

# BALLOT

## Proposed Amendment: Interlake Specification Article V, Section 2. Sails

A majority of the ISCA Executive Committee has voted to put a proposed amendment to the above Specification to the membership for a vote.

The current language of the last sentence in Specification Article V, Section 3 reads:

2. Sails: ... **Windows** are allowed in sizes up to three square feet in the mainsail and three square feet in the jib.

The proposed amendment would change this sentence to read (new language underlined):

2. Sails: ... **Windows** are allowed in sizes up to five square feet total in the mainsail and four square feet total in the jib.

Voting can be either by mailed ballot, or in person at the ISCA General Membership Meeting at the 2011 Chiefs Regatta on Saturday, April 30, 7:00 pm at the Leatherlips Yacht Club. The ISCA Constitution requires a two-thirds majority to pass an amendment. If you wish to vote by mail, please send your completed ballot, postmarked by April 15, 2011, to:

Ron Gall, ISCA Secretary  
2022 Glencove Dr.  
Toledo, OH 43609

**VOTE:**    \_\_\_\_\_ **YES** (in favor of proposed amendment)    \_\_\_\_\_ **NO** (keep current language)

**NAME:**    \_\_\_\_\_    **INTERLAKE BOAT NO.**    \_\_\_\_\_

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### Overview of Proposed Amendment:

Most current Interlake sails are built with a “jib telltale window” in the luff which covers approximately one square foot. To comply with the total area permitted for a mainsail windows, this requires that the lower “boom window” area be reduced by an equivalent amount. Based on the belief of the Executive Committee that current sail window material is stronger and more durable than when the Interlake sail window limits were passed, balanced by a concern that the overall traditional appearance of the Interlake sail plan be maintained, they propose that enough window area be added to the mainsail to restore and slightly increase the original “boom window” area, and that one square foot be added to the jib to increase visibility, primarily of boats on opposite upwind tacks.