

The
Intercom

Official Newsletter of the Interlake Sailing Class Association



www.interlakesailing.org

April 2011

Sailing in Florida



...wish you were here!

Serious Interlaking: Innovation Matters!



2011 Championship Sails

With a radial twist - introducing D-CUT!

The team that brought you the newest designs in over 15 years has done it again! D-CUT Sails!

You would think that having the fastest and most durable sails in the ISCA would allow for a certain level of gratification, but Rick Rothenbuhler, Head Designer, can't sit still! Rick collaborated with the best sailing talent in the ISCA and created the latest in product development from Dieball Sailing, **D-CUT Performance Sail Design**. The next generation of Interlake Sails are here today!

Now is the time to get your D-CUT sails from Dieball Sailing. Not only will you hit the ground running for the 2011 Season, but you will also do so with the strongest support team behind you with a shared passion for INTERLAKE SAILING. We are here for you and openly share everything we know about making the Interlake more enjoyable to sail. Feel free to contact **PAUL ABDULLAH, ERNIE DIEBALL or SKIP DIEBALL** as you look to make your own waves in 2011.

DIEBALL SAILING - www.dieballsailing.com

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From the President

By Scott Savage, Interlake #1340



Here we are off and running for the 2011 sailing season. Congratulations to those folks that enjoyed the hospitality of Davis Island at the Midwinter Championship. With the Travelers Series underway I am looking forward to seeing everyone on the circuit. We have completed work on the new documents for our nonprofit status. We will be presenting these at the Chiefs for comments and

discussion. We will be filing these with the IRS as soon as possible after the meeting at the Chiefs.

Is your boat ready for the season? Make sure to double check things before you get on the water. Nothing is worse than an equipment problem when the water is cold and sailors are rusty. If you have not voted yet please do, the ballot issues are on the website for your review. Please be a part of the system and help your class officers make the ISCA a representation of our membership.

Last but certainly not least I would like to thank our Vice President Mike McClinchie for his tireless work on the new Website. Jeff Clark and Mike worked together to create the new look and provide a seamless transition. Please log on and Enjoy. Speaking of Jeff Clark, we have a new Webmaster in Mike McClinchie and we are **seeking candidates for the Chief Measurer** to relieve Jeff after his many years of service. Please consider serving the Class in this capacity. It is a vital role that needs to be filled quickly.

See you at the Chiefs!

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Cover Photo: Robert Herbig and Joy Dorethy heading out to Tampa Bay for Midwinters.

Below: Interlakers at Davis Island Yacht Club

Midwinters photos by Lisa Aspery



One Proud Father

By Don Wilson, ISCA Indiana/East Coast VP, Interlake #1374



It all began about thirteen years ago. My oldest son Ben was born in April of 1998. This was all part of the plan so that his mom and I could return to sailing together as soon as possible after his birth. I could not wait to get him on the boat. I still have the picture in my family room of him in my arms on the deck of Interlake 1164.

Two years after the birth of our second son Tim, we asked Terry to build us a new Interlake. After much anticipation I called Terry one Friday night to check on the status. He stated he had sprayed up to the deck that night and would be spraying up the haul to our new red Interlake in the morning. That night I could not sleep. Early the next morning, I woke up Ben and asked if he wanted to go with me. He said yes. So at 5 am in we hopped in the car and we were off to Whitehouse, Ohio. I remember Ben spent most of the day on my shoulders as we watched Terry construct J.A.W.S 1374. (Ben would have been four years old at the time.)

Fast forward a few years and Ben was now eleven. By this time he had traveled with us to several Travelers' Series Regattas and was crewing with us on a fairly regular basis. In the spring of 2009 we decided to change things up a bit. Ben would skipper the races at the club and I would skipper the out of town races. Ben took to the tiller quickly. He learned how to make subtle adjustments without over driving the boat. With the help of his tactician, we had some early success. By the end of the year he talked his buddy Matt into joining him on the boat as the forward crew. He finished the year with twenty-eight races, three firsts and eight second place finishes.

Last year, 2010, was what I had been longed for several years. My youngest son, Tim, joined Jane and I for the Travelers' Series races; with some success I might add and Ben and I sailed the other Sundays at the Indianapolis Sailing Club (ISC) with either Matt or Tim. I have always admired the family teams and the Interlake Sailing Class has so many of them.

Ben took advantage of the lesser attended early spring races at ISC and built a little lead on the fleet at ISC. As the weather warmed up just a bit, the 2009 Interlake Fleet #28 Champion Jim McDonald and the rest of the fleet had a little something for Ben. As the season progressed there were about four or five different skippers in the fleet who all had about the same number of first and seconds; and then came Nationals.

With a little encouragement, Ben agreed to sail Junior Nationals with Matt Stahl and Sarah Wood at Indian Lake. We arrived at ILYC the night before and checked in the boat. The next morning, the three of them set sail for a little practice prior to the afternoon races. This was the first time he had been in my Interlake without me. I have been to Indian Lake many times and you can always see the racing from the shore, but somehow the first thing he did was sail out of sight. (The wind was blowing out 10-12 mph.) After much anxiety, he sailed back into view. All was well. The afternoon races were a little breezy, but I was very proud of them flying the spinnaker every lap of every race. They finished second, out of two boats, to the 2010 Junior National Champion David Aspery.

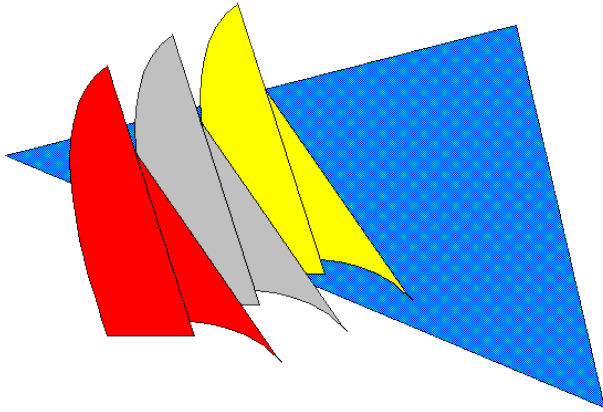
Back to the racing season at ISC, it came down to the last day of the season. Ben had a two race lead over Jim McDonald. Unfortunately, Ben was not able to find a second crew. Both his friend Matt and his brother were unable to sail with him. So it was just Ben and I for a gusty day on Geist Reservoir. If Jim wins all three races he wins the season and if Ben wins one he locks it up. For the first race of the day I skippered, trying to help him out. Jim caught a favorable wind shift on the downwind leg of the race to win the first race of the day. The second race Ben was leading coming into the final leg, but got into a tacking duel and came in second to Jim. So the whole season came down to the final race of the year. Ben was able to lead it from start to finish, making him the 2010 Interlake Fleet #28 Champion. Dad could not be more proud.

Intercom Tips and Techniques

Racing Basics – Part 5

by Mark Johnson [copyright 1/19/95]

Selected excerpts – from the website http://www.uiowa.edu/~sail/skills/racing_basics/index1.shtml



Reaching and Running

These legs are often the fastest legs because of the increased speed of the boat. This means that there aren't as many lead changes as in the beat legs. Your goal on these legs should be to set up for the leeward mark rounding, without getting passed. The boats behind will catch up, but you'll be pretty hard to pass on the downwind legs if you are doing things right. Even if you do get passed by 1 or 2 boats, don't let it bother you too much—there is always time to catch up at the mark rounding or on the next windward leg.

Basics

Below are a few basic techniques for keeping the boat moving. Keep in mind, also, that clear air is important. If someone is driving over you on top of your wind, try your best to get away without making too much of a course change (large course changes are mostly bad since you sail a lot of extra distance).

Technique: Sheeting Off the Boom

If the class rules allow, you should sheet the mainsail directly off the boom, ignoring the last block in the cockpit. This gives you a great feel for the sail, and it also allows much faster reaction time when you need to sheet in or out.

Your attention on the downwind leg should be split 70% speed watching and 30% watching what's happening around you. The 70% speed watching is imperative. You can gain or lose a lot on the downwind leg due to correct or incorrect sail trim. It can be the difference between grabbing the puff and passing 3 or 4 boats, and getting "rolled" by 3 or 4 others who did it

right. Sheeting off the boom allows you to react more quickly, and it also allows you to feel the power in the sail, while you're watching your surroundings the other 30% of the time.

Technique: Heeling the Boat to Windward

If you ever see pictures of Lasers racing downwind, you will notice that most, if not all, are heeled to windward. There are two reasons for this. First, heeling the boat gets the sails higher into the air, where the wind speed is often greater. Second, it reduces the surface area where the boat touches the water, reducing drag.

Most importantly, the boat is heeled to reduce the pressure on the tiller. When going almost straight downwind, with most of the sail area on one side of the boat, it will want to head up. This tendency forces you to use the rudder more than you should to keep the boat going straight. To counteract this, simply heel the boat to windward until you no longer feel any tiller pressure. You should be able to steer with your fingertips loosely gripping the extension.

Technique: Steering the Boat with Heel

Given what you have learned above about drag on the rudder and steering the boat without it, this should now be easy. Because the boat is going so much faster, heeling the boat is very effective for steering. Also because of your greater speed, the drag on the rudder is increased, so you should be steering as much as possible without it.

Just remember, when you want to bear off, heel to windward. To head up, heel to leeward. You should always make your movements small since course changes cost extra distance. Unless it is necessary to make the correction quickly, keep the amount of heel to only 5 -10 degrees.

Jibing

Jibing is one of the two major transitions mentioned in the PRIORITIES chapter. It is a very important maneuver because there is a huge potential for things to go wrong. When going downwind, the boat is much less stable. When the force of the wind changes drastically during a jibe, the boat can carve up into the wind, running you way off course, into another boat, or at the very worst, capsizing. The key to keeping control of the jibe is to keep the boat steady.

First, don't make a large movement with the tiller to turn the boat. Keep a straight course as you bring the

boom across the center line. Also, keep your weight in the center of the boat, and keep it mobile in case you need to throw it to either side to prevent a capsize.

Finally, and most importantly, if the winds are moderate or heavy, make sure the boat is up to speed. Think about that - make the boat go as fast as possible before jibing. The reason for this is: If the wind is from straight behind at 15mph and the boat is going 5mph, you feel 10mph of wind. That's a lot of force! If, however, you are going 13mph, you only feel 2mph of wind. This reduces the force on the sails considerably, keeping the jibe under control. Wait until you are up to speed, then, when a lull in the wind comes, throw the boom across the boat.

Watching the Wind

Keeping an eye out behind you on the reach or run is always a good idea, especially when you're looking for wind. The main idea is to pick a side of the course and stick with it, but within that side, you can move a little to use the wind.

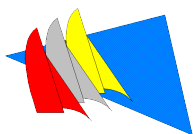
When a puff is approaching from behind, you want to head up slightly, so it gets to you sooner. Then, when you're in it, bear off and ride it until it runs out. The idea here is to get to the puff quickly, and then stay in it as long as possible. You can increase your speed if you head up while in the puff, but this is not a good idea most of the time. If you're going quickly across it, you will come out the other side sooner than you want-so stay in it.

Finishing

For this last part of the race, I have 4 comments:

1. As you come around the leeward mark, look to the finish line to see which side is closest to you. That is the side to which you should go. This idea is similar to that of choosing a favored side of the line when starting. However, if the wind has stayed constant, and if the line is where it started, the favored finishing end is the opposite end from the favored starting end.
2. Once you set this plan, stick with it. Too many times racers tack at the last second, only to lose the place because they got worried. Set up your run so you're coming at the line at full speed, and don't tack too much. It throws off your concentration for going fast, and this is where you need the speed the most - the race is almost over.
3. Just like a runner throws his or her body forward into the tape when finishing, you "throw" the boat over the line. If you're confident you have the speed, once you're about 1 boatlength from the finish, "shoot" the boat straight into the wind. This cuts down the distance you have to travel to finish.

You must make sure you have enough speed for this maneuver. It would be a shame to be in front, only to come to a dead stop just inches from the line.
4. Since you have read all the way through this guide, you should be so far ahead of the rest of the fleet that it won't matter what you do at the finish.



OFF-SEASON BOATING, COLD SHOCK and HYPOTHERMIA

© Charles Sutherland 10 February 1997, found at <http://www.enter.net/~skimmer/coldwater.html>

The risk of falling overboard or capsizing may be small, but the threat-to-life of such accidents is most serious.

There are no crowds of boaters on lakes and rivers in the colder months of the year. Fishermen work their favorite coves nearly undisturbed. On inland waters, migrating waterfowl appear in the fall and return again in the spring as soon as the ice goes out. The fine, breezy days of spring and fall are the best of days for many open boaters. There are trade-offs for these blessings. The water is cold (less than 60 degrees F) in the off-season. More than half of the fatal boating accidents in Pennsylvania occur when the water is cold. Most such accidents occur in calm weather, relatively close to shore. Because fewer boaters are on the water, the likelihood of a prompt rescue is greatly reduced. Off-season boaters must be as self-sufficient as possible.

Immersion in cold water rapidly incapacitates and

may kill boaters who are not wearing protective clothing. Surfers, sailboarders, and river paddlers wear wet suits or dry suits when the water is cold. Off-season sailors, fishermen, hunters, and other folks out in open boats can use these same precautions to greatly improve their safety on the water.

What happens in cold water?

Cold water removes heat from the body 25 times faster than cold air. About 50% of that heat loss occurs through the head. Physical activity such as swimming or other struggling in the water increases heat loss. Survival time can be reduced to minutes. Strong swimmers have died before swimming 100 yards in cold water. In water under 40 degrees F, victims have died before swimming 100 feet.

Cold Shock

1. Without a life jacket, a victim may inhale while

under water (involuntary gasping reflex) and drown without coming back to the surface. This can only be prevented by wearing a life jacket at all times on the water in the off-season. There is no second chance.

2. Exposure of the head and chest to cold water causes sudden increases in heart rate and blood pressure that may result in cardiac arrest.

3. Other responses to cold water immersion result in immediate loss of consciousness and drowning.

Hypothermia

Hypothermia (decreased body temperature) develops more slowly than the immediate effects of cold shock. Survival curves show that an adult dressed in average clothing may remain conscious for an hour at 40 degrees F and perhaps 2-3 hours at 50 degrees F (water temp.). The crisis is more serious than these numbers suggest. Any movement in the water accelerates heat loss. Survival time can be reduced to minutes. Hands rapidly become numb and useless. Without thermal protection, swimming is not possible. The victim, though conscious, is soon helpless. Without a life jacket, drowning is unavoidable.

Even with a wet suit/dry suit on, one's hands rapidly become useless in water in the low 40's degrees F. Protective fingerless gloves for fishermen can be important. Shivering occurs as body temperature drops from 97 degrees F down to about 90 degrees F. Uncontrolled rapid breathing follows the initial gasping response and may cause loss of consciousness. The victim must attempt to recover control of his/her breathing rate.

Muscle rigidity and loss of manual dexterity, physical helplessness, occurs at about 93 degrees F. Mental capacity also deteriorates at this point.

Unconsciousness occurs when the body's core temperature reaches about 86 degrees F. If drowning doesn't occur first, death occurs at a core temperature of about 80 degrees F.

How Fast Can it Happen?

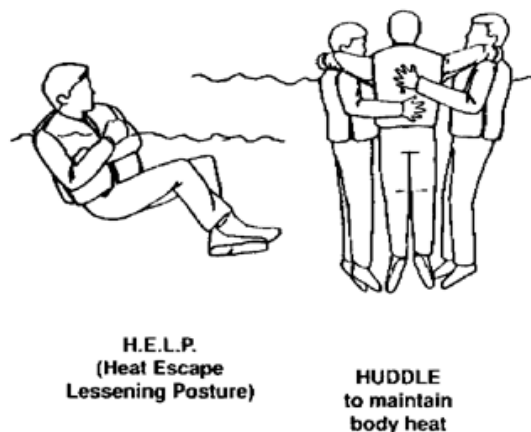
On Memorial Day, 1996, an 18-year old canoeist capsized into 50 degrees F lake water. He sank to the bottom before a rescuer in a boat towing the canoe could reach him. He was wearing blue jeans, a light shirt and no life jacket. His body was recovered the next day by divers. Your ability to survive accidental immersion will depend on how you prepared yourself before going out.

Dressing for the possibility of immersion helps buy time to work out a rescue in case of an accident. **Warm weather does not cancel out the danger of cold water. Instead, wearing lighter clothing on warm days may increase risk.**

Once in the water

Try to get back in or on your boat immediately. Do not leave the boat. If you are not wearing thermal protection and cannot get out of the water, stay as still as possible. Fold arms, cross legs and float quietly on

the buoyancy of your PFD until help arrives (Heat Escape Lessening Posture; H.E.L.P.). If 2 or more people are in the water, put your arms around one another. Stay still and close together (Huddle posture).



Treatment of Hypothermia

1. Mild hypothermia (victim shivering but coherent). Move victim to place of warmth. Remove wet clothes, give warm, sweet drinks; no alcohol or caffeine. Keep victim warm for several hours.

2. Moderate hypothermia (shivering may decrease or stop). Victim may seem irrational with deteriorating coordination. Same as above but no drinks. Victim should be kept lying down with torso, thighs, head and neck covered with dry clothes, coats or blankets to stop further heat loss. Seek medical attention immediately.

3. Severe hypothermia (shivering may have stopped). Victim may resist help or be semiconscious or unconscious). Removed from water, victim must be kept prone, on back and immobile. **Victim must be handled gently.** Cover torso, thighs, head and neck with dry covers to stop further heat loss. Arms and legs must not be stimulated in any manner. **Cold blood in extremities that suddenly returns to the core may induce cardiac arrest.** Seek medical attention immediately.

4. Victim appears dead. Little or no breathing or pulse, body rigid. Assume victim can be revived. Look for faint pulse or breathing for 2 minutes. **If any trace is found, do not give CPR.** It can cause cardiac arrest. Medical help is imperative. If pulse and breathing are totally absent, CPR should be started by trained medical personnel.

Planning Ahead

Wear clothing that permits safe cold-water immersion and a life jacket. It is the only way to combat the risk posed by cold-water boating.

The common advice to wear layers of wool (nylon, polypropylene) is misleading. These fabrics do not effectively retard heat loss in cold water. They are warm

Continued on page 10

Class News

Sunshine, Breeze, and Dolphins!

By Steve Aspery, Interlake #1402

It was a small but dedicated group that made the trek to Davis Island this year, but we were amply rewarded with beautiful weather, great sailing, and time well spent with friends. We drove to Tampa on Wednesday, chasing a weather front that extended from Ohio through Florida. The result was 14 hours of rain on a 17 hour drive. We arrived in Tampa just in time to pick up Connor Smith and our son David, who flew in to avoid missing a day of school.

Thursday the rain finally cleared out and we had a good day. We did a little boat maintenance and headed out with Mike McClinchie and crew Bill Smith and Bruce Courts to shake off the rust and get in that first sail. The breeze was nice, there was no snow, and we were sailing! This is why we go to Midwinters! Jim Milliman and Louie Rodriguez arrived and even though the breeze had built a bit, they went out for a nice sail as well. Robert Herbig and Joy Dorethy soon arrived from Maryland. Mike McClinchie apparently got too much sun this day and decided to try to jump from his boat to the impossible height of the concrete pad at the hoist. Proving he is not capable of the impossible, he crashed into the water and hit his arm on the boat. He and his crew spent the rest of the afternoon at the hospital confirming that his arm was not broken. We spent the evening running around trying to find a guy hook to replace the one that popped off during our sail.



The other crews watch Jim and Louie's test drive

Friday morning brought sunshine and breeze. The race committee postponed hoping the breeze would subside. It seems that there is always one of these days at Midwinters. Jim and Louie finally decided to go out and demonstrate what a two-man crew could do in the conditions. They sailed in solid control putting on a nice



demonstration of Interlake competence as the sun glistened off the water around them. It was very cool. The RC was convinced and sent us out. Unfortunately, as we sailed out the breeze increased and the two-man boats were forced to head in before the start. Mike and crew (at 600 lbs total weight), and me and my two strapping 18-year-olds were ready to do battle with the breeze. Mike showed great boat speed in the breeze and we had two really tight races. He submarined rounding the top mark, saved it, and showed us what not to do. Some confusion on their boat regarding how the bailers worked led to the often repeated tag line "I want the water OUT of the boat!". We took a significant knockdown in the second race that we barely saved and had to finish that beat half full of water. Between us we hit 3 marks in 2 races as the tight competition and tough conditions pushed us too close to the marks. Our shiny new guy hook never saw use as the spinnakers stayed in the bags this day. As we roared in after the races we were all smiles. The sun was shining and we were sailing in Florida!



Jim and Louie

Friday evening we made the now traditional trek to Sonny's Barbeque. The advantage of a small turnout is that we were able to really hang out together and we had a nice time at dinner. The service and food was slow, though, and we may need to find a new tradition next year.

Saturday was the best day of the event with great weather. We had perfect conditions and great racing. The competition remained tight and Mike and Jim had a great battle all day, trading positions and pushing us in each race. Robert and Joy were always close but couldn't catch a break. We sailed 3 good races and then the wind stopped cooperating. OK, so up north we would still call this good wind, but on Tampa Bay it was unacceptable to race because it had become shifty. We had multiple attempts to start (among the several fleets), abandoned races, and lots of waiting around. The Interlakes finally had a mutiny and we decided to start on our own. The RC agreed but said it wouldn't count - nobody cared. There was breeze and we wanted to sail. We decided (with only four boats you can make such decisions) to start by passing by the buoy in reverse order of our current standings. This seemed like it would work well until the wind shifted hard right and we were looking at a nearly one-tack beat (maybe the RC did know what they were doing). We still had a good race and chased each other around the marks until the RC pulled them and we were only left with the race back to the club. That night was the Cuban dinner at the club which was excellent as always.

Sunday was supposed to be light breeze but we were pleased to have a nice 10-12 to sail out to the course. The sun was shining brightly, we were in t-shirts; it seemed it could not get much better. Then the dolphins arrived. A pod of perhaps 6 dolphins escorted us out to the race course, swimming about 10 feet off our port beam. It was one of the coolest moments ever at Midwinters. We had a really nice first race and then the wind started to die. Off the start we all wanted to get right but we were the last to head over there and that was a bad thing. The breeze continued to die and go right. We all worked to the windward mark and then down the long run with just ghosting wind. Jim Milliman pulled ahead with Mike McClinchie right behind. We and Robert Herbig struggled to keep our boats moving. As they rounded the leeward mark, Jim went hard right, Mike went left, and we and Robert went up the middle. As we all struggled up the long slow beat, it appeared certain that we would never catch anyone. Remarkably, we all came together at the finish. Mike grabbed the win with Jim a boat length behind and us a boatlength behind Jim. Robert was just a few behind us.

It was a fun series with good competition and great weather. Wish you had been there!



Skipper/Crew	Sail	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Pts
Steve Aspery, David Aspery, Connor Smith	1402	HSC	1	1	1	1	1	1	(3)	6
Mike McClinchie, Bill Smith, Bruce Courts	1424	HSC	2	2	2	3	(3)	2	1	12
Jim Milliman, Louie Rodriguez	730	GTYC	DNS	(DNS)	3	2	2	3	2	17
Robert Herbig, Joy Dorethy	472	SMSA	DNS	(DNS)	4	4	4	4	4	25

when damp, after being wrung out, due to air trapped in the fibers. They must be worn inside a waterproof barrier (shell) having neoprene or latex gaskets at ankles, waist, wrists and neck. Fleece-lined "wetsuit grade" polartec clothing is rated equal to 2.5 mm neoprene and is comfortable under outer clothes. Such clothing (\$100-300) may be found in catalogs & shops that serve river paddlers and windsurfers).

Carry dry clothing in a water proof bag. Tie a bailer and paddle to your boat. Evaluate the flotation in your boat. A short sling tied to the transom, with a foot rest in the loop, may assist boat reentry. Attach a whistle or horn to your life jacket.

Tell someone where you are going and when you will return. Inform them of your return. Check the weather forecast for the day.

WATCH THE BOATS AROUND YOU. On cold water, you are depending on one another for prompt rescue in case of an accident.

© Charles Sutherland 10 February 1997



Midwinters and memories...

ISCA Member/Builder Committee

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

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There is no Intercom without
YOU

Please send

- Reports
- How –to's
- Photos

Yes – even you!



The deadline for the next Intercom is
June 1, 2011

Please send articles and photos to
LAspery@columbus.rr.com

Classifieds continued from page 11

Interlake 603 - Great family sailboat. Molded seat deck with original centerboard trunk. Includes a full North Sails set in excellent condition. Also included is a North Sails main in jib in club racing condition. Comes with trailer and cover. Asking price \$1,500. Contact Roger Allen at allenramc@aol.com or ph# (630) 841-4378

Interlake 586 has a white hull with a white deck. The boat has a seated type deck with a cut down centerboard trunk. Kick up rudder, wooden tiller with extension and spinnaker pole and lifting bridle. New standing rigging, blocks, mainsheet, centerboard blocks & line and boom vang assembly are all new in 2008. 2 sets of sails with 3 spinnakers- Boat trailer. Replaced wheel hubs & bearings and added bearing buddies in 2007. Also replaced keel, bow and straight rollers in 2007. Asking \$2,000. Located in Central Ohio at Hoover Sailing Club. Contact Bill Smith 614-306-3869 or Bsmith1ng@aol.com.

Interlake 342 Own a piece of history! Frequent winner! Close to original, but with upgraded rigging, all original mahogany, 2 sets of sails, one only used about 5 times, 2 centerboards, brand new mooring cover-- (never used) included, trailer included. Could use a coat of paint and varnish \$2100 wjj6@juno.com 419-945-2194 Wes Lambert

Interlake 1282 1984 - in great condition and ready to race. Like-new Quantum (Dieball designed) sails plus older set. Trailer and new cover. Asking \$3,000. Located at Lock-it-Up Storage, Ottawa Lake, MI. Contact Jim O'Brien at 517-486-4413.

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North Ridgeville, OH
Rwismer972@windstream.net

Fleet #22 Portage YC

Elona Van Gent 734-355-8483
Ann Arbor, MI
evangent@umich.edu

Fleet #23 Leatherlips YC

Gary&Jan Savage 614-
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Fleet #24 Hoover SC

Rob Ciccotelli 614-901-3876
Westerville, OH
robertciccotelli@wowway.com

Fleet #28 Indianapolis SC

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Indianapolis, IN
rbutsch@comcast.net

Fleet #38 Grand Traverse YC

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Traverse City, MI
BSagan1411@charter.net

Fleet #39 Mid-Atlantic

Mike Magee 703-283-8458
Alexandria, VA
mm22789@hotmail.com

Fleet #40 Buckeye Lake

Tracey Davis 614-446-0131
Westerville, OH
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Builder

Terry Kilpatrick 419-875-5106
Whitehouse, OH
fax 419-875-5109
Customflex@yahoo.com

Webmaster

Mike McClinchie 614-330-1033
mike1424@me.com

Classified Ads:

Interlake 1261 with galvanized Tene trailer, and one set of used sails in fair condition. Pastel blue hull, made a repair to trunk this year and it is complete and solid. Has full air tanks under seats with sit-down deck. Very comfortable boat in good condition. New rub rail and trunk cut down by Dieball in 2000. Raced in Nationals at Hoover a few years ago. Asking \$2700 OBO Call Joe Murr 330-465-8692 joe@murrprinting.com Mansfield, Ohio MSC

Interlake 1160 year 1979; white hull and new in 1999 white seated deck; North main, jib, spinnaker; jib furler; ss centerboard; Elvstrom bailers; kick-up rudder; forestay highfield lever; adj. traveller; 6:1 boom vang; 3:1 outhaul; 4:1 cunningham; internal spi sheeting; skipper and crew hiking straps; Cooper galvanized tilt-bed trailer; always drysailed on boat lift or trailer; good condition; classic floatation and centerboard trunk; \$3400. Contact Rick at rl@chartermi.net or 734-426-4155

Interlake 1127 built 1976. North sails (main, jib and spinnaker) approx 8 years but very limited use in past 5 years plus wisker pole. Pamco trailer (painted white) completely redone 2 years ago including wheel bearings and newer tires. Has 2 rudders, metal blade and older fiberglass. Has motor mount unit, anchor, paddle. Original deck with seats. Rigging could use some updating. Centerboard trunk not cut down. Asking \$2,000. Jim Lubinsky 614-530-5330

Interlake 1125 – 1976 - I bought this boat about a year ago with intention of a major overhaul and sailing in the many Portsmouth races in our area. Some health issues have

made it clear that I will not be able to sail competitively. I did clean up & paint hull, new running gear on trailer. Two sets of sails (sails will need replacing). I bought it cheap – will sell cheap \$ 1100.00. Located in Crystal River, Florida – 90 minutes north of Tampa. I can deliver to Tampa if sale is consummated. Please e mail for additional info – Buz Heuchan 727-643-8802 buz@buzheuchan.com

Interlake 1040 (1974) sailed from Indian Lake Yacht Club since purchase in 2000. White hull and white seated deck. Floatation tanks, cut-down center board and stainless center board, Pamco trailer recently rewired, two covers (trailing and mooring). Two sets of sails, main, jib and spinnaker. Bailers, spinnaker pole, kick up rudder, vang, Cunningham. Includes anchor. Asking \$2,500, OBO. Contact Gary Davis at (614) 746-0633 or at g2d2s2@gmail.com. Boat is available to see in Columbus.

Interlake 826 year 1971; fern green hull, white seated deck that has a soft spot and should be fixed at some point; floatation tanks; classic centerboard trunk; main, jib, spinnaker; forestay highfield lever; nickel plated centerboard; Elvstrom bailers, kick-up rudder; adj. traveller; 6:1 boom vang; 4:1 cunningham; 3:1 outhaul; internal spi sheets; skipper and crew hiking straps, always drysailed on trailer or boat lift; TeeNee trailer of same vintage needs lights and bearing work. Asking \$1200, but reasonable offer considered. The soft spot (port fore-deck middle left side) is from an earlier repair regarding a tree branch gone bad. Sails great otherwise. Contact Rick at rl@chartermi.net or 734-426-4155

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2010 Wins:
 Nationals
 Chief's Regatta
 Poltergeist Regatta
 Indian Lake Regatta
 Hoover Stakes
 Midwinters

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