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Official Newsletter of the Interlake Sailing Class Association



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September 2012



2012 National Champions Jim Ward and Jay Mueller





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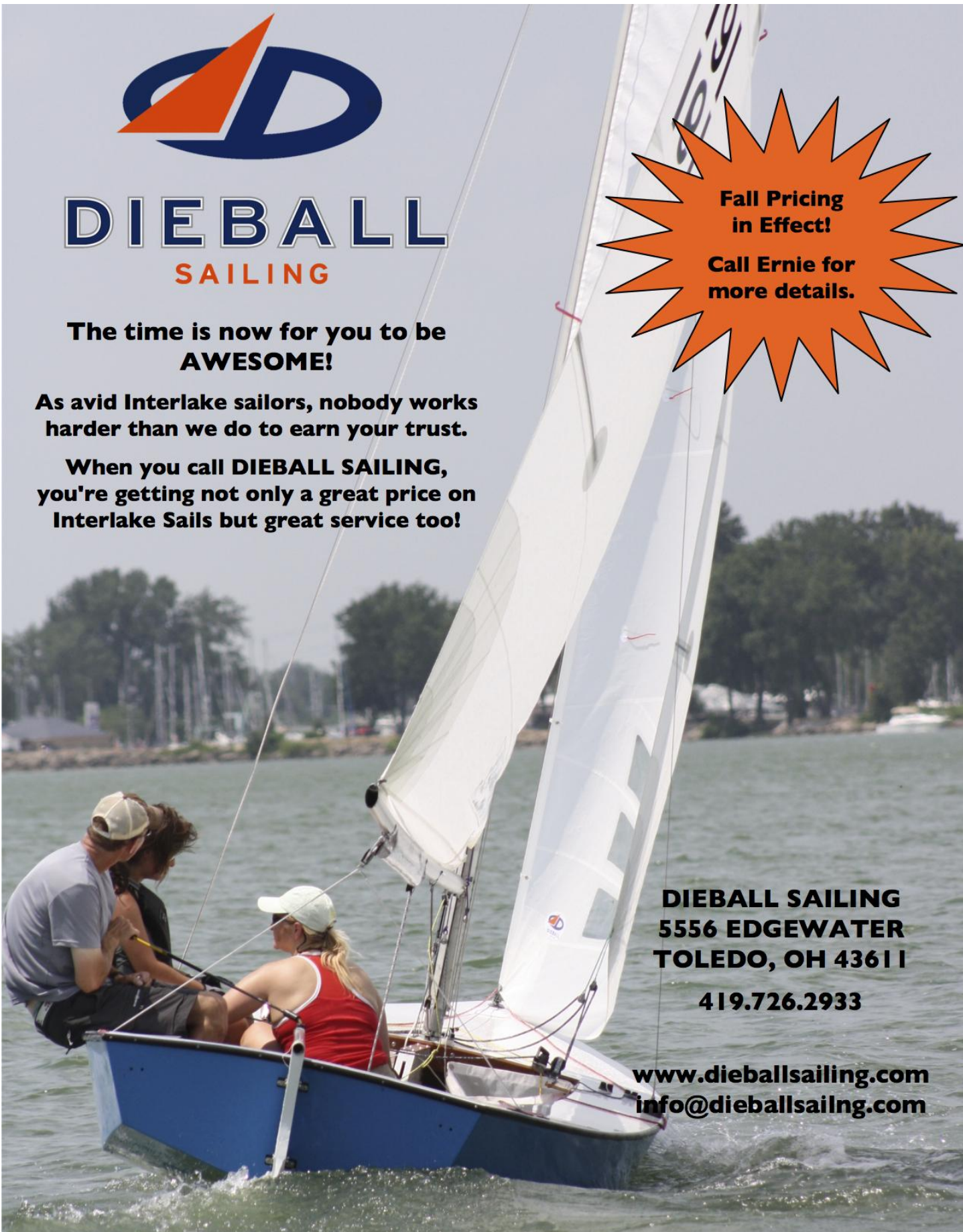
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From the President

By Brad Huntley, Interlake #1399



As the new ISCA President, I have many people to thank and several more to congratulate. With the Nationals now in the books, it's time to move on to the business of the class, but before we do, let's take a quick look back.

First of all, thank you Bob and Betsy Bradley, as well as, Barb Schaefer and the entire staff at

NCYC for all your hard work organizing and putting on this year's event. Great job!

I also wanted to thank Mike McClinchie for a job well done as our 2011/2012 Class President. Thank you for guiding the fleet throughout the past year and even offering to re-serve prior to talking our new VP, Fritz Everson, into taking the post.

Thanks to Matt Bounds our PRO. He wasn't dealt the best in weather, but did a great job guiding the event. With just two races on Thursday, Matt pulled off a very successful four race Saturday. I am happy to report, Matt has already agreed to be our PRO again next year in Sandusky.

Now on to the Nationals. Wow, what a great event, and wow, what a great finish. If there is anything close to overtime, we had it at this year's Nationals. The entire event came down to a tie-breaker. It just can't get any closer than that.

Congratulations to Jim Ward and Jay Mueller for sailing a great regatta. They were always in the hunt and edged Skip Dieball at the finish of race 6 to tie him for the regatta, then edged him for the overall win in the tie-breaker; last race sailed head to head. Congratulations also to our top ten finishers. The fleet was deep and to finish in the top was no easy feat. Great job Bill Sanderson for winning the Masters trophy (best finisher for a sailor 60 years of age or older).

Also, a special thanks to Hoover Sailing Club, who once again sent the most Interlakes to this year's Nationals.

Congratulations to Ron Gall, our Challengers Division winner. Ron put together a very consistent regatta and even beat a number of Championship boats on the second race on Saturday (after starting 5 minutes later).

Finally, congratulations to Terry Kilpatrick, our 2012 Interlaker of the Year. We are so very fortunate to have a builder like Terry. His dedication and love of the Interlake have made the class what it is today.

Finally, welcome aboard Fritz Everson, our new VP and Bill Sanderson, our new Southern Regional VP. Both of these guys are great additions to our executive board.

In closing, I am looking forward to being President of the Interlake Sailing Class Association. It's an honor and a privilege to get my turn at the helm.

Safe sailing.



Jim Menzies sailing with his grandchildren at GTYC

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Cover photos: Jim and Jay display winning form in Interlake 1425. Center top – with Interlake builder and 2012 Interlaker of the Year, Terry Kilpatrick.

All Nationals photos in this issue are courtesy of Jenny Everson. Thank you!

Intercom Feature

2012 Interlake Nationals at NCYC Recap

By 2012 National Champion, Jim Ward, Interlake #1425



What a week of sailing! The North Cape YC group outdid themselves in putting on a tremendous event. Great food, fun live music, and exceptional race management highlighted a fantastic event. Hats off to the RC group headed by Barb Shaffer and PRO Matt Bounds for doing such a great job in so many different conditions.

This year's nationals has been an event that my crew Jay Mueller and I have been looking forward to from the second we found out that the nationals were going to be held at North Cape. To us, it's a very special venue. My Grandfather (James S. Yonk) for whom I am named after was one of the founding members of NCYC and always had a passion for the club and the membership. He served as Commodore in 1970, which was the same year my parents were married, and they held their rehearsal dinner at the club. It was also the sight of the 1991 Snipe Jr. North American's, which was the first dinghy National Championship event Jay and I sailed in. This year Jay (who lives in New Haven, CT) came back to OH a week early so we could attend the Lorain regatta, and do some practicing at a venue with similar conditions. I feel that this added practice truly helped us get ready for the event.

On Day one we awoke to light breeze and smooth water, but the talk from the local group indicated that the

breeze would build and shift slightly as the day went on. We noticed during our pre-race sailing that the puffs and breeze seemed to be a bit steadier on the left side of the course. The first race we showed our nerves at the start as we were a bit late getting off the line and consequently buried at the pin. We chose to tack out and then tack back to get to the left side of the course in search of clear air. We found just enough pressure to get across the starboard group, and rounded the top mark just ahead of Mark Presley. We had a nice downwind, and were able to cover team S. Dieball, team Aspery, and team Vanderhorst the rest of the way to hold on for the win. We watched as Skip sailed a great bottom third of the run and sneak past team Vanderhorst at the finish for second place. Skip's downwind speed can only be described as awesome. He and crew Jeff Eiber do a masterful job of maximizing each puff and wave.

The next race the wind built slightly at the start to the 8-10 range. Once again Jay and I liked the left side of the course in our pre-race number crunching. We got a great start at the pin, and were immediately knocked ten degrees. Jay noticed more pressure on the left, and after a short tack back to the right, we tacked back left to take advantage of what we felt looked like added

Continued on page 5

pressure. Luck was with us as we rounded the weather mark with a nice lead. During the run, the breeze had built into the 12-15 range. The next beat featured slightly larger waves, as we tried to cover team Aspery and Skip as they split tacks. Fortunately, we were blessed with just enough lead to hold them off on the upwind (despite our jib halyard slipping out of the mast and falling to the deck, which nearly resulted in a simultaneous heart attack for each of us). As we rounded the top mark the breeze had built to the 15-18 range, and we had a great ride surfing to the finish. We were fortunate to hold on for the win, and looked back to see team Dieball once again show off their downwind speed as they passed team Aspery just before the finish to take another second place. The clouds were starting to look a bit black, so the RC wisely sent the group in for the day. We were excited to be the leaders in the clubhouse after day one with 2 points. Skip and Jeff were close behind with 4 points, team Aspery with 8 points, and team Savage with 9 points.



Day two we awoke to big breeze. It had blown out of the NE all evening, and the wave set had really picked up. The RC, NRC, and crash boat teams did their best to show patience with numerous postponements hoping the breeze and large waves would subside enough that we could get some racing in for the day. The safety of the fleet was the deciding factor in calling off the racing for the day. This allowed the group to construct a temporary tent city in the parking lot to escape from the sun. A Finn was rigged up, and many took part in blasting around in the huge waves. That night we were all treated to a legendary NCYC pasta dinner and great live music.

Day three we awoke to glassy conditions with a bit of left-over lump. The front had moved through, and with it the wind had gone very light. The forecast for the day was for the wind to shift nearly 180 degrees, and build slightly as the land heated up. There was a great deal of talk (perhaps a bit optimistically on our boat?) that there may only be enough wind to have one race. We knew if there was only one race that we had to either beat Skip or finish one place back, but in the top seven.

Race 1 was a classic battle. We had a good start in the middle of the line, and Skip was just below us. We rounded the top mark in sixth, and Skip was roughly in tenth. We sailed downwind and watched as team Dieball closed the gap considerably rounding the bottom mark in fifth, and we were just a few boat lengths ahead. We tacked up the beat covering Skip closely, as well as staying in check with the leaders. Skip found a nice little shift at the top of the beat and rounded first, and we rounded second. We slowly sailed downwind to the finish as the breeze began to shut down, with Skip and Jeff taking the win and we were second. Seconds after finishing (before we could get too excited) we were told to be on our toes as another race would be started quickly. At this point, the breeze had gone very light, and was starting to get very shifty as the land had begun to heat up.

Race two was sailed in very light and shifty breeze. Skip had a great start, and sailed brilliantly in the light conditions to win the race by nearly a half of a leg. On the other hand, we had a poor start at the boat, got buried, and found ourselves sitting in a hole of no breeze for what seemed like an eternity. The breeze shifted 180 degrees, and we slowly made our way to the finish in roughly 20th place. We ended up finishing in 14th place, and we were really dejected thinking that we had just sailed ourselves completely out of contention. Upon finishing, we noticed the breeze began to slightly build and from a much steadier direction. Jay and I thanked our lucky stars, as we knew that maybe just maybe there would be one more race, which would give us enough races for a throw out, and allow us to get back into the event.

On a side note, my Father, who taught me everything I have ever learned about sailing passed away suddenly this April after a short battle with cancer. It had been a tough year on our family. My Dad was amazing in that he would never let anything get to him. Jay and I talked about that between races, and knew that we needed to forget the last race, and concentrate on the next race.



Continued on page 6

We may or may not have high fived when we saw the AP flag go down! Our excitement quickly turned to anxiousness as we learned that Skip had every intention of match racing us prior to the start. We jockeyed back and forth in an attempt to keep our air clean, and were able to make our way down the line just far enough that we were able to get a clean start at the pin with Skip just to weather. At this point, with the throw out, we had to beat Skip, but finish no worse than second in this race in order to win. No small task we joked! At this point the breeze had built to a beautiful 8-10 with small waves. Skip covered us closely, and we benefited from a slight shift at the top end of the beat, which allowed us to sneak around the mark just ahead of a large pack of starboard layline boats in 5th, with Skip rounding a few boats back. At the end of the race we found ourselves in third, with Skip finishing 6th. In our minds, we thought that we had just come up one point short, and Skip had won the event. It was roughly 1:00, and the breeze at this point had built to 10-12 and the conditions were perfect. PRO Matt Bounds indicated that he would run one more race to take advantage of the great conditions, and because there was just enough time to get an additional race off. Jay and I were elated! We had one more chance. We did some quick math and realized that with throw-outs, we had a 10 point lead over the third place team, and were one point behind Skip. Which means it would come down to a who beat who in the last race.

The last race was simply epic! As soon as the sequence started Skip and Jeff began to match race us. Our strategy was to use the RC boat as a pick, and to do whatever we could to maintain starboard advantage, but have enough room to get back to the line so we could start cleanly. We both went head to wind side by side for the last minute and a half before the start. It seemed like forever as the seconds slowly counted down as we sat

there side by side in a full luff trying to maintain position, and doing whatever possible to not get hooked by potential leeward teams. The gun finally went off, and we were able to start cleanly. Skip had a bit of speed on us, which forced us to tack. We quickly tacked back so we wouldn't get pinned out to one side of the course, with Skip tacking on us again. Jay and I joked that we have ONE move, and it may or may not be from the 70's? Yep, the fake tack. Sounds lame, it kind of is, but we sold it with some fake rolling, and Skip took the bait and tacked onto port. We were excited to finally have some clear air. Unfortunately, our plan backfired a bit, as Skip sailed beautifully up the right side and rounded the top mark in second behind his brother Ernie, and we rounded in sixth.

We had a nice set, quickly gybed inside, and were able to get inside a couple of teams. Our downwind speed had been really strong all week, and we were desperately trying to drive every puff as deep as we could with hopes of affecting Skip, who at this point was only 2-3 boat lengths ahead of us. We had a nice rounding, and were able to sneak by another team during the rounding. Ernie rounded the bottom mark in first, Skip was in second, and we rounded together with team Savage in third and fourth. Jay and I talked that this would be the last beat of what had been a great week of sailing, so it was time to hike as much as we could, but more importantly take advantage of any small shift. There were quite a bit of weeds on the course, and I honestly think that Ernie picked some up, as we were able to sail a bit to weather of him. He tacked onto starboard, which forced us to duck him, but allowed us to get out to the right side with a nice clear lane. We liked the right side, as we saw Skip make nice gains on the right in the first beat.

Continued on page 7



Jay and I constantly talk about breeze, and our positioning on the course during beats. Strangely, Jay wasn't saying a word....which if you know Jay, isn't very often? When I asked what was going on, his comment was "um, we are going really good, and I don't want to jinx anything." I looked over my shoulder and saw that Skip was slightly bow down. We tacked so we would have room to tack back to the right, and when we converged, we were bow to bow. We were elated, and quickly tacked back after Skip tacked to leeward of us. Our hiking suddenly improved even more, as we knew we realistically had a chance. We also knew that if Skip was ahead of us at the top mark, it would be extremely tough to pass them on the run. We benefited from a slight lift heading into the mark, and rounded the top mark in first, with Skip in second, and Ernie just behind him in third. With lumps in our throats, we headed for the finish. After numerous gybes, Skip and Jeff did a masterful job of closing the gap to a matter of feet as we approached the finish. We felt the boat was favored, Skip opted for the pin, and we sailed as deep as we could the last few boat lengths with Ernie right on our air. PRO Matt Bounds later indicated that the three of us crossed the line overlapped, and all within 2 seconds of one another. We heard our bow number "5" called first, and couldn't believe it. We ended the series tied with Skip and Jeff with eight points each, but won the tie breaker with three firsts to his two. After five races, that is truly remarkable how close the event was between the two of us.

First and foremost, a huge thanks to my crew Jay Mueller. We have been through so much, and to finally break through and win a nationals, especially together and at NCYC is tremendous. Hats off to Skip and Jeff who sailed beautifully, they conducted themselves with total class throughout the event, and that last race is something I will never forget. Thank you to Terry Kilpatrick for building us such a great boat. As a class we are fortunate to have such a great builder, and building a boat with Terry will truly be one of the most fun experiences you will ever have. Terry, Karen, and Tommy (their beloved dog) are all wonderful! I also need to thank my wife Jayme, who worked with me for hours tuning our boat prior to the event, and did a fantastic job of crewing all summer. I'm also thankful she arrived to the awards ceremony safely despite breaking land speed records from Cleveland to NCYC after hearing that we had won. We were told after the racing that we were the only boat in the top six that hadn't won nationals previously, which truly shows the depth of the fleet. From the bottom of my heart, I appreciate all of the kind words from people who came up to us after the racing to congratulate us. It was a tremendous week of sailing, and it was tough not seeing my parents watching from aboard their boat *Corkscrew* as they had so many times before, but I know my Dad would have been proud, and for that Jay and I dedicate this one to him. Maybe a shift or two that went our way truly was heaven sent?



Thank you again to NCYC for a great week of sailing. Team Bradley and all of their volunteers did a tremendous job with the event. We look forward to seeing everyone next year at the nationals in Sandusky. Our new enthusiastic President Brad Huntley and VP Fritz Everson are already tirelessly working to put on what is sure to be a great event.

Championship Class Series Summary

Place	Bow #	Crew	1	2	3	4	5	6	Total Pts
1	5	Jim Ward & Jay Mueller	1	1	2	-14	3	1	8
2	23	Skip Dieball & Jeff Eiber	2	2	1	1	-6	2	8
3	25	Scott Savage & Jeff Jones	4	5	3	-10	5	4	21
4	21	Sjoerd-Jan VanderHorst & Kathy VanderHorst	3	-18	9	2	1	7	22
5	16	Steve Aspery, Dave Aspery & Joe Hurst	5	3	6	4	-7	6	24
6	22	Paul Abdullah, George Sipel & Marie Thompson	-11	4	10	8	2	9	33
7	3	Bryan Parker, Tiffany Parker & Seth Parker	7	6	-21	5	4	16	38
8	13	Ernie Dieball, Jacqueline Dieball & Julia Gentner	(27\OCS)	8	17	3	9	3	40
9	10	Pete Frissell & Bill Frissell	10	9	14	6	-15	5	44
10	99	Bob Sagan & Mike Sell	-14	7	4	13	13	8	45
11	12	Bob Bradley, Betsy Bradley & Al Michaud	12	14	7	-15	12	13	58
12	40	Mark Presley & Brad Buffington	6	-24	13	17	11	12	59
13	8	Bryan Bradley, Jim Bradley & Sarah Bradley	-18	16	5	18	10	15	64
14	18	Brad Huntley & Fritz Everson	8	19	-22	9	19	10	65
15	2	Bill Sanderson, Cara Bown & Emily Davies	16	17	11	7	16	-20	67
16	6	Clark Chapin, Mitch Kimball & Tom Wills	(27\OCS)	20	8	23	8	11	70
17	1	Tom Marriott & Tim Marriott	9	15	16	-19	17	14	71
18	9	Mike McClinchie & Bill Smith	19	10	18	12	-20	18	77
19	4	Robert Fox, Nancy Fox & Spencer Fox	17	-21	15	11	21	17	81
20	20	Don Wilson, Tim Wilson & Matt Stall	20	-22	12	16	14	19	81
21	31	Jeff Clark & Alan Freeland	13	11	24	22	(27\DNS)	27\DNS	97
22	27	Tim Parker & Will Parker	15	(27\DNS)	19	20	22	22	98
23	24	Kevin Bracy, Becky Vardian & Katie Fegan	21	23	20	-24	18	21	103
24	7	Chip Wood, Bill Monsma & Pat Tynan	22	25	23	21	23	(27\DNS)	114
25	14	Craig Koschalk, Lauren O'Hara & Toni Peterson	(27\OCS)	12	27\DNF	27\DNS	27\DNS	27\DNS	120
26	11	Kevin Bradley, Cody McCoun & Natalie Hill	(27\OCS)	13	27\DNF	27\DNF	27\DNS	27\DNS	121

Challenger Class Series Summary

Place	Bow #	Crew	1	2	3	4	5	6	T
1	30	Ron Gall & Josh Rothenburhler	1	1	-3	1	3	1	7
2	17	Tim Lohner, Bruce Tran & Will Jacquinde	2	-4	1	2	2	3	10
3	28	Scott Solsman & John Muller	-4	2	4	3	1	2	12
4	19	Ron Seiter & Erin Seiter	3	3	2	-6	6	4	18
5	29	Rob Ciccotelli, Lynne Allison & Erin Sherer	-6	6	5	5	4	5	25
6	26	Jamey Fisher, Ann Jones & Bill Kotys	5	5	-6	4	5	6	25

Women Class Series Summary

Place	Sail	Crew	1	2	Total
1	1332	Betsy Bradley, Jacqueline Dieball, & Becky Vardian	1	1	2
2	1333	Cara Sanderson Bown, Emily Sanderson Davies & Bill Sanderson	2	2	4

Junior Class Series Summary

Place	Sail	Crew	1	2	Total
1	1374	Tim Wilson, Don Wilson, Matt Stall	1	1	2

Subgroup Masters Series Summary

Place	Bow #	Crew	1	2	3	4	5	6	T
1	2	Bill Sanderson, Cara Bown & Emily Davies	16	17	11	7	16	-20	67
2	6	Clark Chapin, Mitch Kimball & Tom Wills	(27 \ OCS)	20	8	23	8	11	70



Interlakers to the Rescue

By Ron Seiter, Interlake #1405

I had just packed up after participating in the Interlake Nationals at North Cape Yacht Club and was on my way to turn south onto 75 just before going over the bridge when I felt my truck pull to the right with a braking feel. As I looked back in the mirror I saw blue smoke as I heard a pop "not good". Getting out I put a cam jack under the axle and backed up finding a flat right tire that was scored by the fender and sitting a little off center.

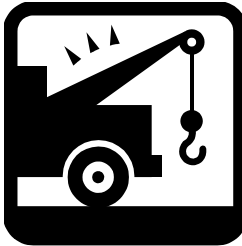
By that time Steve and David Aspery had pulled up behind me and then the Timmy and Tommy Marriott clan pulled around in front. After surveying the trailer on both sides (long story short) the bracket that holds the leaf spring on the right had broken with the left one pulling out and both shifting to the left of each frame. The brain trust pondered? Get a trailer from the club, plus 10 guys, lift the boat up over to the trailer. Luckily Bob Bradley's son Kevin stopped and said Bob could weld and had a welder at his house. Kevin called Bob who said if we could get the trailer to his house he would try to work on it.

Steve got a jack out while Timmy got one out of his van and we were able to jack the trailer up, unbolt the leaf springs on both sides, move them back into place, rebolt the springs and jury rig some heavy zip ties to

hold the leaf in the broken bracket and change the tire. As the Marriotts showed us the way we were able limp over to Bob's house about a mile away.

Bob showed up and quickly changed into his welding attire. Trying several partial limited tear downs of the spring from the frame we finally had to jack up the trailer and unbolt the springs and axle off the frame and get it out far enough for Bob to be able to weld on the bracket. As he moved the axle Bob says you have more problems than just the bracket as the left wheel wobbled on the hub (bearing blown). Timmy quickly states "I have one in the van" and went to get it. Timmy, Tommy and I worked on knocking the races out and new ones in, packing the bearings with grease and getting the wheel back together while Bob worked on the bracket. Everything went back together where it was supposed to without any extra pieces and I was on the road after several hours.

Thanks to Steve Aspery and those who stopped to check if we needed any help but especially to Bob Bradley for his hospitality, tools, and great welding job and Timmy and Tommy Marriot for all their help, the bearing kit, and sticking around to the end to help get everything done.



Scenes from Nationals...



Intercom Tips and Techniques

How to Rescue a Man Overboard

By eHow Contributors

Instructions

1. Yell "Man overboard!" immediately to alert other crew members that someone has fallen.
2. Throw the swimmer a life preserver if they are not wearing flotation - tossing it underhand will make it go farther.
3. Stop the boat, check your headings and turn the boat around 180 degrees from your original heading.
4. Select one person to keep the swimmer in sight at all times; if you're steering the boat, make sure another crew member is keeping watch. If the swimmer disappears from sight, radio or call for help.
5. Approach the swimmer so that he or she is upwind of the boat. Position the boat into the wind to allow for better steering control.
6. Tie a line in a loop and fasten it to a secure railing, or have a crew member hold onto one end if there isn't time.
7. Throw the rope to the swimmer when the boat is close enough, and have the victim position the loop under his or her armpits.
8. Pull the swimmer to the side of the boat, and work with other crew members to heft the swimmer up.
9. Send a rescuer into the water only as a last resort, making sure the rescuer is wearing a flotation device and, if possible, secured to the boat by a line.

Practice #1: Rehearsing the situation with the entire crew can make all the difference in a rescue. Make a plan. Before you set out to sail, every member of the crew should know the man overboard plan for that boat, on that outing. Each crew member should be assigned a position. The person on helm should remain on helm, one other crew member becomes a spotter and any others contribute to the sailing of the boat and preparing for unforeseen eventualities.

Practice #2: Add chaos. Having a nicely planned man overboard drill is a solid first step to being prepared. However, you won't always be able to do a figure eight or simple spin (say, for instance, if there's an obstacle ahead). So, perform the drill with unusual circumstances, such as running downwind with a spinnaker flown, in light or heavy winds or with multiple victims.



Sail-World.com: America's Cup: Coutts capsizes in San Francisco. This photo is not related to the Michael Johnson incident. Just loved the photo – even AC sailors turn over sometimes!

Man Overboard

By Redbull.com Team, Aug 27, 2012

America's Cup World Series - Olympic legend Michael Johnson walks the plank

Four-time Olympic gold medal winner Michael Johnson was thrown overboard when he hitched a lift with Russell Coutts' Oracle Team USA crew for an America's Cup World Series race.

The 400m world record holder may have proved his speed on the track but he found himself dumped into San Francisco Bay when he tried to keep pace with the fastest sailors on the planet.

Luckily for Johnson he was wearing his lifejacket and was rescued after a minute of bobbing up and down in the bay. The Olympian lost his balance after the Coutts' catamaran "hit a bump or something."

When Johnson and Coutts were finally reunited on dry land the sprinter joked to his skipper "you didn't come back for me."

Johnson's fall into the sea was pretty much the only hiccup for Oracle Team USA at the America's Cup World Series meeting in San Francisco. Coutts claimed the Match Racing Championship and team-mate Jimmy Spithill won the Fleet Racing Championship.

See it yourself at

http://www.youtube.com/watch?v=08chTKtJcPU&feature=player_embedded

Class News

Great White Northern Championships

Grand Traverse Yacht Club

June 22 – 23, 2012

By Bob Sagan, Interlake #1411

I'm always lovin' it when its time for our annual Interlake Regatta in TC. This year was a special treat because I was able to team up with long time friend from Phoenix, AZ. Gene Schmall. Gene and I have sailed together only once in the past 5 years but we always have fun and since this was my first regatta of the year (a long woeful tail that is) that was our goal, fun first.

Saturday racing started with the usually dependable thermal (locals call it the "West Bay Doctor") fighting with the gradient. This makes for "weird" conditions (light, shifty, lots of holes over open water), not what I was hoping for. We started aggressively. Too aggressive according to PRO Jordan Owens, so restarting we went, and then we went the wrong way....darn. Fortunately our speed was great. It was also fortunate that nobody was hurt from the rust shrapnel that was flying off me as we ground our way back to fourth. I thought we might have just saved our regatta. Bob and Besty Bradley from JRSC/NCYC won wire to wire in a big way with Mike McClinchie (HSC) in 2nd.

Before R2 an off-boat situation came up that I had to deal with before racing. I resigned to not competing that race but it resolved quickly. We ended up starting about 2 minutes late. I thought I just lost the regatta. Gene and I talked and said, "lets just see what happens. It will be fun practice and in the "weird" wind, who knows?" We got into a good groove picking our way through or around the fleet. Bob Cornwell (GTYC) sailed strong to just hold us off as we finished 3-4. Bradley's won again wire to wire.

R3 saw the thermal finally win. A more consistent breeze 5-8 knots had us nip and tuck with the Bradley's who once again took line honors (rats). R4 was Bradley's turn to OCS and Mike McClinchie's to put another strong race together. Unfortunately, Mike found

his second big hole of the day on the last leg and went from a strong 2nd to 5th with Bradley's out nosing a pack for 2nd. I thought Bradley's just saved their regatta. Still, Gene and I felt good. We improved our teamwork (mostly communication) every race and had fun.

Once thing you can bank on in TC is that the Interlake Fleet eats really, really, well. This is because we have a great Chef and a top flight cook in the fleet. Jim Milliman was back in town with Louie Rodriguez. We all enjoyed their talents along with the assorted appetizers and desserts provided by local fleet members. There was so much we could eat or even wash it all down with free beer. Good thing we feasted after the light air!

Sunday saw the perfect day including winds from the SW at 5-12, mostly double digits. We nailed the start on R1 and quickly came to a tough decision: The Bradley's went right as all the forecasts predicted, but the wind on the water read left. We split the difference and followed Mike McClinchie and Jim Milliman (who both came from the left around the top mark). Gene and I were communicating great now and the spin leg really showed it as we went lower and faster to take the lead on leg 2 and later the gun. R4 had much the same conditions and saw both us and Mike playing the shifts on the left center. A big tip of the hat to Mike as he has improved so much in a short time. His decisions and gear shifting are greatly improved. He races more than anyone else on the circuit. Mike has earned it. We again finished 1-2.

Gene and I were happy as we ended the regatta with three bullets that came smoothly. Fun. We went to congratulate the Bradley's.

But it turns out that we tied the Bradley's. It took seven rounds of tie-breaking to settle it. Our scores were mirrors of each other so it came down to who beat who in the final race. The winning score line was 4-4-2-1-1-1.

(PS: Thanks again to Bob & Betsy and the whole gang at NCYC for hosting a fabulous Nationals. It was a great time!)



Jack & Ann in their 15th straight Great White (that's all of 'em!!!)



Ladies Champs: Brooke & Hanna



GTYC Winners
All GTYC photos courtesy of Gregg Makki

GTYC Results

Team	Boat	Club	R1	R2	R3	R4	R5	R6	Total
Bob Sagan Gene Schmall	1411	GTYC	4	4	2	1	1	1	13
Bob & Besty Bradley Mike McClinchie Bill Smith	1333 1424	JRSC HSC	1 2	1 6	1 3	2 5	4 2	4 2	13 20
Jack Coleman Ann Taylor	1269	PYC	6	2	4	4	5	9	30
Jim Milliman Louis Rodriguez	730	GTYC	5	8	5	3	6	3	30
Bob Cornwell Loren Newton	1290	GTYC	3	5	9	6	7	7	32
Jim Menzies Grandchildren	1363	GTYC	8	3	8	7	3	6	35
Ben Corwin Max Thompson	TACS3	GT	11	7	7	9	8	5	47
Scott Solsman John Muller	1324	HSC	9	9	6	8	9	8	49
Zimmerman Family Dick & Jim Hirtrierer	1131 1372	GTYC	7 10	11 10	11 10	11 10	12 12	12 12	64 64
Brooke Ostrowski Hanna Yee	TACS2	GT	12	12	12	12	10	12	70

MASTER'S CHAMP Jim Menzies GTYC
LADIES CHAMP; Brooke Ostrowski, Hanna Yee TACS

JUNIOR CHAMP Ben Corwin, Max Thompson TACS
(TACS: Traverse Area Community Sailing/Junior program)



Junior Champs: Ben & Max

Indian Lake Regatta

Indian Lake Yacht Club

July 7 - 8, 2012

By Ron Seiter, Fleet Captain, Interlake #1405

The week leading into the Regatta brought extremes in heat, humidity, heat indexes over 100, and very little air movement. The potential for a bake and bob weekend on Indian Lake severely decreased the normal registration with only 7 boats braving the elements. Since our Nationals were at North Cape when the Lightnings normally were there our fleet had to change dates so decided to share in our Regatta that worked out well, but they also had only 5 boats. As Saturday morning progressed there was fair breeze and as the harbor gun sounded it was getting better and continued to not only hold but get better in the 10-12 mile per hour range up to some 15. To everyone's delight we had a great afternoon of racing getting in 3 races with the 1st and 3rd won by AJ Savage and Jill Caughan, and the 2nd by Steve and David Aspery. Chip Wood and Bill Monsma got 2nd in the 1st race, AJ & Jill in the 2nd race, with Steve and David taking 2nd in the 3rd race.

After Saturdays racing there was some family beach and swimming time, Interlake fellowship, some adult beverages, and of course the infamous Indian Lake fish fry.

Could we be so lucky to have 2 days of breeze in a row? Thankfully Sundays temperature and humidity decreased while a nice breeze remained at about 8-10 miles per hour and 2 more race were successfully completed with Steve and David Aspery winning both. Mark Presley and Jeff Tundle got 2nd in the 4th race with AJ Savage and Jill Caughan runner up in the last race.

Steve and David Aspery were the overall winners with AJ Savage and Jill Caughan second, and Mark Presley and Jeff Tundle third. We thank all the Interlakers that braved the bad forecast and are sorry to all who missed out on a great weekend of sailing.

Place	Skipper	Crew	Sail #	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	Steve Aspery	David Aspery	1402	HSC	3	1	2	1	1	8
2	A J Savage	Jill Caughan	1293	LYC	1	2	1	4	2	10
3	Mark Presley	Jeff Tindle	1382	HSC	5	4	5	2	5	21
4	Chip Wood	Bill Monsma	1427	ILYC	2	5	7	5	3	22
5	Dan Graf	Marlene Graf	1393	ILYC	6	6	3	3	4	22
6	Scott Graham	Ann Mariea Alexander	1280	LYC	4	3	4	DNS 8	DNS 8	27
7	Ron Seiter	Erin Seiter	1405	ILYC	7	7	6	6	6	32



AJ and Steve kept it close



Interlakers enjoying Indian Lake

ISCA Board of Directors Meeting
Thursday, July 19, 2012
Interlake National Championships
North Cape Yacht Club, La Salle, Michigan

CALL TO ORDER

President Mike McClinchie called the meeting to order at 5:48 pm. A quorum (at least 50%) of the voting members was present:

Mike McClinchie (President) Brad Huntley (Vice-President)
Scott Savage (Past President) Bob Sagan (VP Marketing)
Ron Gall (Secretary-Treasurer) Steve Aspery (Intercom)
Clark Chapin (Chief Measurer) Don Wilson (IN-East Coast VP)

MEETING MINUTES

Minutes from the Board of Directors Meeting of May 5, 2012 were approved.

REPORTS

A. Secretary - Treasurer

Ron Gall reported:

Membership:		Money: as of 7/19/12
Active	127	Checking\$16,493.34
Associate	25	Savings \$8,928.29
FYF	20	=====
Life	7	\$25,421.63
	===	
	179	

B. 2012 Budget

Ron Gall presented the 2012 proposed budget to the board members. Steve Aspery moved to accept the budget with the stipulation that any expenditure over \$200 in Marketing needs to be approved by the Board. Scott Savage seconded the motion. The motion passed.

C. US SAILING

Clark Chapin reported that the Annual Meeting for this year will happen the first weekend in November in San Francisco.

D. Chief Measurer

Clark Chapin reported that he met his goals as far as getting everyone measured and will enter all of the data in our new Class measurement database. Everyone recognized Clark for his hard work in pre-measurements and for his time spent measuring at Nationals. Clark asked the Board to look for someone to assume his role as Chief Measurer as he has limited time to spend in this capacity.

E. Builder

Terry Kilpatrick reported that he has built two boats this year. Terry has seen a substantial increase in the price of materials but hasn't raised his prices yet. This helps us to be competitive with other Classes. Terry will be working with Marketing and our Fleets to promote growth. Terry may put on an Open House again this fall to encourage membership.

F. Marketing

Bob Sagan reported that he is getting ready to send out another survey and requested question suggestions. Bob encouraged continued participation with our Facebook page. Bob also reported that he would like to have promotional magnets made up for distribution to anyone interested in the Interlake. The full-color magnets will be similar to the cards we passed out a few years back but twice the size. Bob talked about the possibility of having our Women's, Junior, and Master's Championships at individual regattas.

G. Intercom

Steve Aspery asked for everyone to be aware of deadlines and to submit articles on time, if not early. The next deadline is August 15, 2012.

H. Regional VPs

Northern Ohio – No report

Michigan – No report

Southern Ohio – No report

Indiana/Mid Atlantic – Don Wilson reported that the Poltergeist Regatta will be held the first weekend in October this year.

OLD BUSINESS

A. 501c3 Non-Profit Status

Scott Savage reported that our case has been assigned to an individual attorney to review the application. Scott and Ron Gall will be working with the IRS to resolve any problems they have with our application. This is the last step in the approval process.

B. Fisher Endowment

Steve Aspery reported they had one boat granted this year. Steve also reported that the Endowment is prepared to buy a boat for next season.

C. 24 Hour Endurance Race

There will be a 24 hour charity race on Labor Day weekend at Hoover Sailing Club to benefit Kobacker House hospice.

D. Potential New Fleet

Bob Sagan reported that Hamlin Lake, in Ludington, MI, has four Interlakes. Bob's hope is that they will apply for fleet status by next season.

NEW BUSINESS

A. Northern OH and Southern OH VP Nominations

Mike McClinchie nominated Jim Ward for Northern Ohio VP. Don Wilson seconded the motion. The motion passed.

Mike McClinchie nominated Bill Sanderson for Southern Ohio VP. Scott Savage seconded the motion. The motion passed.

B. 2013 Interlake Midwinters

Mike McClinchie will research possible Midwinters locations for 2013 to be discussed at our fall meeting in Indianapolis.

C. 2013 Interlake Nationals

Clark Chapin made a motion that we confirm that the site for the 2013 Interlake Nationals is Sandusky Sailing Club. Scott Savage seconded the motion. The motion passed.

D. 2014 Interlake Nationals

Mike McClinchie suggested that the Board start thinking about who will host the 2014 Interlake Nationals.

E. 2012 Interlaker of the Year

Steve Aspery nominated Terry Kilpatrick for this year's Interlaker of the Year. Bob Sagan seconded the motion. The motion passed.

Meeting adjourned at 6:17 pm. Next meeting will be on October 6 at the Poltergeist Regatta in Indianapolis.

ISCA Annual Meeting
Thursday, July 19, 2012
Interlake National Championships
North Cape Yacht Club, La Salle, Michigan

CALL TO ORDER

President Mike McClinchie called the meeting to order at 7:45 pm.

REPORTS

A. Secretary - Treasurer

Ron Gall reported that the Class was doing well financially. Ron reported, however, that we are 18 Active memberships shy of our numbers from the end of last year and encouraged the membership to convince other Interlakers to join the class.

B. Chief Measurer

Clark reported that this year's measurements for inclusion into the new measurement database were successful. The pre-measurements at Jolly Roger, Sandusky and Hoover really helped the measurement process at Nationals. Clark was done by 6:00 pm versus much later in previous years. Because of the measurement database, you will no longer have to repeat this process. If your boat was measured this year, you'll only have to weigh in at future Nationals.

C. US SAILING

Clark Chapin reported that US SAILING President, Gary Jobson, is stepping down this year. The new presidential candidate will be announced within the month. The Annual Meeting will be held in San Francisco the first weekend in November. Clark is planning on attending that meeting. The new rule book will come out next year.

D. Builder

Terry Kilpatrick reported he has built two new boats this year. Terry also reported that a lot of good, used boats have entered the market and been placed in good homes, which is important to keep the fleets strong. Terry is working hard to keep the prices within reason.

NEW BUSINESS

A. Slate of Officers

The slate of officers was voted on and approved by the general membership. The new officers will be Brad Huntley – President, Fritz Everson – Vice President, and Ron Gall – Secretary/Treasurer. The membership voted via mail-in ballot, or in person. The results were 33 "Yes" (in favor of proposed slate) votes, to 0 "No" votes.

Brad Huntley was introduced to the Class as our new President.

B. Northern OH and Southern OH VP Nominations

Mike McClinchie announced Jim Ward as our new Northern Ohio VP and Bill Sanderson as our new Southern Ohio VP.

C. 2012 Interlaker of the Year

The ISCA Board has announced our Builder, Terry Kilpatrick, as this year's Interlaker of the Year. Throughout our history as an Interlake, we are where we are today because Terry has chosen to build consistent boats for the Class - year in and year out. Over the last several years, he has built two boats a year and yet stays with it. Terry comes and supports us at most regattas and under all weather

conditions, working on people's boats and yet never complains. He's always there for us. Terry goes above and beyond his normal responsibilities for his business and he does it all for the love of our Class.

Meeting adjourned at 7:59 pm.

Classifieds - continued from page 19

Interlake 1000 - Built in 1970. Boat is white with white deck. Boat has continuous jib and spin sheeting, 2 to 1 mainsheet, lever vang, and stainless steel centerboard. All blocks and cleats have been replaced, including topping lift and spin blocks as well. New wire forestay and sidestays, as well as jib halyard. All lines are new as well, including the mainsheet, jib sheets, spin sheets, as well as spin halyard and topping lift. Comes with minimum weight 1 piece rudder and aluminum tiller. Boat has new spin turtles from Dieball Sailing, as well as padded hiking straps (3). Comes with a trailer with new tires and electrical. Set of sails could be worked into the deal as well. Dieball Sailing set, 1 season on all 3 sails. Spinnaker is black on top and bottom with green center, cross cut design. Boat is located at Portage Yacht Club in Pinckney, MI. Asking Price: \$3,200. Contact Andy Nixon at (419)466-7220 or via email at andynixon@nationallight.com

Interlake 979 - Excellent boat to race, fun boat to sail. Raced at Hoover Nationals (had to add weight), various Ohio regattas and numerous club races. Light green hull with white deck that is a beauty to behold on the water. Cut down centerboard trunk. Seated deck. Skipper and crew hiking straps. 2 new bailers and jib furler installed in 2006. 2 sets of lightly used North sails (05 & 08) and 1 older set. 4 spinnakers. Spinnaker pole height adjustable from back of centerboard trunk. Additional whisker pole for those who prefer wing on wing sailing downwind. Below deck adjustments (labeled by previous owner) invaluable for crew new to sailing! 2006 Sailors' Tailor mooring cover. 2006 low style trailer modified by Customflex with title and spare tire that allows easy access to rig boat. Boat is located at Leatherlips Yacht Club in Columbus, Ohio. Asking price \$4,200. Contact Mark Ostler at 614-451-7313 or mostler@columbus.rr.com.

Interlake 949 - Boat is 100% ready to sail. Trailer has: TITLE, new tires, new bearings, new lights, new paint, spare tire. Boat has 2 sets of sails, all new standing and running rigging, spinnaker and all gear, compass, anchor and rode, bunk boards for sleeping in the cockpit, assorted spare lines, and PFDS. Two older sets of sails needing some repairs. Boat is located in Oriental, NC! She needs to get back to where people know what an Interlake is! Bring all reasonable offers. . Asking Price: \$2000 Contact Max Kern at (919)360-9886 or via email at maxhkern@gmail.com

Interlake 847 - Includes trailer, 2 sets of sails, one spinnaker. In good condition. Asking \$1,100. Contact John Kellogg @ jkellogg@ymail.com or ph# 614-323-2136.

Interlake 808 - Looking to sell Interlake sailboat, complete with main and jib, mast, retractable keel, rudder, all rigging plus some new and extras, with trailer...ready to sail. Lorain Co Ohio. Asking Price: \$1200 Contact Eric DeArmon at (440)225-3143 or via email at ericdearmon@aol.com

Interlake 664 - Please call if interested in a good condition 18', 1968 Interlake Sailboat. It has two sets of sails and a trailer. Will negotiate on price if necessary... Asking Price: \$1900.00 Contact John Lambert at (419)726-0086 or via email at Goofyirish@yahoo.com

Continued on page 18

Lorain One-Design Regatta

Lorain Sail & Yacht Club

July 14, 2012

Classifieds - continued from page 17

Interlakes	1	2	3	Points	Place
1425	2	1	1	4	1
1402	1	2	6	9	2
1376	4	3	4	11	3
1332	6	4	2	12	4
1424	3	5	5	13	5
972	5	6	3	14	6
1333	7	7	7	21	7
1415	9	9	8	26	8
1248	10	8	9	27	9
766	8	10	DNS	29	10

Interlake 653 - has a white hull/deck, classic seated deck, North mainsail, jib, spinnaker relatively new, second set of sails fairly old, cockpit bailers, kick-up rudder, forestay lever, boom vang, outhaul, internal spinnaker sheeting, crew hiking straps, open floatation, centerboard trunk not cut down, trailer. \$900 For an email list of maladies please request at: rl@chartermi.net . Asking Price: \$900 Contact Midwest Sailing – Pinckney MI Rick is the contact at (734)426-4155 or via email at rl@chartermi.net

Interlake 417 - Completely new deck and centerboard trunk. Hull is professionally faired and finished with interlux epoxy. One set of Quantum sails in very good condition. Pamco trailer. New rudder, and refinished centerboard. All new running rigging. New rudder. Custom boat cover. Boat is in Ann Arbor area. Asking Price: \$2800 Contact Kevin Maki at (734)834-6858 or via email at kjmaki@umich.edu

Interlake 254 - I have spent a great deal of time restoring this boat but it is time to move on. I repainted the hull and deck. Below the waterline is red, above white. The floorboards were just revarnished, and some replaced. With it is the trailer, recently stripped and repainted, with new wheels and hardware. It has an original wood mast and boom, and old but functional sails. Feel free to ask for pictures via email. . Asking Price: \$1500 Contact Matt Haney at or via email at Mjhaney@charter.net

Interlake - I think the boat is a mid 1960s Interlake. The wood is sun baked but useable. Paint is bad. The fiberglass is in good condition. I have two sets of sail. They are old and dirty but useable. I believe the trailer is original. I have a clear Arizona title. No paper work on the boat. In Arizona we do not need any for this boat. Asking Price: \$1,000 Contact Tim Kattau at (602)369-1477 or via email at tigeaka13@cox.net

Interlake – 1971 Hull number to be added when available, solid hull, main, furling jib, working running lights, mooring cover, comes with serviceable trailer, located in Minnesota. Selling due to acquisition of two boats at once and one has to go :(Call for details. Asking Price: \$1,250.00 Contact Aaron Barnard at (612)987-1060 or via email at barnard1995@comcast.net

Used 2011 North AP Interlake Main & Jib – very good condition. Always rolled and stored indoors. Purchased just prior to the 2011 Nationals. Asking Price: \$1,100 Contact Jim Ward via email at jimward7@hotmail.com

2008 Quantum Kite – good shape. White and green star cut. Asking \$450. Contact Jim Ward via email at jimward7@hotmail.com

Greiner Sails – Used Main and Jib. Set is good for just sailing around and or practicing, price negotiable. Asking price: \$100.00 Contact Colin Freeman at (419)480-7478 or via email at cf03sj@hotmail.com

Wanted – Wanted to buy used **Full Skirted Mooring Cover**. Cosmetics are not the preference, functionality and durability is. I need a decent waterproof cover for dry dock storage at the club. Let's make a deal, pricing TBD. Contact Mark Presley, mpresley46@yahoo.com or cell 614 783 7091.

Deck Only – I believe this is an early 60's deck, and it comes from an otherwise damaged hull purchased from the Pinckney Yacht Club several years back. The deck is very much used, but cleans up nicely nonetheless. Photos available with your email address. Asking Price: \$150.00 Contact David Marty at (517)898-2921 or via email at david.marty59@gmail.com



Tom (or Tim?) Marriott waiting to sail at Nationals



This newsletter can't
happen without your help!

Next Deadline – October 15, 2012

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

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Classified Ads:

Interlake 1333 - Excellent condition, fully race rigged. Racing deck, floatation, new furler, and more. Fully skirted Sailor's Tailor top boat cover and bottom cover. Maroon bottom, beige deck. I have 4 suits of sails, one suit is only 1/2 season. I am ordering a new boat, so wish to sell this one. I can negotiate the price if buyer seeks less equipment, or needs winter storage. Boat is in Akron, Ohio, but I plan to travel this fall, so it could be seen at regattas or on the way to and from. Asking \$ 5,500. Bill Sanderson, 330-388-9894. Give me a call and we can talk.
gettingthewildernessinyou@gmail.com

Interlake 1330 - Excellent condition white hull and deck with traditional seating and enclosed floatation. Two sets of sails Dieball and older North and along with Dieball spinnaker. Bailers internal adjustments on fore deck and traveler on seat. Two boat covers, trailer with new lights and tires plus spare. Call for pictures. Boat located at Mohican Sailing Club Mansfield Ohio. Asking Price: \$3,500.00 Contact Gary Rickel at (330)607-5251 or via email at gary.rickel@cbre.com

Interlake 1184 - Built in 1979 Interlake, light green hull, molded seats, cut down centerboard with stainless board, Lots of new hardware! 2 sets of North Sails (1 good, 1 barely used), Nice Trailer, Overall really nice boat for the age, we just don't have the time to use it as much as it deserves. Currently stored in barn at our farm in North Central Ohio.. Asking Price: \$3000.00 Contact Ben Sippel at or via email at sippelfamilyfarm@brightchoice.net

Interlake 1164 - with good trailer with spare, two sets of sails, spinnaker and boat cover. Ready to race. Asking price \$2,750 Hoover Sailing Club. Contact Sara Purcell, Bexley OH sara@reaganpurcell.com

Interlake 1151 - Built in 1978. Comes with main, jib and spinnaker. Also has an extra set of sails. New boat cover. New floor. Setup to be rig race prep. Old price \$3,200. New asking price \$2,900. Boat is located in Dublin, OH. Contact Joe McHenry at email address: mcraceinc@aol.com

Interlake 1136 - In good shape with two sets of sails and includes a trailer. Boat is located Portage Lakes Yacht Club in Ohio. Asking Price is \$2,000. Contact James Frye at 330-836-1458 or via email at thefryehouse@sbcglobal.net.

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

Continued on page 17

FASTEST

2012 Nationals ... 1,3,5,7,9

Chief's Regatta ... 1,2,4,5

Sandusky ... 1,2,3,5,6

FALL
SAVINGS
STARTS
SEPTEMBER 15



Congrats Jim Ward and Jay Mueller for winning the Nationals... powered by North's new VII Radial designs!

Learn more about the new VII Radial designs! Give our Interlake experts a call today!

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Brad Balmert (440) 670-5065

onedesign.com

Photo Jenny Everson



One Design

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