than stock, or “was necessary to restore an old boat,” or “is within the tolerance,” or is “more aesthetic.” If the result is identical racing capability, fine – otherwise, it’s just an excuse. A few will say it’s naïve to expect One-Design racing to be “pure,” and therefore you can just modify and optimize your boat to be as fast as possible, so long as it isn’t successfully protested. Is that what you, the individual reading this, want? Because you can prove that attitude wrong. If the overwhelming majority of this Class wants level racing, it will happen, but only if the collective will is expressed by collective disapproval of performance-enhancing modifications, and not by just looking the other way.

Of course, equipment creating a racing advantage can be formally ruled illegal under class specifications. For example, during the measurement of a specific dimension for a sanctioned event, or when another member files a measurement protest under the Racing Rules of Sailing. But we have a volunteer organization, which is in no position to “police” the class for all possible modifications, and the filing of measurement protests is rare – far more rare than the number of questionable modifications. Rarest of all are protests of equipment which violates the “catch-all” provisions of the rules against equipment or modifications which confer a racing advantage - the shadowy area between our promise of One-Design competition, and the actual realization of that promise. How the majority of the Class notices and reacts to those who consciously modify stock equipment with the goal of a racing advantage, is what determines the One-Design soul of the Class. In a self-policing sport,

peer pressure is an essential prophylactic against owner choices, which erode the One-Design ideal of our racing.

But isn’t it just sour grapes to complain about a great sailor or dedicated Class volunteer who has “just a few” modifications to their boat? Wouldn’t they have earned that finishing place “anyway”? Step back and picture yourself reading in *Sailing World* that the disputed victor of the 2003 Scimitar Nationals has just successfully defended multiple measurement protests over his rudder, sails, bottom fairing, centerboard pivot location, and the removal of stock spar fittings and flotation – all pushing the corners of the Scimitar Class rules, but ultimately found just shy of violating the specifications. The victory of this owner, in a boat significantly different from other Scimitars, has been ruled “barely legal.” Is this a proud moment for the owner? Was the trophy a reflection of his sailing skill? Did he earn his competitors’ respect? What is your opinion of the credibility of racing in the Scimitar Class?

We joined the Interlake Class to race as One-Designs, not as Seventeen-Designs. You can live and compete by that concept, as most of us do. Or, as in business, law, politics and other corruptible fields, you can cut corners, lean on the scales, hire ethically minimalist lawyers and accountants – try to beat the system. Either path may end up being ruled “legal,” but in the closely-knit sailing community, I submit that we tend to recognize, as we should, the ways in which any given competitor chooses to deviate from the stock equipment that the rest of us wield in the contest.

How “minimal” does rule-beating have to be to erase doubt as to whether it was the boat, or the sailor, that made the difference? What if the owner in the Scimitar example “only” modified the bottom contour and lightened his shroud fittings aloft? Or “only” had a futuristic rudder built, and removed one spar end casting? Is being technically “legal” enough, or is that just plausible deniability of unfair advantage? Isn’t integrity more than the absence of a proven violation? The integrity I mean isn’t enforceable by a measurement committee - it has to permeate the Class in a way that makes intentional modification of a stock Interlake a shunned faux pas, or else we kid ourselves when we say we believe in One-Design.

Please understand that I have examples of close friends, fellow class officers, and competitors whose sailing skills are superb beyond question, who sail modified Interlakes along the spectrum from slight performance enhancement, down through barely legal. The fact that my comments result in “friendly fire” makes it easier for me to offer them with some confidence in their objectivity.

In most years, most of our top sailors are conscious of the

*Chief Measurer article continued on page 19*

integrity of One-Design sailing. Most Interlake Nationals and other major regattas have been won in stock hulls and decks, and mostly without aggressive modifications. This year's Nationals were won in a brand new stock hull. Yet, the 1994 Nationals will always stand out for me because that champion's triumph was achieved in an Interlake which was stock from stem to stern (and 40 pounds overweight to boot!). That championship, against a field of outstanding competitors, was an especially proud and enduring achievement, unquestionable because it was earned, straight up, by the crew. Why would anyone want anything but a straight up victory, sailed in and against Interlakes which, to as great a degree as possible, have identical racing capability?

I've leaned towards asking questions in this article, because it is only the collective will and actions of our members, not these comments, which matter in the long run. How do you want to compete? How do you want your achievements to be remembered? What do you mean when you tell people, "I race a One-Design sailboat, called the Interlake?"

**Dear Sailors,**

The Sailor Athlete Council at US SAILING (SAC) is looking for your feedback on the ISAF proposals to select equipment for the 2008 Olympic Games. Your classes are being considered as equipment for the 2008 Olympic Games. (470, 49er, Byte, Europe, Finn, Flash, Hobie 16, Laser, Laser Radial, Mistral, Snipe, Soling, Star, Tornado, Yngling, Zoom 8) The actual ISAF submissions are posted online at: [www.sailing.org/meetings/2004november/subs.asp](http://www.sailing.org/meetings/2004november/subs.asp). Olympic equipment submissions start with #46-04.

The Sailor Athlete Council represents all racing sailors, and we want to hear how the US Sailors feel about these choices. Please, send your comments to me before October 18 so that they can be presented to the Olympic Sailing and ISAF committees at the upcoming US SAILING Fall Meeting in Portland, Oregon. Please include as many facts as possible about your class in making your arguments. Optimal weight ranges, numbers of participants, costs, etc. are very useful facts to have as the discussions take place.

You are also invited to attend the Sailor Athlete Council Meeting on Friday, October 22, 2004, if you will be in the Portland area. Thank you for taking the time to respond.

Louise Gleason, SAC Member

# Deadline

The Deadline for the Next Intercom is Monday, November 1, 2004

Please send any articles and photos to:

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

**\*\* Fleet Captains—Please submit 2004 Fleet Reports**

## NEWSFLASH:

### Carbon Fiber Spinnaker Poles Now Legal in the 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 Forespar 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!



### **NEW** Forte Small Diameter Carbon Dinghy Spinnaker Pole Tubes

In response to this breaking news, we now have these super-stiff, bulletproof, center pick-up poles that can handle anything a boat with "no lead down low" and a J less than the maximum length can throw at it.

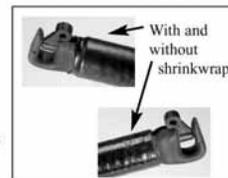
Two sizes. Remember, carbon poles are referenced by their inside diameter (I.D.). We use machined delrin bushings to fit the various pole ends, included in the pricing.

1" I.D. Pole - Maximum length is 8 feet.

1.25" I.D. Pole - Maximum length

1" Outside Diameter Carbon Tube with a 5/8" Inside Diameter

I know, I just said all Carbon is referred to as Inside Diameter. This is an exception we use for hand grabs and tiller extensions.



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# Interior Marketing Report

By Bob Sagan, #628  
Fleet #38

Our Nationals have concluded less than one week ago and it was a truly excellent event. I realize you hear this all the time from many sources, and that's because the ISCA has always had high quality events (at least since I started attending in 1996.) 2004 was another great one - another great event with some notable stuff worth highlighting.

While the Marketing Committee is preparing exterior marketing materials, such as a new pamphlet/brochure, here is some helpful advice. Use the materials to recruit crew, new skippers, encourage current skippers and crew to become more active, or just to make yourself feel good about the Class that you are part of. Just Use Them!

Congratulations and thank you to North Cape Yacht Club (NCYC) Commodore and Interlaker, John Greiner, and to Bob Bradley, Jim Davis and their families for hosting and organizing a smooth and premier-quality event. BRAVO! Everything from logistics to food to hospitality was top shelf.

Thank you for running the "Long-Weekend" format. As always, since this format was introduced in 1997, the participation was up by 15% over the previous year! This format is much easier on families, especially those of us whose spouse and children do not race.

Also, thank you for trying something new... that was to have the Banquet before the last day of racing. I'll admit, I was skeptical when this was first proposed. But now that I have experienced the benefits, I hope the ISCA makes this standard practice. Why? Because the Banquet was still great, the meeting was much shorter and better attended, the awards ceremony was also better attended, plus my crew and I were able to be home a day earlier! Both our

wives and us loved that! It meant that we took part in the Big Dance, attended the Awards Ceremony, and made it back to Traverse City, Michigan one day earlier!

The Interlake Market continues to be strong. Used boats are fetching good \$\$\$, while regatta ready, new boats (boat, sails, and trailer) are reasonable at just over \$10,000 (Thistles and Lightnings are more like \$20,000.) And, the new Interlakes are ready to win right "out of the box." This year's National Champion, Skip Dieball, proved this.

First, a well deserved "good on ya" to Skip and his team. They put on a sailing clinic and schooled the best the Class has to offer. Skip scored six straight bullets before sitting out the last race. That doesn't even reflect the dominance in boat handling and tactics that I saw on the water.

"The rest of the story" is that this year's Championship Fleet included our defending Champions Steve and Lisa Aspery, 2002 Champ Scott Savage, 1996 Champ Aaron Stange (who was sailing in his home water during this victory), and the Fisher family of George, Greg and Martha, who teamed up to win the 2001 title. This list only represents "the tip of the iceberg."

Even more impressive is that one of those bullets included Skip being "individually recalled" from an early start and passing all of the above to win the race. He did all of this using a brand new Interlake. Skip took delivery of boat 1399 on Thursday and in three days was sailing it at Nationals. He had little time to do anything to the boat but step the mast. There is no doubt that Terry Kilpatrick is still building excellent boats.

Skip has #1399, which means that boat 1400 should be delivered about now. And yes, more boats are already ordered - all very good things.

Your Class is doing well. Please remember that this is YOUR Class. Your membership and participation will benefit you, even if you don't race. A strong Class keeps boat quality and values up and the market vibrant.

But hey, don't let these benefits stop you from racing. Try the Traveler's Series. I'll bet you make new friends, learn a thing or two, and ah-heck, you will probably have a great time too!

## I-LYA Bay Week

### Put-In-Bay Yacht Club

### Put-In-Bay, Ohio

August 2-5, 2004

Place	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Total
1	Eric Bradley	2	1	1	1	1	1	1	2	1	11
2	Tom Marriott	1	2	2	2	3	2	2	1	2	17
3	Scott Marriott	3	3	3	3	2	3	3	3	3	26
4	Ron Soka	4	4	4	4	4	4	4	4	4	36

# Spitzer Cup Regatta

Lorain Sailing & Yacht Club

Lorain, Ohio

August 7-8, 2004

By Kathy LaValley

Captain, Fleet #17

Lorain Sailing and Yacht Club held their annual Spitzer Cup Regatta on August 7-8.

Eleven Interlakes raced five races over the two-day event. Lasers, JAM and PHRF raced as well. Approximately 250 racers and family members enjoyed the fun-filled weekend.

Winds were light to medium, with warm temperatures and sunny skies. Great hospitality and food were an added bonus to the racing.

Please consider putting this regatta on your next year's traveling schedule.



Brad Balmert and Steve Jackson take first place as Kathy LaValley hands out the trophies

# VBC One-Design Regatta

Vermilion Boat Club

Vermilion, Ohio

August 14, 2004

By Kathy LaValley

Captain, Fleet #17

The Vermilion Boat Club (VBC) One-Design Regatta has been re-activated from years past and will now, hopefully, be an annual event for the Interlake Class.

Winds were light, but the day turned out beautifully. The view was spectacular, sailing around the Vermilion Lagoons.

Thanks to Christie Parsons, from VBC, for her hospitality. Christie provided lunch and the lovely trophies.

Several had planned on attending, but only two made it to the event. Please consider putting this regatta on your next year's traveling schedule.

The start time next year will be closer to Noon to allow time for travelers to arrive.

Place	Skipper & Crew	Club
1	Brad Balmert & Kathy LaValley	LSYC
2	Rich & Cindy Wismer	LSYC



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Contact Ron Gall, the Intercom Editor, for further details.

Place	Skipper & Crew	Club	Boat #	Points
1	Brad Balmert & Steve Jackson	LSYC	1384	4
2	Scott Marriott & Ron Gall	JRSC	1325	8
3	Jim & Mark Boucher	LYC	1178	11
4	Rich & Mike Wismer	LSYC	972	12
5	Kevin Bracy & Nick Rogers	SSC	1248	20
6	Chris Beal, Chris Beal, Jr. & Chelsea Gheran	LSYC	1292	21
7	Bill Fitzgibbons & Paul Burik	LSYC	1295	27
8	Ed Ferraro, Karyn Ferraro & Patty Iemma	LSYC	1064	31
9	Seth Parker, Andrew & Kurt	LSYC	766	32
10	Andrew Wilson, Randy Hughes & Keith	LSYC	1228	36
11	Kent & Peter Hedman, Scott Sosnoski	LSYC	704	47

# Great White Northern Regatta

## Grand Traverse Yacht Club Traverse City, Michigan August 21-22, 2004

By Bob Sagan  
Fleet #38

*{The following account is from my highly suspect point of view. The names have not been changed since there are no innocents...}*

Every once in a while, the predictions come true. Even rarer are when those predictions match your dreams. Saturday, August 21, on Grand Traverse Bay, was one of those rare occurrences. The wind oscillated through a range of 5-14 knots, with greater than 20 degree shifts from the west (meaning flat water), multiple wind lines, blue skies with cotton clouds and temperatures in the lower 70s. A race-organizer's dream, yah baby!

The courses were windward-leewards. In these conditions, Interlakes really move. The three-quarter mile per leg courses (of the four and five-legged flavor) took the winning boats an average of 37 minutes.

The regatta started with Ron and Ray Gall showing their experience in the shifts. They quickly took a lead on the extreme left. They didn't need to look back until the fourth leg as Dave Dykema and I came on strong during the run. It was a photo finish, with both teams listening to the Race Committee to find out the winner...GALLS. Score 1 for the Teal Torpedo.

The second race saw a start with several at the pin end, which included Bob and Betsy Bradley, Mark and Jim Boucher, and the Galls. This was the place to be, as once again, the left side paid first. Then it went right. Then light. No wait, HIKE. Now it's \*&#\$%. And finally, the left side was best on the first beat, but only if you over stood.

Two duels took place at the front of the fleet. The ever threatening and dangerous Bouchers vs. Galls, and us vs. Jim Menzies & Bubba. The Bradleys missed out on most on this fun by watching from the lead.

It was then, that the shackle for my mainsheet block decided to break. This meant, that the nylon eye strap on the arm was holding my mainsheet down. Talk about increased friction and total loss of that great Interlake feel. UGH! I thought I had run this luck out of my system at Nationals. In an attempt to ease the pressure on the eye

strap and make trimming possible, Dave had to play the vang. He was awesome. The repair would have to wait until after the day's sailing. (Pardon me sir, would you like some cheese to go with that wine?)

Ultimately, the Bouchers won their battle to finish second. We also won our battle and made another run at the Galls. This time we were bested by a half of a boat length.

During the start of the third race, a major lefty meant an immediate tack to port was imperative. This was my best start of the regatta, which of course meant—GENERAL RECALL. Race three saw the Galls work some more of their magic. They followed an okay start, and so-so position, with the first shift to finish in second place. In doing so, they passed several boats and had a good handle on the regatta.

A quick on-the-water survey produced a unanimous decision to sail a fourth race. This brought smiles to everyone! The wind came in from the right at first. Menzies took this and made the most of it. There were no freebees out there. To keep their positions in these ever-changing conditions, the leaders had to work smartly, and Jim did this well. After the first two legs, the top-five were: Menzies, Bradley, Boucher, us and the team of Ann Taylor and Jack Coleman in boat 1269. A strong third leg allowed us to move up to second place.

We lost sight of Bradley for a moment at the beginning of the fourth leg. Bradley took advantage of this lapse and jumped ahead of us. I was very disappointed to have failed in preventing this easily defended move. I then resolved to get it back on the fifth and final leg. Unfortunately, the wind shifted too far left and shut down the passing lanes for the rest of the race.

Menzies was never really threatened and easily won the race.

After four races, Bob Bradley had a strong first place with 8 points. There was a tight bunch behind him, consisting of myself with 13 points, Jim Menzies with 14 points, and Ron Gall with 15 points - just like One-Design sailing is supposed to be!

Dinner consisted of Jessica's (Grand Traverse Yacht Club's Manager) famous gyros, Greek salad, rolls, cake, watermelon, assorted **PEPSI** products (donated by **PEPSI**), and beer. Everyone ate and drank their fill and then some. The spirits were high because of the quality of the day, the competition, and most importantly, the company.

While the Olympics played on the new 72" screen, Jack Coleman continued the traditional BOCCI BALL tournament. The intensity of this event developed over the

*Great White Northern article and results continued on page 23*

years from the rivalry between Alan Freeland and Jack. Coleman kept the momentum going by crushing the competition and thus destroying his chances at the “Sportsmanship” award (just kidding.)

When NBC finally showed the US swimmers setting a world record in the Men’s Medley Relay, it was time to let the campers have the club and call it a night.

Sunday started with winds of greater than 15 knots from the south (also flat water.) A mile-long legged course was set. I thought that I saw better wind on the left side of the course. The good news was, I was right for once! The bad news was, the right side had a shore lift that actually let the fleet get back to the mark (it *never* does that at night, honest.) The pack was up on us. Fortunately, Dave and I were in the groove and didn’t panic. We worked our way back to the mark on the *massive* shifts that came our way. I remembered the advice that Tim Boucher once gave me, “Just be patient and use your speed.” It served us well.

Menzies led the pack. Looking around, we couldn’t find the Bradleys (they had headed in due to a blown jib block.) We squeaked in front of the remaining boats, to round second. Right on our transom, was the young team of Eric Milliman in boat 1272.

THEN CAME THE WIND. The wind was gusting to mid, possibly upper, twenties. Some boats decided not to fly spinnakers. Some struggled to get theirs down. Milliman got his down by putting the mast in the bay.

Boucher looked good in third with Coleman in a comfortable fourth (which as it turned out wasn’t so comfortable.) The force on the spinnaker sheet was too much for Ann so Jack cleated the main, drove and trimmed the chute in that wind! Our plan was to not push it and be prepared to grind Menzies down on the next weather leg.

I need to take a moment and thank Jim Menzies for his continuous pushing of me during our weekly races. Jim is from Scotland, and I understand his experience includes something about the Flying Dutchman and the Olympics. I have learned much from watching him. He is a yardstick by which I judge myself.

We saw that the Race Committee had moved to the weather mark...Shortened Course! This was it for the regatta. It became a match race as half of the fleet headed in, including Boucher with a broken tiller extension pivot, among others. With 6-8 inches of water in our boat tacking was a real treat (mental note: bailers work better when they are open.) The pain of full hiking told us we were alive.

After our finish we planed around (with bailer open) and cheered on each of the finishers. Among them was the boat steered by TACS Junior Sailor, Neil Davis, who handled those conditions with style. Wait, a minute. Is there another Interlake finishing? Yes, it is Milliman who righted himself in all that wind and finished strong (aren’t those tanks great!) One race was enough for Sunday.

With the boats all packed up, everyone enjoyed lunch donated and prepared by **WEST MARINE**.

The top five finishers received telescoping paddles donated by **QUANTUM SAILS ONE-DESIGN**.

The *SPORTSMANSHIP AWARD*, as voted by the competitors, goes to the Skipper and Crew of boat 1272. Not only did they show great seamanship and racing prowess, they did it cleanly. They also drove the quad runner (provided by John Briggs, **The Harbor Boat Shop & Seado dealership**) for launching and retrieving the boats. And, they did all of this with a smile. Congratulations to Eric Milliman (20yr), Christian Briggs (18yr), and Andy Girrel (18yr).

Place	Skipper & Crew	Boat #	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	Bob Sagan & Dave Dykema	628	GTYC	2	4	3	3	1	13
2	Jim Menzies & Bubba Popa	1363	GTYC	3	5	4	1	2	15
3	Bob & Betsy Bradley	1332	JRSC	4	1	1	2	DNF	20
4	Ron & Ray Gall	1325	JRSC	1	3	2	9	DNF	27
5	Jim & Mark Boucher	1178	LYC	6	2	5	4	DNF	29
6	Jack Coleman & Ann Taylor	1269	PYC	7	9	6	5	3	30
7	Eric Milliman, Andy Girrel & Christian Briggs	1272	GTYC	5	8	7	6	6	32
8	Tom & Simone Young	1373	GTYC	9	6	9	7	5	36
9	Neil & Paul Davis	TACS1	GTYC	10	10	8	11	4	43
10	Dick Hirtreiter & George Hanks	1372	GTYC	8	7	10	8	DNS	45
11	Loren & Breanna Newton, Ian McGurn	1094	GTYC	11	12	12	10	DNF	57
12	Greg & Barb Brigham, Ben Benson	567	HSC	DNF	11	11	12	DNF	58

# US SAILING One-Design Symposium

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This symposium is for all sailors who want to make one-design sailing better!

The One-Design Symposium (ODS) is for class officers, district governors, fleet officers, and everyone else who cares about one-design sailing. We will exchange successful programs ideas and learn methods for keeping a one-design class growing and healthy.

The One-Design Symposium features forums led by industry and class experts providing the impetus to exchange ideas, foster new ones and give one-design sailing a spot on the starting line! A few of the topics include:

- \* One-Design Classes and the Relationship with the Sailing Industry
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- \* Fleet Building Strategies
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# US SAILING Online Sailing Education.

By Kevin Kavanagh  
US SAILING Training Committee

If you have not visited [www.sailingcourse.com](http://www.sailingcourse.com), it is time to do so.

Sailing Course dot COM is a US SAILING website, free for public viewing, and currently has a new easy-to-use FLASH navigational interface. The site currently houses:

Six sailing courses and one powerboating course, with a total of eight online computer graded tests, 660 text documents with 254,000 words of text, numerous pictures and illustrations, 89 Video Presentations, 16 animated gifs, 6 PowerPoint presentations, 8 FLASH presentations, and 2 interactive JAVA programs.

Recent Website Expansions Include:

"Introduction To Sailboat Racing". This section is for the sailor who wishes to get started in racing. It is divided into two parts, "Basics of Sailboat Racing" and "The Basic Rules Of Sailboat Racing" and uses 16 Computer Animated Videos, two FLASH slide presentations along with a MS Producer Video Presentations (and for Dial-Up users there is an HTML version.) After reviewing the two sections you can take a 20 question, racing test to test your knowledge.

"The Many Ways To Experience Sailing" This section discusses the different types of sailing and is targeted to the non-sailor. It is available in HTML, FLASH Slides and MS Producer Video format.



Joe Smyk and Suzanne Moore sailing downwind at the Hot-to-Trot

# Hot-to-Trot Regatta

## Portage Yacht Club Pinckney, Michigan September 18-19, 2004

By Steve Schewe  
Captain, Fleet #22

We had great weather on September 18-19 for the Hot-to-Trot. Both days were sunny with highs of 72 degrees. The winds were light and shifty on Saturday (what, in the Midwest??), and filled in to a smooth 5-10 on Sunday.

We had 17 boats participating with 11 from Portage Yacht Club (PYC), one from Lorain Sailing and Yacht Club and five from Jolly Roger Sailing Club. We all enjoyed good food, good sailing and good conversations with old and new friends.

The Flying Scot fleet at PYC really came through with Race Management (RM) duties and three SBs (float boats) each day, even supplying two SBs of their own. Tom Ehman's clubhouse and facilities worked perfectly, and the resident chef prepared a buffet dinner. We had a few digital cameras in operation, so we could put up a TV slide show during the Saturday dinner.

White Out, Interlake 1384, with Brad Balmert and John Riddle was sailed as smooth as glass. These guys showed up with a sharp boat on a custom trailer, which required two men and a boy to unload, and put on a sailing clinic. A class act.

Interlake 836, with Bill O'Donnel and Brian Hawkins, was always at the head of the pack, and finished second. Bill's boat truly represents the beauty of one design. It is not new, no lightweight and even broke a tiller extension during one race.

Tom Ehman and Barb Johnson in Interlake 1318 finished third. Someone (Ruth Ehman??) was reported to have said "Not bad for an Old Guy". Age and treachery always overcome youth and skill.

Clark Chapin and Bill Chapin, Interlake 1317, took one bullet and paced fourth. Clark even TYPED his entry form. With this kind of attention to detail, perhaps we can get him to be Chief Measurer.

Tyler and Felicity Cathey, Interlake 1341 took fifth. I asked Ty what Farkleberry meant one time and he said he just liked the sound of the name. I grew up in Lansing, and we, as kids, always believed farkleberries were flatulence bubbles made underwater. Of course, that could just be a Lansing thing.

Red Hot!, Interlake 1332, with Bob and Betsy Bradley took sixth.

Richard Barker and Colleen Hughes, on Interlake 1380, finished seventh, but they earned one bullet and a second along the way. I miss the name XXL. Maybe it's coming back??

Steve Wiseman and Chuck Alday, Interlake 1278, took eighth.

Wavelength, Interlake 1006, with Joe Smyk and Suzanne Moore, took ninth. Suzanne usually crews with her hubby, Todd, on a Scot, but Todd manned his own float boat and took pictures for the regatta.

Excalibur, Interlake 1286, with Jack Coleman and Ann Taylor, took tenth. Excalibur has a silver hull which must have reminded someone of King Arthur's sword.

Tailhook, Interlake 1322, with Brook Smith and Craig Kivi took eleventh. Brook told me the story about the name once, but I don't believe it has to do with aircraft carriers. Ask him sometime.

Kirsten Petro and Sebastian Conrady, on Interlake 826, took twelfth. Kirsten's mom, Lisa, teaches youth sailing at PYC and Sebastian is an exchange student from Germany. These tykes are both in high school and have a bright sailing future ahead of them.

Interlake 909, with Tom Marriott and Nick Colella, didn't sail Sunday, and still finished thirteenth.

Interlake 952, with Kevin Bradley and Doug Rombach, finished fourteenth.

Half-Fast, Interlake 1325, with Ron Gall and Ken O'Dell finished fifteenth. The name is subtle on the transom of the boat, but it takes a lot of gall to actually plaster it on there in plain view of impressionable youth and seniors, such as myself. We need more of this!

Freebird, Interlake 1268, with Scott and Tim Marriott, took sixteenth.

Nancy and I, in Against The Wind, Interlake 1160, took DFL. We didn't want to, but maybe it was a good-host kind of thing. I worked on Wind names, and it came down to Windbreaker (Break Like the Wind) and Against. We settled on the Against since Bob Seger is an Ann Arbor boy.

Being at the back of the fleet does allow for eyeballing the overall shape of the races. Three things stand out in my mind. On Saturday, it seemed everybody was heading

*Hot-to-Trot article and results continued on page 26*

downwind with chutes pulling in light, flaky wind, converging on the leeward mark. Someone leeward at the port rounding mark scrunched a heap of boats up into a bunch of boats falling off toward the mark. A tape-recording of that rounding would make for interesting listening.

A spinnaker finish in one race was also a hoot for the RM. We were in with a crowd of maybe four or five boats that

came across as a herd. We were farthest from the RM boat.

During one windward rounding on Sunday, we snagged the buoy rope and hit the mark. I heard that we were one of six boats to do that, so I didn't feel too dumb.

It was a very nice weekend and I hope to see folks back next year.

Place	Skipper & Crew	Boat #	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	Brad Balmert & John Riddle	1384	LSYC	2	3	1	1	1	7.25
2	Bill O'Donnel & Brian Hawkins	836	PYC	9	4	5	6	2	26
3	Tom Ehman & Barb Johnson	1318	PYC	14	2	2	5	4	27
4	Clark & Bill Chapin	1317	PYC	8	1	3	7	9	27.75
5	Tyler & Felicia Cathey	1341	PYC	6	9	7	3	3	28
6	Bob & Betsy Bradley	1332	JRSC	3	6	11	4	6	30
7	Richard Barker & Colleen Hughes	1380	PYC	1	12	12	2	8	34.75
8	Steve Wiseman & Chuck Alday	1278	PYC	13	5	9	10	11	48
9	Joe Smyk & Suzanne Moore	1006	PYC	7	8	8	15	10	48
10	Jack Coleman & Ann Taylor	1286	PYC	5	11	4	14	16	50
11	Brook Smith & Craig Kivi	1322	PYC	4	10	13	13	12	52
12	Kirsten Petro & Sebastian Conrady	826	PYC	15	15	10	12	5	57
13	Tom Marriott & Nick Colella	909	JRSC	10	7	6	DNS	DNS	59
14	Kevin Bradley & Doug Rombach	952	JRSC	11	13	15	8	13	60
15	Ron Gall & Ken O'Dell	1325	JRSC	12	16	14	9	14	65
16	Scott & Tim Marriott	1268	JRSC	16	17	16	11	7	67
17	Steve & Nancy Schewe	1160	PYC	17	14	17	16	15	79

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# From the (Hysterical) Historian – Part 1

By Martin Howell

Ron Gall has been after me for some time now to write up an article for The Intercom with some historical slant to it. After several weeks of prying, I finally took the time to dig something up.

Ron graciously gave me free reign to select the topic. I pondered that for awhile, and then like many decisions in my life my checkbook gave me inspiration. Having written a check or two (or three or four) to Customflex over the Winter months for our shiny new Interlake 1395, I thought I'd dig out some information on another Interlake builder from the early 60s.

In the early 1960s, there was an Interlake fleet out in Phoenix, Arizona. That fleet led to a second builder, Desert Products, that built a handful of fiberglass Interlakes thereafter. The following are articles from class newsletters between 1963 and 1972 that describe the rise of Fleet No. 11 at Arizona Yacht Club and the boats built by Desert Products.

**From *The Jib Sheet*, Number 3, April-May, 1963:**

## **HISTORY – FLEET 11, PHOENIX, ARIZONA**

By Steven Pruess, Fleet Captain

In the fall of 1957, two Chicago residents, Dan Borovick and Dave Shapiro sailed Dan's Interlake #192 to a mediocre finish in the Devil's Lake Regatta. This gave Dave the Interlake bug and a year later Dave bought #273.

Meanwhile, the Arizona Yacht Club was in the process of formation. The first meeting was held in December of 1958 with some 50 displaced sailors from various parts of the country in attendance. The total boat population was – three! In the fall of 1959, handicap racing began.

In the summer of 1961, Bob Lee bought #273 from Dave. Dave (379) and four others, Tom Preuss (377), Steve Preuss (376), Frank Bigelow (380) and Gary Hendershot (375) then ordered new boats which were delivered in October and November. Those were indeed exciting days.

On January 13th, 1962, Fleet 11, six boats strong, did its first one-design class racing. The event was the AYC second annual Invitational Regatta. Arizona weather cooperated with a snowstorm, the first one in recent history.

Early in 1963, Fleet 11 was enlarged by the addition of #412 purchased by Larry Wheaton. Larry may be transferred to Detroit later this spring so you might keep your eyes open for him in that area.

Fleet 11 is dedicated to racing, in action, as well as spirit. Race season in Arizona begins early September and ends in late April or early May. Fleet 11 is trying to extend the season to 12 months with a program for late afternoon and moonlight races through the summer. (For you Easterners who don't know the problem, June, July, and August daytime temperatures are commonly 110 degrees and above). The race schedule has been every other Sunday (3 races/day) through the winter with a couple of weekends skipped over the holiday period. Fleet 11 has supplemented this with extra races on its own authority when the AYC schedule has not satisfied the thirst for racing.

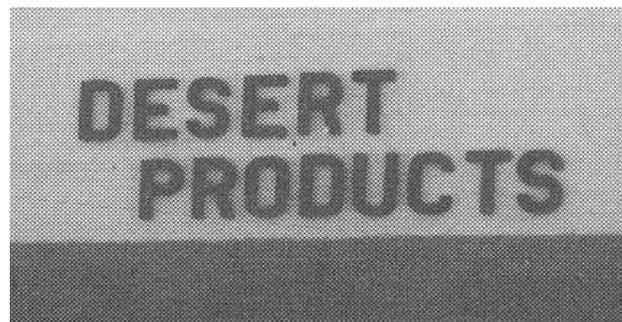
Arizona sailboats are sailed dry and are stored at home. Thus, there is a crying need for an excellent trailer, suitable for ramp launching. Fleet 11 has developed such a trailer and four of them have been in use for over a year. One made the trip to Austin, Texas (1000 miles, one way) last summer. By the way, the round trip to the Lake averages 100 miles, about 2½ hours of driving.

In August of 1959, Dave Shapiro raced (?) in the Put-in-Bay Regatta and in August, 1962, Dave and Steve Preuss trailed Steve's boat to Austin, Texas, for the Governor's Cup Regatta. Later this year Steve and possibly a few others will trail to Clark Lake for the Nationals.

We would like very much to show you Easterners some Western hospitality. So make your plans now to attend the 1964 AYC Invitational Regatta to be held EARLY (January or February) next year. We will publicize the date as soon as it is set. COME SEE US, PODNERS!

**From *The Jib Sheet*, December, 1964:**

Desert Products of Phoenix, Arizona has been accepted as a builder of Interlakes. This decision was passed upon by the Executive Committee on Dec. 29, 1963.



... to be continued

# ISCA Executive Committee Meeting Saturday, May 1, 2004 Leatherlips Yacht Club, Dublin, Ohio

## CALL TO ORDER

President Don Wilson called the meeting to order at 6:02pm. A quorum (at least 50%) of the voting members was present:

Don Wilson (President)	Hank Boissoneault (VP)
Lisa Aspery (Sec-Treas)	Jamie Jones (S-OH-VP)
Clark Chapin (MI-VP)	Ron Gall (Intercom Editor)
Kevin Bracy (N-OH-VP)	

## REPORTS

### A. Secretary - Treasurer

The minutes from the March meeting were approved as distributed.

### Membership:

Active: 157  
Associate: 10  
FYF: 12  
Life: 5  
Total: 184  
This time last year: 178 total

### Money:

Checking: \$5291.24  
Savings: \$8875.12  
Total: \$14,166.36  
This time last year: \$14,025.75

### B. Intercom

Next Intercom needs to have slate of officers and any changes to Nationals Notice of Race. Deadline – 2 weeks.

### C. Regional VP Reports

Reports to be given at the general meeting after dinner.

## ITEMS FOR DISCUSSION

### Results of April 2004 Votes (Copy of ballot follows minutes)

Specification Article III Hardware – passed, 46 vote for proposed wording, 16 votes for current wording.

Bylaw Article VI – 14-Day Rule – passed, 45 remove rule, 18 keep rule.

There were 63 valid ballots out of 172 members eligible to vote. There was 1 ballot with an illegible name, and 1 ballot from a person who had not paid 2004 dues.

### Midwinters

Don Wilson congratulated the East-Coast fleets on an awesome job. They went all-out to do a great job. Discussion followed about future frequency – every year? Every other? Where? To be decided later.

### Trademarks

Don has contacted the attorneys about renewing the sail plan trademark. The membership mark will not be renewed, as we are not using it as designed.

## Nationals 2004

The website has the Notice of Race and a list of hotels. The National Race Committee will meet tonight to discuss the NOR. The Protest Committee and Judge have been lined up.

## Nationals Fee

At the previous meeting, a motion was passed adding a fee of \$10 per boat at Nationals, up to 40 boats, \$5 thereafter to be paid to the ISCA to help cover expenses. There was concern that this year's host fleet did not consider this in determining fees. Don Wilson moved to rescind the Nationals fee obligation for this year. Hank Boissoneault seconded. Motion passed.

Meeting adjourned at 6:51pm.

**NEXT MEETING:** at Nationals at North Cape Yacht Club in LaSalle, MI.

## 2004 ISCA BALLOT

### Part A

#### Current Wording of Specification

Article III - Hulls and Decks

14. Hardware. Optional except:

- Any hiking aids other than straps or hand lines within the confines of the hull are not allowed.
- No electronic devices, other than timers, shall be allowed on the boat.
- Mast steps which permit the mast to pivot are not allowed.

#### Proposed Wording of Specification

Article III - Hulls and Decks

14. Hardware. Optional except:

- Any hiking aids other than straps or hand lines within the confines of the hull are not allowed.
- No electronic devices designed for racing benefit are allowed on the boat, with the exception of a device or devices that do the following:
  - A device that displays the magnetic heading of the boat; or
  - A device that displays time of day, elapsed time, or countdown time.No other electronic devices on the boat shall be used to provide a racing benefit.
- Mast steps that permit the mast to pivot are not allowed.

I, \_\_\_\_\_, being a 2004 ISCA member vote:  
(Please print)

in favor of the current wording of the specification.

in favor of the proposed wording of the specification.

(Check One Box in Part A)

(Ballots must be post-marked or hand delivered by April 23, 2004 to the ISCA Secretary.)

## 2004 ISCA BALLOT

### Part B

I, \_\_\_\_\_, being a 2004 ISCA member vote in favor of:  
(Please print)

keeping ISCA Bylaw Article VI - Sailing Instructions

that reads:

removing ISCA Bylaw Article VI - Sailing Instructions that reads:

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

(Check One Box in Part B)  
(Ballots must be post-marked or hand delivered by April 23, 2004 to the ISCA Secretary.)

ISCA Secretary: Lisa Aspery, 264 Crandall Drive, Worthington, OH 43085

## **ISCA General Meeting Saturday, May 1, 2004 Leatherlips Yacht Club, Dublin, Ohio**

President Don Wilson opened the meeting by thanking the Leatherlips fleet for hosting the meeting.

LYC Fleet Captain, Mike Mirarchi presented the following special awards:

- 31 consecutive appearances at the Chief's Regatta - Clark Chapin
- Oldest boat sailed - AJ Savage #681
- Newest boat sailed - Brad Balmert #1384
- Longest distance traveled - Doug Savage (Alexandria, VA)

### **Secretary - Treasurer**

Lisa Aspery repeated the report (above). She asked that people encourage fleet members to join – the class supports the fleets with free regatta publicity and keeps the Interlake “one design”.

### **Nominating Committee**

Please contact Jeff Clark – we need Secretary-Treasurer, Vice-President, and Chief Measurer.

### **2004 Votes**

The outcomes of the votes were announced. The 14-Day Rule is no longer. Electronic devices – an electronic compass and/or timer is now legal so long as no additional information is available from the device. Members should be aware that at this time, no legal device seems to be manufactured.

### **Chief Measurer**

Jeff Clark asked that members consult with him before making any changes to their boat.

### **Webmaster**

Jeff Clark asked for any suggestions for improvements, and if anyone else is interested in the mighty position of webmaster.

### **Builder**

Terry Kilpatrick has built and delivered five boats so far; has made significant upgrades to three, and has three more to complete. Currently, a new boat with sails and a trailer will cost about \$10,500.

### **Regional VP Reports**

Regional VPs updated the group on activities in their areas.

### **Midwinters**

Discussion and praise for the event hosted by the East Coast fleets.

### **Nationals 2004**

Bob Bradley talked about this year's event. Short format – Sun, Mon, Tues, with Women's and Juniors on Saturday. Saturday evening, Customflex will provide a pizza party; Monday night is the banquet. All details are on the Internet.

### **2003 Traveler's Series**

Best eight scores over the sailing season – 13 people qualified.

13. Martin Howell
12. Ron Gall
11. Kevin Bracy
10. Tim Marriott
9. Don Wilson
8. Alan Freeland
7. Jim Boucher
6. Jamie Jones
5. Hank Boissoneault
4. Bob Bradley
3. Steve Aspery
2. Brad Balmert
1. Scott Savage

## **ISCA Executive Committee Meeting Saturday, July 24, 2004, 6:00 pm North Cape Yacht Club, LaSalle, Michigan**

### **I. CALL TO ORDER**

President Don Wilson called the meeting to order. A quorum (at least 50%) of the voting members was present:

Don Wilson (Pres)	Hank Boissoneault (VP)
Lisa Aspery (Sec-Treas)	Jeff Clark (Chief Meas)
Clark Chapin (MI-VP)	Jamie Jones (S-OH-VP)
Kevin Bracy (N-OH-VP)	Ron Gall (Intercom Editor)
John Nagle (IN-East Coast)	

Non-voting meeting attendees: Terry Kilpatrick (builder), Martin Howell (historian)

### **II. REPORTS**

#### **A Secretary – Treasurer**

Membership:

Active: 170  
Associate: 11  
FYF: 14  
Life: 6  
Total: 201

Money:

Checking: \$4649.08  
Savings: \$8878.95  
Total: \$13,528.03

#### **B. Intercom**

Next deadline – July 30; the following issue will have a deadline of one week after the Poltergeist. Ron Gall reported that he only got four responses to his question in the last issue as to whether

people want to receive the Intercom as a hard-copy in the mail, e-mailed only, or both. No changes will be made at this time.

#### **C. Website**

Jeff Clark noted that merchandise is moving in the classified section. He is keeping the 2004 Traveler's Series scores posted on the web.

#### **D. Chief Measurer**

Jeff Clark reported on a couple of measurement issues found during measurement. Hull contour was checked on all boats. Most of the stock boats are the same, faired boats are flat, and two boats were convex. One measured in within tolerances, and one did not (it is currently being sanded by the owner).

Before the end of the year, the measurement committee plans to look into the issue of sharpened, cut-off boom ends. They fail to match the plans in size and shape. The committee will look into adding to the specs, or making an interpretation.

Jeff has received inquiries from someone wanting rudder plans to build for profit. Builder Terry Kilpatrick pointed out that he has an exclusive agreement to build Interlakes, and the Executive Committee agreed to look into whether others can build Interlake rudders for profit.

CAD plans – some corrections have been made. The Executive Committee will vote whether to approve the CAD plans at the Poltergeist. Members can request a copy of the plans from Jeff Clark.

#### **E. Regional VPs**

**Northern Ohio** – Kevin Bracy and Martin Howell are working out the details for a new kind of Traveler's Trophy based upon miles traveled to regattas.

**Indiana/East Coast** – John Nagle noted that the Poltergeist will be held the first weekend in October, and Indy will host Nationals in 2005.

### **III. ITEMS for DISCUSSION**

#### **A. Midwinters**

The East Coast fleets have agreed to host every other year. The class needs a Midwinters Chairperson to help manage the event. Do we want to have a different location for the other years?

#### **B. Nationals 2004**

41 boats, great Race Committee, plenty of support boats.

#### **C. Nationals 2005**

Indianapolis will host the event next year at the end of July. Women's and juniors will be on Wednesday, July 27, and Nationals will run Thursday to Saturday, July 28-30.

#### **D. Honorary Membership**

The committee considered and approved a nomination for honorary membership. The recipient will be honored at their home regatta.

## **ISCA Annual Meeting Tuesday, July 27, 2004 North Cape Yacht Club,**

## **LaSalle, Michigan**

President Don Wilson opened the Annual Meeting at 8:20 pm. Don summarized the past year, noting his three goals for the year: continue the excellence of the Interlake Class, emphasize family and junior sailing, and encourage traveling. The members of the class have voted to make two rule changes: allowing electronic compasses (with no additional capabilities except timing) and the removal of the 14-day membership requirement prior to Nationals. The class also held its first Midwinters in many years. Hank Boissoneault was recognized for his effort this year as National Race Committee Chairman.

#### **Founders' Cup**

Steve Aspery presented the Founder's Cup, which was contested at Hoover Sailing Club, to the Hoover Fleet. He also announced the intention of the fleet to hold the event at another club next year.

#### **Honorary Membership**

Don announced the latest recipient of honorary membership, to be presented at a later regatta.

#### **2005 Nationals**

Don gave an overview of next year's Nationals to be held at Indianapolis Sailing Club. Women's and juniors will be on Wednesday, July 27, and Nationals will run Thursday to Saturday, July 28-30.

#### **Interlaker of the Year**

After eight years in office, out-going Secretary-Treasurer, Lisa Aspery was honored as Interlaker of the Year.

#### **Builder**

Terry Kilpatrick reported that Customflex has built 9 boats this year.

**Regional Reports** – regional VP's gave local reports.

#### **US Sailing**

Clark Chapin invited everyone to US Sailing's One-Design Symposium in Newport, Rhode Island on November 13-14, 2004.

#### **Measurement**

Clark Chapin, in Jeff Clark's absence, reported on the issues looked at by the Measurement Committee this year – chines, hull flatness, rudder. He noted that the plans were now available as CAD files.

#### **Election of Officers 2004-2005**

The nominating committee of the ISCA presents the following slate of officers:

President	Hank Boissoneault
Vice President	Kevin Bracy
Secretary/Treas.	Jamie Jones

The slate was approved by unanimous acclamation, and by the vast majority of proxy ballots received.

In closing,, newly elected President Hank Boissoneault thanked Don Wilson for his service as ISCA President. Job well done!

Meeting adjourned.

# Classified Ads:

**Interlake #270:** Includes Gator tilt trailer (wheel hubs recently upgraded). Tires good including spare. I am only the second owner. Purchased this boat in 1961. Wooden mast, boom and coaming all in very good condition. Fiberglass hull and deck all white. It has very adequate flotation. Lifting bridle included. It needs new bottom paint. Almost new Greiner main sail-excellent condition, two older mains, two jibs, in water boat cover(Sailor's Tailor), good condition, and also traveling cover. I will consider any reasonable offer for delivery this Fall or next Spring. John Rechsteiner, Springfield, Ohio, josh @erinet.com. 937-399-7057.

**Interlake #296:** Price reduced. For sale in far northwest suburbs of Chicago. Was asking \$500, now open to any reasonable offer or trade. Includes boat, mast, boom, sails, tiller, custom fitted trailer. Legal titles to boat and trailer. Will trade for something of interest. Will take photos if you pay. Mark in Crystal Lake, IL. E-mail: istone@ix.netcom.com or call 815-455-2179.

**Interlake #385:** It has a main, jib, and spinnaker sails. The condition of this boat is sailable but needs some TLC. It has a trailer. I also have books on sailing to go with it. \$800.00 or best offer. I'm in Marquette MI. Call or e-mail Scott at 906-475-4622 E-mail psbink@ironbay.net

**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 #481:** Red Hull with White Deck; Pamco Trailer; Main (2), Jib (2), Spinnaker (1); two Anchors; Boom Tent (1999); Windex; Running Rigging (1998); Installed 2500# bouyancy equivalent of closed cell foam (1998). Fast and capable boat in very good condition. Have raced and extensively cruised south shore of Lake Superior for last 7 years (Black River, WI - Grand Marias, MI: including two trips around Keweenaw Peninsula). Call or e-mail for photos and more information. Available Southeastern, MI. Priced \$1400. David Kunitz - Work: (313) 322-9283, Home: (734) 424-0142, dkunitz@ford.com

**Interlake #562:** Fully restored by Denny Dieball. Class winner. Boat has been in storage for five years. Hull color white with gray deck. Sails in good shape. Spin in great shape! New sailors Taylor mooring cover. Custom built racing deck. New snug Harbor Galv. Trailer. All new lines. This boat is rigid and fast! Asking 3500.00 If you want a classic number that is faster than new call Allen at 419-255-5546 e mail aschall@offcontact.com.

**Interlake #848:** Blue with a white deck, in good condition. Includes full boat cover and trailer, cut down trunk, three sets of sails and two spinnakers. The price is \$2000. solsmen@columbus.rr.com or (614) 771-9081. 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 \$1500. Call Bob Oberly at (419) 531-7161 or e-mail Bob at rhoberly@msn.com.

**Interlake #941:** White hull, cut down centerboard with trailer. \$2750 contact William Koucky at wkoucky@chartermi.net for photos or 231-995-9880 Traverse City, MI

**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: empower@columbus.rr.com

**Interlake #1014:** 1974, light yellow with white trim, Hull is in good shape, one good set of sails, Harken hardware, new custom boat cover, reconditioned Pamco tilt trailer. \$1350.00 Call or e-mail Greg, 330-273-4594, brownfamily60@juno.com Brunswick, Ohio 44212

**Interlake #1018:** Includes a Pamco trailer, excellent condition. Light yellow hull with white deck. Factory installed air tanks, lifting bridle, main sail (2), jib (3), spinnaker (2), more. \$2200. Call Jim Whalen at (330) 336-2183 or e-mail: catawbamfg@aol.com

**Wooden Mast For Sale:** Looks just like an Aluminum Interlake mast but is dark, varnished wood. No boom, no sails, but does have the ropes. Excellent condition. About 21 ft. long. Can take digital photos of it for you. What is it worth? Make an offer. In Island Lake, IL. E-mail terryounce@ameritech.net

**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.

**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



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2004 Cattail Regatta 1,2,3,5

2004 Chief's Regatta 1,2,3\*,4,5,6,7,9,10



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