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Intercom

Official Newsletter of the Interlake Sailing Class Association



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November 2013



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From the President

By Steve Aspery, Interlake #1402



Wait... What???

Most of you were expecting to see Fritz Everson writing this article. Fritz served the class as VP last year and was elected President this year but he has resigned due to time conflicts. We thank Fritz for his time and efforts this past year. The Board of

Directors has elected me to fill the vacancy so here I am. It has been 20 years since I served as President and I am honored to serve again.

So what has changed in the past 20 years other than some of us getting older? The Interlake Class has grown by two fleets, Grand Traverse Yacht Club and The Potomac /Maryland group. Our overall membership is a bit smaller but we have an extremely active travelers' series and some great fleet racing. We have seen a few old friends pass away who are dearly missed, but we also have many new members and many young people joining our ranks. And we still have the best and most dedicated builder who has kept our cost reasonable and our quality high. We have a great boat, a great class, and wonderful members.

There has been much publicity recently about some other classes and their emphasis on youth. The Interlake class is doing better than we may realize. We had two youth teams in the Boat Grant program who were very active and finished every race at Nationals, including the races that many did not. We have several couples in their twenties becoming active in the class, and we have as many or more family teams competing as any other class. 7 of the top 10 teams at nationals had two or more family members on their team. This has always been typical of our class and it is part of what makes us so strong and has kept the Interlake successful for almost 80 years.

The more interesting question to me is where are we going? The sport of sailing, as well as the Interlake class, faces increased competition for everyone's recreation time. There are more options available, we're working longer hours, our kids' activities demand more time, and for many it is too easy to park in front of the TV. I realize that I am preaching to the choir on this subject. If you are reading this you are already interested and active in sailing. We need to spread the word to our friends and families. Sailing is a sport that involves husbands and wives, kids and grandparents. It gets us outside and provides us a great excuse to see good friends and have social gatherings. We

can compete for a lifetime and test and improve ourselves physically and mentally. And it's just plain fun.

Your Interlake class is working to spread the word about sailing and the Interlake. We're using the website, the Interlake Boat Grant program, and publicity wherever we can get it. But the reality is that most people get into sailing because a friend invited them out to sail one day or because their parents or their family members sail. Invite someone to sail. Invite them to your fleet party. Show your friends what we really do on the weekends. Take your kids sailing, be willing to sail at their level to get them involved. Don't just drop them off at junior sailing, take them out with you.

I am looking forward to another great year of sailing and to working with our volunteers on the Board of Directors. Please thank them for their efforts whenever you can. They are working to ensure a strong future for our sport and our class.

See you on the water!

What's Inside

3 From the President

Feature

4 - 5 What I Did with my Winter Vacation

Tips and Techniques

6 - 8 Psychological Advice for Racing Sailors

Class News

9 - 10 Hot-to-Trot Regatta

10 Clark Lake Fall Regatta

11 Haphazard Regatta

11 Fall Blowout Results

11 Buckeye Lake Result

12 Poltergeist Regatta

13 Revitalizing Sailing – US Sailing Report

14 ISCA Board of Directors Meeting

15 Classifieds

15 ISCA Officers and Fleet Captains

Cover photos:

- Bob and Betsy Bradley lead the pack at Clark Lake – photo by Natalie Hill
- Clark Lake backdrop – photo by Mike Sharkey, Shannon Shank, or Uncle Al (?)

Intercom Feature

What I Did with my Winter Vacation

By Tom Humphrey, ISCA Secretary, Interlake #1417



The race committee set the line based on the forecast, which was breeze from the Southwest, around 225 on the compass. But as it has filled in, the breeze has moved left, and is sitting at 220 or even left of that as the one minute warning comes. I usually favor the pin end for clear air, and usually it is relatively uncrowded there as these races are short beats with a distinct Starboard advantage, but this breeze has given a lot of boats the same idea. A crowd is piling near the end, too early for there to be room for them all. Experience tells me it is going to be a mess down there.

I luff for a while, throwing away my timed run for the hope of some free space a bit away from the pin and crowd; with twenty seconds to go I sheet in for full power, drive over the German boat pushing me from below, and time the line perfectly. I have a length and a half of space from the next boat down; four of the boats in the pile up at the pin are over. One boat has nailed the start down there -- it is my friend Chris from New Zealand. He wins a lot of races here, so it is no surprise he would be the one to get the pin even in that challenging situation.

The left breeze holds and Chris and I have solid speed. He isn't trying to pinch me off, but foot for speed. Racing the big race: smart. To windward three Brazilians (lots of them here today) have found lanes and are running left with us. Further right, the German I rolled, a Swede, two Americans and several more Brazilians who got buried up the line have taken the long port tack. They are riding the lift and I'm on the header,

at least according to the weather report, but with less than a mile to go to the windward mark, I have to feel good with my spot.

The layline is approaching fast and Chris is starting the squeeze so he doesn't have to take my stern to get back to the mark. I'm squeezing up too to keep him trapped, but the wind goes even further left and it becomes impossible to stay where I am. Quickly, two of the three Brazilians react to the shift, and tack to port; I think I have enough leverage with this far left shift to cross the third Brazilian. I take the chance, tacking just where I think the layline would be given the upwind current. Chris follows soon after me,



Continued on page 5

but he is overstood. The cross with the last Brazilian is close, but after a nervous moment or two, I am past him and cruising the port layline in a hard lefty. Chris will fall down into me eventually, and I will have the weather mark first. Looking good.

But it doesn't last. The weatherman, curses, was right all along. The true wind direction comes back to 220 and I know what is coming. Soon we see 224, 227, 230 and now those guys who took everyone's stern are looking very good out to the right. And with Chris and I no longer on the layline, and in the worst possible spot of the entire fleet, we start to shoot the breeze. Me: "Oh boy Chris, seen this story before." Chris: "LOL at least you aren't the furthest one out here." Me: "Get ready for a lot of stinging...." The fleet comes back and Chris and I are taking lots of sterns of boats with red-colored names. Well below the mid-fleet. And, insult to injury, when I tack at the starboard layline, Chris is able to execute a leebow just below me on the starboard layline and round ahead of me. Well, lesson learned; ignore the weatherman at your peril.... now to try to dig through on the run.....



The winter is long in Ohio and Indiana, and even longer in Michigan. But the racing will be on every day, on Virtual Skipper. Yes, you'll have to learn how to work the program, and learn the boat speed tricks to go fast. More potentially troublesome, you'll lose a bit of moral authority trying to get your kids off the XBOX. But you'll have opponents to race every day, most of them from other countries: Australia, New Zealand, Brazil, Europe. You'll stay sharp and have lots of fun.

Truth told, the simulation deviates from reality in a few ways: here's the main one: there is no "private wind" on Virtual Skipper. As I have re-learned many times over this past year, on the lakes and bays we sail, all of the wind is private. Virtual Skipper has wide current variation, but as to wind, it is an even platform -- but in some ways that is better for learning strategic theory. The other main difference is clearly a positive: Virtual Skipper knows the rules as well as anyone on the water; right of way situations are called as they occur by a virtual referee, telling you with color coding which boat has the right of way, and issuing penalties spontaneously to offenders. I never knew the rule numbers until I was taught them by Virtual Skipper.

Give it a try at virtualskipper.com; you'll have access to sailboat racing, or a close facsimile, all winter. Look for the black boat from Ohio named Patronus. I'll be the one in front when the wind goes left...



Photos from Poltergeist Regatta, taken by Bill Mullineaux

Intercom Tips and Techniques

Psychological Advice for Racing Sailors

Dr. Jerry May, one of America's most respected sports psychologists, shares his insights on how you can improve your performance and have more fun too. Reprinted from a Speed & Smarts interview by David Dellenbaugh on www.cleverpig.org.

Speed & Smarts: From a psychological point of view, what are the tough challenges that sailors face when competing in their sport?

Jerry May: One of the main issues is setting goals. You need to ask yourself what is your motivation for being out there – is it to play and have fun? Is it to master a skill? Is it to compete at a higher level? Without a sense of purpose, most athletes will feel unfulfilled.

Another problem for sailors is knowing how to prepare themselves mentally. How do you stay in focus? How do you get “up” for a race without getting too tense or anxious?

Those are good questions. How would you answer them?

Well, we know that an athlete who is under-motivated will tend not to perform well. Similarly, an athlete who is over-aroused and trying too hard won't perform as well either. By arousal I mean stress, excitement, anxiety, motivation . . . perhaps all of these things mixed together. It's important to have a certain minimum amount of arousal or you will be uninterested. But you don't want too much or you'll get too wound up.

It's the task of each athlete to understand what is their best motivational level. Somewhere in the middle range, arousal can be experienced as a flow where everything is in sync. When they experience this automatic sensation, I recommend to athletes that they periodically stop and try to recognize how they developed that experience.

Let me ask about a specific example. What can you do when you're so nervous before a race that your stomach is turning over?

Competitive people are going to feel anxiety on the day of competition, and in fact, this may actually help them get up to the optimum arousal level. So you don't necessarily want to eliminate it. Accept that this is how you get ready for a race.

However, if you feel the amount of arousal is interfering with your performance – for example, you can't concentrate on getting your boat ready, or you're much too tense and tight on the starting line – then you need to do something.

What we teach athletes to do is first to identify it,



and then choose one of several coping methods. One technique is simple relaxation, which requires teaching the body how to relax. Most of us have spent a lot of time teaching our bodies how to be tense. But when we say to the body “Relax,” that's not something most of us have learned. What we can do is train the brain to tell the muscles to relax. There are many books and tapes about relaxation techniques. They do work, and it is possible to learn how to relax. The goal is to practice relaxing so you are able to calm yourself down to the appropriate level.

So the idea is to control your psychological state, rather than be at the mercy of your feelings?

Yes, exactly. In fact, most of what we teach in sports psychology is self-control techniques. You can't control things like the wind, but you can control how you prepare to handle the wind. The idea is to be prepared as much as possible in the areas where you have control. And you must realize that the joy of sport comes from having a certain balance between things you can and can't control.

Every sport is result-oriented. In other words, you measure your success with results. The problem is that human brains have the unique capacity to look way into the future and way into the past. That's usually

Continued on page 7

good, except if we're on the race course and the only thing we care about is results, then we're not paying attention to the tasks at hand.

At every level, athletes need to keep their ultimate goals in mind, but they have to focus on immediate tasks. If you master each small task, then you will get to your bigger goal. We all know this intellectually, but we forget it, especially in a complex sport like sailing.



I'm Good Enough, I'm Smart Enough, and Doggone It, People Like Me!: Daily Affirmations With Stuart Smalley

What should you do when you feel, "I'm not good enough"?

If you only think you're good when you get a good result, you're in trouble because you have to wait for the result before you can feel good about yourself. What I try to do is get people to pay attention to the little improvements, and then the bigger result comes. I've coached athletes who are ranked third in the world, yet think they are worthless unless they're number one.

Sailing is a sport for perfectionists, and perfectionists rarely are satisfied. It would be very difficult, if not impossible, to sail perfectly. We can strive to do this, but we can't hold up perfection as our measure of whether we are successful or not. When that happens, we question our self-esteem too much.

So what can a sailor do about this?

One technique I use for this is called "Stop – think." This is a three-step process that works when you have a repeated thought such as "I'm not any good." It's a simple conditioning technique. The first thing you do is say "Stop."

The second step is to produce a positive image in your mind of something very peaceful and not related to sailing. For me, it's sitting on my deck in the mountains and smelling the freshness of the air. That

acts as a positive reward for the word stop. Third, you get up and do something else. If you repeat this enough, particularly steps one and two, pretty soon the negative thoughts will go away.

What is the best way to proceed if you get far behind in a race and you feel very discouraged?

It's important for athletes to be able to recover from what I call "perceived failures." "We'll never catch up" is a perceived failure because you haven't really failed. Competitive athletes tend to get into these feelings a lot, and what we need is ways of coming back from them.

Sailing is a great sport because once you make a mistake you can choose either to stick with that mistake and beat yourself up psychologically or come right back and say, "OK, we're going to hit the next shift right on." The specific task is to recover. For example, if you've made a tactical error, correct it and immediately get into the present and do what you need to do. Don't sit in the past. What you need to do is constantly re-focus a little bit ahead of where you are.

One of the ways of doing this is simply focusing on the sensation of speed and sailing. This helps get you out of your head so you aren't thinking about the past. Whenever you're not feeling so great, try to bring the fun back into it.

Do you have any other tips on how competitive sailors can get the most enjoyment while they're racing?

I am now convinced that fun is one of the most critical factors in high-level sports. Fun is a sensation, and it's something you can, and should, practice while you are training. Sometime during your practice sessions just focus on the exhilaration, fun, speed and the feeling of being out on the water. Get in touch with these sensations and feelings. If you don't do this in practice, you won't be able to do it very well in a race.

The other thing is that fun shouldn't come only from sailing. You must do other things for enjoyment. I call this "multi-tracking," and it gives you a source of balance in your life. If you only do one thing, then you'll have very few coping mechanisms that say you're OK. If you look at the best athletes in the world, they usually excel at something besides their main sport.

Do you think it's important to separate your value as a person from your performance as an athlete?

I think athletes are always people first. I'm not sure you can separate them totally, but you need to realize you are not primarily an athlete, you're a person. To be a human being, you need relationships and a sense of purpose. Remember that, for most people, sailing is a

Continued on page 8

recreational sport. It's a way to go out and have fun and let the stresses of the day mellow out a little bit.

What is the best way to view your sailing competitors while racing? Are they your enemy or friend?

That's a good question. I think people have to do what works best for them. One thing for sure is that you don't want to over-focus on your competitors because you have very little control over what they do. Try to concentrate on the areas where you have control, which include your boat and yourself.

Secondly, the enemy analogy doesn't work for me because sailing is not war. You're simply trying to master a skill and get to the finish line as quickly as possible. I prefer a concept that I call "cooperative competitiveness."

This doesn't mean you have to see everyone as friends because you may not be friends. But it realizes that we all learn from each other. Everyone gets better, and still the best end up winning. Sailing has an aura of secretiveness, but this makes people tense and distrustful, plus it discourages learning and fun.

Is it more dangerous to be overconfident or underconfident?

It depends on your personality. Some people work better when they're a little overconfident, while others work better when they're slightly underconfident. But if you're very far in either direction, you're going to have problems. The goal is to have confidence in yourself and to be consistent. In sailing, consistency comes from setting goals, knowing your arousal level, knowing how to come back from perceived failure and controlling the things you can control.

When you're sailing a bigger boat, what are some of the key things you should do to make sure your whole crew gets along well and functions effectively as a team?

Many of the same principles apply, but you also have to do team building. First, you must identify roles for each person. Try to put people in positions where they can use their strengths to advantage.

Second, get people to respect each other's differences. And third, get people to communicate their differences. The ability to resolve conflict is absolutely essential for the health of any team, whether it's a married couple or an America's Cup crew. Our society brings us up with the belief that we shouldn't have conflict. But squelching conflict is the worst thing you can do. Learn to accept it and resolve it.

If you get really mad in the middle of a race, what would you suggest?

Try to calm yourself down, relax and get back

involved in the good sensations of sailing, not the negative ones. If you're angry at yourself, focus on the task at hand. Work on the next task that will get you to the point you need to be at.

Also, it's OK to forgive yourself. A lot of times when we're real competitive we don't do that. But you have to realize that mistakes are inevitable. Imperfection does not mean failure. The best athletes in the world make errors. If you focus on those, you're not going to perform well. You have to pay attention to the times you do well.

Jerry R. May, Ph.D., is a retired clinical psychologist and former Associate Dean for Admissions and Student Affairs and Professor of Psychiatry and Behavioral Sciences at the University of Nevada School of Medicine, Reno.

He served as team sport psychologist for the U.S. Ski Team, the U.S. Olympic Teams during the 1992 XXV Summer Olympic Games in Barcelona, Spain, the U.S Sailing Team (1991-2010), and the U.S. National Soccer Team, including the 1998 World Cup in France.

2014 Interlake Boat Grant Program

Do you know a promising young sailor who would like to sail a competitive Interlake for the 2014 season? The Interlake Boat Grant provides competitive Interlakes for the season along with financial support for regatta fees and expenses.

This is a great opportunity for teams to sail a competitive boat and experience the competition and camaraderie of the Interlake class. Applications are due by March 1, 2014. Go to the Interlake website for applications and more information.

Who should apply? College students, recent graduates, anyone with an interest but without the financial ability to mount a campaign. For more information, go to the website or contact Steve Aspery at saspery@darifill.com.

Steve Aspery Returns to his Favorite Lake In light air, Steve shows why he loves sailing at Portage Lake

August 24, 2013

By Clark Chapin, Interlake 1317, photos by Steve Schewe

Portage Lake has been the site of the Interlake Nationals in 1994 and 2003 and will be again in 2014. Interlakers gathered at Portage Lake on Saturday August 24, for the Portage Yacht Club Hot-to-Trot Regatta, the opportunity to familiarize themselves with Portage Lake, and to enjoy the hospitality of Fleet 22.

Steve Aspery and Mike McClinchie traveled north from Columbus for the event. They had an un-scheduled stop when Steve's vehicle suffered a breakdown early into the trip. Mike and Steve called to make sure that they could still register and then continued.

Bob and Bryan Bradley also made the trip up from the Toledo area as well as Tom and Tim Marriott.



2013 Hot-to-Trot Competitors

Because of a more favorable forecast for the afternoon, racing was delayed. Principle Race Officer and former Interlaker Steve Wiseman got everybody out for the afternoon's event.

The first race was started in very light air and featured a General Recall (In Interlakes? I've never heard of such a thing!).

At the restart, new Interlaker Ken Hopkins with his daughter Rebecca in #1334 escaped from the favored port end and sailed to a (seemingly) comfortable lead. Bob Sagan and Jack Coleman, sailing Jack's #1286, had a fantastic start, but were OCS and had to return, but they clawed their way back to third as they approached the first leeward mark.

At that mark, Brook Smith and Bill O'Donnel in #1380 overtook Sagan who denied that an overlap existed at the three-length zone. Clark Chapin and Mitch Kimball in #1317 rounded inside both of them and Brook circled, costing him two places at least.

PRO Wiseman rotated the course to align with the ever-changing wind and on the second windward leg, Ken and Rebecca overstood the new mark and were

passed by Steve Aspery and Jeff Tyndall in #1402 who held on for the win, followed by Tyler and Felicia Cathey in #1341. After Ken, Bob and Betsy Bradley were 4th.



Ken and Rebecca Hopkins (#1334 but sail number 317) port tacks the fleet at the start of the first race of the 2013 Hot-to-Trot Regatta

The second race also featured large wind shifts during the starting sequence, but this time PYC's Greg Harrison and Elona Van Gent in #1168 were the beneficiaries. They started from the pin end of the starting line and chugged to an early lead that they never relinquished. Steve Aspery and Jeff got out from the pack at the boat and used their boat speed to work into second place for the race. Bob and Betsy Bradley finished third to clinch second place in the regatta. Sagan and Coleman managed a 4th place finish to clinch third place overall. Greg and Elona's win brought them a total of 10.75 points, a mere 0.75 points out of third place.

After the racing, the sailors retired to the park area for various beverages, hors d'oeuvres, salads, desserts, and pulled pork sandwiches provided by Fleet 22.

In addition to the usual trophies, Colleen Hughes won a bottle of wine for travelling the farthest – all the way from New Jersey – to compete and Interlake newcomer Lawrence Davies (#826) and crew Gerry Neumeier (#1120) won a bottle for persevering through the course.

For his services keeping Steve Aspery on the road, Mike McClinchie was awarded the third bottle of wine.

Fleet 22 looks forward to welcoming all of them and many others to the 2014 Nationals next July 18-21.

Hot-to-Trot Results

Rank	Skipper	Crew	Club	Sail No.	Total	Races	
						1	2
1	Steve Aspery	Jeff Tyndall	HSC	1402	2.75	0.75	2
2	Bob Bradley	Betsy Bradley	JRSC	1332	7	4	3
3	Bob Sagan	Jack Coleman	GTYC	1286	10	6	4
4	Greg Harrison	Elona Van Gent	PYC	1168	10.75	10	0.75
5	Bill O'Donnel	Brian Hawkins	PYC	1292	11	5	6
6	Tyler Cathey	Kerry Pebbles	PYC	1341	13	2	11
7	Tom Marriott	Tim Marriott	JRSC	909	13	8	5
8	Clark Chapin	Mitch Kimball	PYC	1317	14	7	7
9	Ken Hopkins	Rebecca Hopkins	PYC	1334	15	3	12
10	Carl Grolle	Carl Grolle, Jr.	PYC	1335	18	9	9
11	Bryan Bradley	Jim Bradley	JRSC	1376	20	12	8
12	Brook Smith	Colleen Hughes	PYC	1380	21	11	10
13	Mike McClinchie	Bill Smith	HSC	1424	26	13	13
14	Lawrence Davies	Gerry Neumeier	PYC	826	28	14	14

Clark Lake Fall Regatta

Clark Lake Yacht Club, Lucas, OH

Sept 21-22, 2013

By Bob Sagan



Photo by Natalie Hill

Clark Lake Michigan, Sept 21-22. With an hour glass shaped lake, the best at-the-club camping in the class and an artisan keg that never did run dry this venue and group "get it." It's all about having fun on the weekend. The RC was spot on. Having good winds helped as Saturday built to the 15-20 range and Sunday saw 8 knots. Plus there was sun on both days. Sprinkle with a generous dose of friendly competition on the water with cut throat "sand table shuffleboard" at the Beach Bar Saturday night and what's there not to love?

Our Interlake fleet was down in numbers but held our own at the party that included four other classes. It was good to meet two new Interlake owners Larry Lowery (and wife) plus Frank. Both picked up Interlakes within the last year. It was good to meet them and see a new husband/wife team making their way around the race course as an "established" hub/wife won the event. Yes, Bob & Betsy Bradley showed that not only do they still "got it" but that they remembered a few "Clark Lake secrets" that they earned during their 30+ years at this regatta. Congrats Bradleys, you deserve it!

Rank	Sail No	Helm/Crew	R1	R2	R3	R4	R5	R6	Total
1	1332	Bob Bradley/Betsy Bradley	1	3	1	1	2	1	9
2	1286	Bob Sagan/Jack Coleman	2	1	2	3	3	2	13
3	909	Tom Marriott/Tim Marriott	3	2	3	2	1	3	14
4	888	Larry Lowry/Julie Lowry	4	5	4	4	5	5	27

Haphazard Regatta

Mohican Sailing Club, Lucas, OH

Sept 7, 2013

By Tom Wills, Fleet Captain, Interlake #902

Nine boats joined us for Mohican Sailing Club's Haphazard Regatta: four from the home fleet and five guests. Skies were sunny with light cloud cover. Light and variable winds were from the SW for the first race and shifted to the West as the day progressed. Winds ranged from 1 to 8 knots. We were able to get four races in with only a brief pause between the 2nd and 3rd race to adjust the course.

Team Zaugg dominated the first two races followed closely by the Jim Ward Team with a second in first race and third in the second race. The Steve Aspery Team not to be out done finished third in the first race and second in the second. Third race more of the same with Aspery in the number one position followed closely by

Zaugg and Ward. At the beginning of the fourth and last race, the standings were Team Zaugg with 4 points, the Aspery team with 6 points and the Ward team with 8 points.

For the fourth and final race all conditions seemed the same except for a slightly lighter wind.

The race began much the same for the first leg, however just after rounding the leeward mark, Zaugg found a little devil on his shoulder whispering in his ear there is wind to the left of the course. Marion is not easily deceived, but we all know we all take bad advice now and then. By the time he recovered and rounded the windward mark he found himself in a position no racer wants, dead last.

The Aspery team heard no such voices and finished in first place followed by the Ward team in second.

Sail No.	Skipper	Crew	Crew	Race 1	Race 2	Race 3	Race 4	Total
1402	Steve Aspery	Jamie Jones		3	2	1	1	7
1425	Jim Ward	Jayme Ward		2	3	3	3	11
1299	Marion Zaugg	Ben Stock	Barb Joudrey	1	1	2	8	12
1178	Mark Boucher	Jim Boucher		5	5	7	2	19
1433	Bill Sanderson	Dennis Osborn		4	7	4	4	19
1316	Stewart Fitzgibbon	Dan Reiber		7	4	6	5	22
766	Tim Parker	Will Parker		6	6	9	6	27
902	Tom Wills	Pete Wills		8	9	5	7	29
799	Ben Terrien	Liz Terrien	Molly Magee	9	8	8	9	34

Fall Blowout Regatta

North Cape YC, LaSalle, MI

Oct 12, 2013

Skipper	Boat	R1	R2	R3	Total	Place
Jim Ward	1425	1	1	1	3	1
Bryan Bradley	1376	3	3	2	8	2
Mackays	473	2	2	6	10	3
Rob Fox	558	4	5	4	13	4
Tom Marriott	909	5	4	5	14	5
Bob Bradley	1332	6	6	3	15	6

George Fisher Snowball Regatta

Buckeye Lake YC, Buckeye Lake, OH

Oct 12, 2013

Skipper	Boat	Place
Bill Sanderson	1433	1

2013 Poltergeist Regatta

Indianapolis Sailing Club, Indianapolis, IN

October 5-6, 2013

By Don Wilson, Interlake #1374

Fleet #28 hosted its annual Poltergeist Regatta on October 5 and 6, 2013. The regatta was attended by eleven Interlakes from five clubs (Hoover, Sandusky, Mohican, Leatherlips and ISC).

As the participants arrived at the Indianapolis Sailing Club a light rain was in the air, but this did not lessen the enthusiasm of the upcoming races. The racers enjoyed the lunch prepared for them by Fleet #28 as they socialized with friends. It was good to meet new friends like Logan Floyd and Dennis Osborn, along with seeing "old" friends like Tim Cullenen. Bruce Tran made the trip over to sail with Tom Humphrey and Team Boucher was also back again this year.

The rain continued for a couple hours, delaying the start one hour. With the wind filling in around 6 MPH and the temperature in the upper 60's, PRO Paul White setup a two lap windward-leeward course. As the day continued, the wind increased nicely to around 10-12 MPH.

As usual the group from Hoover traveled to Indy as a group. This continued on the race course with them dominating the top four spots on the race course. The leader of the group this year was Steve Aspery, with long time crew Jamie Jones and new crew Logan Floyd, winning two of the three races on Saturday and both races on Sunday. Scott Savage, with crew Jeff Jones won the first race on Saturday and finished second overall for the regatta. Team R and Team Three Rivers were only separated by one point after racing on Saturday. Team R sailed just a little bit faster on Sunday to hold onto third place, with Team Three Rivers



finishing fourth. Tom Humphrey and Bruce Tran sailed well with consistent finishes to round out the top five.

Saturday night, after a warm shower, the competitors enjoyed appetizers, our traditional State Fair Pork Chop dinner and desert. Our ISCA Class President, Steve Aspery, then presented those in attendance with a class update.

Sunday morning brought more rain with 6-12 MPH breezes. The early morning breeze was from the east. However, as we prepared to start the second race of the day, the wind rotated 180 degrees. PRO Paul White rotated the course and the rain picked up in intensity. The competitors were asked if they wanted to go in. They did not. We were enjoying the close, competitive racing.

As the boats were being put away, hot chili was being prepared for lunch. Following lunch, trophies were presented to the top five finishers, Steve Aspery, Scott Savage, Jeff Clark, Mike McClinchie and Tom Humphrey.

All who attended went away satisfied having sailed five races and having plenty of good food. We missed all those who could not make it this year and a hope to see all of you next year. For more details of the racing, check out the ISCA webpage to see sailing tracks provided by Tom Humphrey's GPS trackers.

RANK	BOAT	SKIPPER & CREW	CLUB	R1	R2	R3	R4	R5	TOTAL
1	1402	Steve Aspery Jamie Jones & Logan Floyd	HOOVER	2	1	1	1	1	6
2	1340	Scott Savage & Jeff Jones	HOOVER	1	3	2	2	5	13
3	1370	Jeff Clark & Tim Cullenen	HOOVER	3	4	3	3	2	15
4	1424	Mike McClinchie & Bill Smith	HOOVER	5	2	4	4	3	18
5	1417	Tom Humphrey & Bruce Tran	SANDUSKY	4	6	8	5	4	27
6	1374	Don & Tim Wilson & Matt Stall	INDY	7	5	6	7	7	32
7	1433	Bill Sanderson & Dennis Osborn	MOHICAN	6	8	7	8	6	35
8	1178	Mark & Jim Boucher	LEATHERLIPS	9	7	5	9	9	39
9	1360	Thane Morgan, Terry M., Katie B., & Joe N.	INDY	11	10	10	6	8	45
10	1313	Hans Haupt & Jo Delano	INDY	8	9	DNC	DNC	DNC	53
11	1307	John Nagle & Ros Lim	INDY	10	11	9	DNC	DNC	54

DNC = Did Not Compete

* * 12 12 12

Revitalizing Sailing

US Sailing Annual Meeting at Captiva Island, FL



By Clark Chapin, ISCA Representative to the One-Design Class Association Committee

The US Sailing Annual Meeting was held in Captiva Island, near Ft. Meyers, FL October 17-19. Clark

Chapin and Steve Harris were two Interlakers who attended.

Brainstorming

The meeting began by breaking the attendees into three groups, each tasked with answering one of three questions:

- How can US Sailing support local sailing organizations?
- How can US Sailing grow the number of sailors?
- How can US Sailing improve the safety of our sport?

Awards

The Nathanael Herreshoff Award, US SAILING's highest award for service to the sport, was given to Dave Irish from Harbor Springs, MI. Dave is a past president of US Sailing.

The St. Petersburg Trophy was presented to Sandusky Sailing Club for the 2013 Thistle Nationals. Kathy Vanderhorst was there to accept the trophy for the Club in place of her husband, Surge.

Sailing Leadership Forum 2014

The National Sailing Program Symposium, One-Design Symposium, and the Yacht Club Summit will all be combined into a single even at the San Diego Hilton Resort on February 6-8, 2014.

The Leadership Forum will consist of three days of keynote speakers, presentations, seminars, panel discussions, and break-out sessions that are designed to provide attendees with a fresh perspective and new ideas on how to strengthen and grow sailing at all levels.

Membership

At the end of September, membership was 43,281 which was a 3% increase over last year. The new Membership Director, Georgia McDonald, has revised the renewal process to eliminate redundancy and form letters that, in some usages, were totally inappropriate.

A major focus on membership will be attracting and retaining sailors who are not (and have no interest in becoming) racing sailors.

Financial Status

The organization is on track to register a small surplus this year. A new auditor has imposed different methods of tracking income and expenditures which has had the effect of making the budget performance look

worse than 2012, but when using the "old" method for both years, there is a small surplus developing.

Race Administration

1,212 people hold certificates as Race Officers, Judges, and Umpires, up 2%.

- 41 Race Management Seminars held
- 14 Judges Seminars held
- 18 Appeals to RSA Appeal Committees
- 12 Appeals to the US Sailing Appeal Committee

Championships

The Mallory Cup, previously awarded to the winner of the Men's Sailing Championship, is being re-vamped to the winner on an Adult Sailing Championship that will allow men and women to

compete together.

Experimental Racing Rules

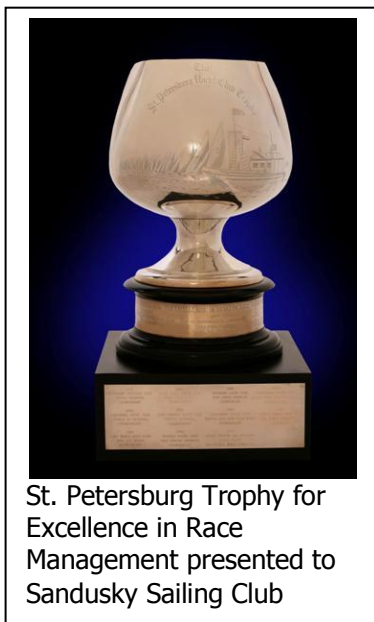
The Racing Rules of Sailing allow for local clubs or events to experiment with the racing rules, even very basic ones. A non-local event, however, requires the approval of US Sailing. At this meeting, a procedure was established to grant those approvals, but for any such experiment, the new rule must be printed in both the Notice of Race and the Sailing Instructions.

Elections

Tom Hubbell, a Thistle sailor from Hoover Sailing Club in Columbus was re-elected as President. Maureen McKinnon, a Paralympic medalist, was re-elected to the board and two new faces, Sheila McCurdy and Steve Benjamin were elected as well. Bruce Burton from Grosse Pointe Farms, MI, was selected by the Board to be Vice President

2014 Annual Meeting

The 2014 Annual Meeting will be held October 23-25, at the Hilton Hotel in Milwaukee, WI.



St. Petersburg Trophy for Excellence in Race Management presented to Sandusky Sailing Club

ISCA Board of Directors Meeting Saturday, October 5, 2013 Indianapolis Sailing Club, Indianapolis, IN

Present: Steve Aspery (President), Tom Humphrey (Secretary/Treasurer), Bill Sanderson (S. Ohio VP), Don Wilson (Indiana/Mid Atlantic VP), Terry Kilpatrick (Customflex), Lisa Aspery (Intercom), Mike McClinchie (Chief Measurer)

Introduction (S. Aspery):

We will use Robert's rules and try to be efficient. Reports need to be succinct: what is important to get a function completed. Many good ideas to undertake, but we need to be efficient to take on new business. We will limit discussion without a motion on a topic.

Secretary/Treasurer (Humphrey):

Account status report: Tom has taken over accounts and Quicken files. Tom has reconciled the annual budget categories used by the class to Quicken categories to permit budgeting through Quicken. Balances as of October 1, 2013 is \$15,840.63 in checking and \$8,930.02 in savings. Going forward the accounts will be managed so that the majority of the ISCA funds are in the savings account in order to maximize the interest earned, although it should be noted the total annual interest income is not likely to exceed \$10/year until interest rates increase.

Marketing (S. Aspery for Sagan):

Hoover 24 hours raised a bit over \$1000 for the Boat Grant, raised over \$6000 for Kobacher.

Expect to roll Boat Grant into ISCA treasury in next 30 days. Looking for applicants for boat grants. Need class' help to get applicants. There has been exposure to college and we expect applications from existing grantees.

Sagan hopes that events remain focused on fun vs. racing.

Builder's report (Kilpatrick):

Slow business; Chapin and Muhn are getting new decks. Lots of used boats being converted by Customflex, on the hope to make a market for new "A" boats.

There has been discussion on what happens to Customflex if anything happens to Terry. Kilpatrick's are contemplating an estate plan. Board and Kilpatrick's will review the existing builder's agreement.

Chief Measurer (McClinchie):

Logging data from nationals into the database. Will need to track down measurement forms.

Has not yet confirmed the measurement committee members. Will do so before Winter meeting.

Intercom (L. Aspery):

October 15 deadline for publication in the last Intercom.

Website (McClinchie):

Humphrey now has full web site access. Some ideas are being explored for expansion and modernization of the web site. Anything major would be heard and voted upon by the Board.

Nationals Race Committee (Aspery for Presley):

Project is continuing to form the national race committee.

Historian:

Humphrey remarks that many archival materials from the Secretary, have been delivered to the Historian (Muhn) for handling and/or safekeeping.

Regional VP Reports:

Michigan: No report.

Northern Ohio: No report.

Southern Ohio: No report.

Indiana / Mid-Atlantic: No report.

US Sailing: No report

Old Business:

Motion by Wilson and Sanderson to approve the appointment of Jeff Bodie as Michigan VP. Approved unanimously.

New Business:

Discussed Traverse City bid for 2015 Nationals, moved to table decision on the motion until the Winter meeting, because of the shortness of time.



Save the dates: 2014 Nationals - July 18-21,
2014 at Portage Yacht Club in Pinckney, MI.



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Customflex@yahoo.com

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Classified Ads:

Interlake 1257 – Good condition, used sails, seated deck with built in flotation, spinnaker rig and pole, with trailer, located in Toledo, Ohio, e-mail if interested. Asking Price: \$3,500.00 Contact Renata DeLaney at or via email at renata_delaney@ownes.edu

Interlake 1006 – Built in year 1974, white hull/deck, classic seated deck, cut down centerboard trunk, North main and jib, Doyle main, jib and spinnaker, mostly Harken blocks, 6:1 boom vang, internal spinnaker sheeting, crew hiking straps, classic flotation, cockpit cover, galvanized trailer with parking jack. For a list of maladies please email. Asking price: \$950 Contact Midwest Sailing, Rick at (734)426-4155 or via email at rl@chartermi.net

Interlake 919 – Being sold by Sandusky Learn to sail. This is a past national championship winner and comes on a Nickels trailer. If you want a better price, we can put it on another trailer. Give me a call and we'll work out a deal. Comes complete with a cover. \$3500 firm with trailer or negotiable with another trailer. Deck needs some work. Asking Price: \$3500 Contact Surge Vanderhorst at (440) 241-6895 or via email at sjvanderhorst@gmail.com

Interlake 608 – Race rigged (completely re-rigged in 2013), 2 sets of sails, cut down trunk, kick up rudder, cockpit cover, medium blue, seated deck. Available for viewing at Hoover Sailing Club (Columbus, OH). Pictures on request. Asking

Price: \$2750 Contact Jamie Jones at (614) 216-2679 or via email at jjone45@columbus.rr.com

Interlake 592 - This is a boat that was donated to Sandusky learn to sail. It has rigging and brand new deck. All you need to do is install it and you have a great boat. Boat comes with new deck, hull, flotation bags, and everything you need to go sailing. The sails are average club racing sails and the trailer is a white steel trailer. \$2500 OBO. Contact Surge Vanderhorst at (440)241-6895 or via email at sjvanderhorst@gmail.com

Interlake 382 - No core - being sold by Sandusky Learn to sail. The boat was donated and will be a great boat with a little TLC. Needs upwind sails but has a spinnaker. Boat has floorboards and elvstrom bailer. Asking Price: \$1500 Contact Surge Vanderhorst at (440)241-6895 or via email at sjvanderhorst@gmail.com

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

Used Sails – Lightly used (pun intended) Quantum Main and Jib — at 2011 Nationals, at Hoover for 2nd place and Indian Lake 2nd. Asking \$1,000 or best offer. Get it while the getting's good. Fast stuff! Not to be separated, but sold as suit. Feel free to call Craig Tovell (614)783-4383 and/or email c4tovell@aol.com

FASTER BY DESIGN

1st 2012 Nationals || 1st 2013 Midwinters || 2,3,4,5,6,8 2013 Nationals



NORTH SAILS EAST (203) 877-7627
Brian Hayes / Jay Mueller

NORTH SAILS CLEVELAND
Nick Turney (216) 361-2594

onedesign.com

ON THE CIRCUIT

Scott Savage (614) 505-6363

Brad Balmert (440) 670-5065



One Design

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