

The  
**Intercom**

Official Newsletter of the Interlake Sailing Class Association



[www.interlakesailing.org](http://www.interlakesailing.org)

June 2017



*Leatherlips*



*Jolly Roger*



*Sandusky*

***Let's Sail!***



# YOUR GREATEST INTERLAKE SEASON STARTS NOW

**ACT NOW TO HAVE THE FASTEST SAILS  
FOR THE 2017 SEASON.**

Contact the Quantum team to learn more and be sure to ask about fleet deals!

Quantum is committed to helping you sail your Interlake as fast as possible and to make sure you have the most fun doing it.

#### QUANTUM INTERLAKE TEAM

**Allan Terhune**, *Quantum Sails Annapolis*  
[aterhune@quantumsails.com](mailto:aterhune@quantumsails.com)

**Rick Rothenbuhler**, *Quantum Sails Detroit*  
[rickr@quantumsails.com](mailto:rickr@quantumsails.com)

**Ryan Kyle**, *Quantum Sails Sandusky*  
[rkyle@quantumsails.com](mailto:rkyle@quantumsails.com)

**Karl Felger**, *Quantum Sails Cleveland*  
[kfelger@quantumsails.com](mailto:kfelger@quantumsails.com)

#### NEED HELP ON THE CIRCUIT?

Quantum Reps are normally at all major Interlake events, but if not, feel free to contact Scott Savage or Bob Sagan with anything you need.



# From the President

By Jeff Clark, Interlake #1370



Who helped you find an Interlake this year, gave you advice that improved your racing, stood ready to crew for anyone at any time, build your fleet's membership, or otherwise made themselves a credit to Interlake sailing this year? While they are probably

satisfied with that beer you gave them in thanks, there is another level of recognition for the most helpful and diligent among us – the Interlaker of the Year award.

If you would like to nominate someone, please send me an email at [jeffc1370@yahoo.com](mailto:jeffc1370@yahoo.com). Give me enough details to understand why you think this person deserves the award, and feel free to run on at length if you have a poignant or funny story to support your pitch. The award will be presented at the Nationals banquet in Lorain.

Speaking of Lorain, it's time to sign up your team for big fun on big water! LS&YC is working hard towards a first-class National Championship for us on July 26-29 (measurement starting July 25). There is a late fee for registrations postmarked after June 30, so register now (and remind your friends to get in by the 30<sup>th</sup> as well).

See you on the water!

## George Fisher Memorial Regatta

**New Date: June 24-25, 2017**

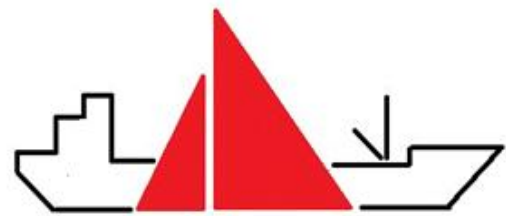
Hoover Sailing Club, 4250 Smothers Rd,  
Westerville, OH 43081

### Questions? Need Housing? Babysitting?

Housing and babysitting only available if requested in advance, on-site camping available

Contact Rob Frink [rf-temp@hotmail.com](mailto:rf-temp@hotmail.com)  
614-562-4405

NOTE: the bridge to the club is currently under construction and may still be unusable at the time of the regatta. Detours are well marked and are detailed at [www.hooversailingclub.com](http://www.hooversailingclub.com)



INTERLAKE NATIONALS 2017  
LORAIN SAILING AND YACHT CLUB

## SAVE THESE DATES

**JULY 15** Lorain One Design Regatta

**JULY 26** Woman's & Junior Nationals

**JULY 27-29** Nationals

COME TO THE LORAIN ONE DESIGN REGATTA -  
GET MEASURED AND LEAVE YOUR  
BOAT FOR NATIONALS

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*Leatherlips* photo by Dick Harmon

*Jolly Roger* photo by Gary Thomas

*Sandusky* photo by Terry Parker

## 2017 Interlake Nationals at Lorain Sailing and Yacht Club

### Lodging Options

**BED AND BREAKFAST** through Airbnb.com

- Single room with private bathroom \$50
- Entire lake front home within walking distance to club. Accommodate up to 8. \$160 plus
- Downtown Lorain, Gardens of Charleston. A few blocks from club. Accommodate 6. \$159

**ALL HOTELS 15 – 25 MINUTE DRIVE FROM CLUB  
Listed Lowest to Highest**

- Econo Lodge, 523 Griswold Rd, Elyria, OH 44035 (440) 324-3911
- Motel 6, 1704 N. Leavitt Rd, Amherst, OH 44001 (440) 988 3266
- Quality Inn, 739 Leona St., Elyria, OH 44035 (440) 324-7676
- Red Roof Inn, 621 Midway Blvd., Elyria, OH 44035 (440) 324 4444
- Best Western, 636 Griswold Rd., Elyria, OH 44035 (440) 324 5050
- Cambria Hotel & Suites, 35600 Detroit Rd., Avon, OH 44011 (440) 695 1270
- **MARRIOTT INN, 33040-33572, JUST IMAGINE DR., AVON, OH 44011 (440) 937-0909**

*For pricing listed below reference “2017 Interlake nationals”*

**STUDIO SUITE \$139, 1 BEDROOM SUITE \$149 -  
MUST BOOK BEFORE 6/26/17**

- Homewood Inn and Suites, 4930 Transportation Dr., Village of Sheffield, OH 44054 (440) 695-0735
- Hampton, 1795 Lorain Blvd., Elyria, OH 44036 (440) 324 7755

Some **housing with LSYC members** at homes and on boats may be available. Call Tim Parker at (440) 263 4365.

### Local Entertainment for Non-Sailing Visitors

From closest to farthest :

**Lakeview Park:** Huge manicured beach, fabulous rose garden, Orchid Café, playground; 440-244-1193

**Kayak & Paddleboard Rentals:** LOCO YAKS, 440-308-7296

**Aloha SUP** by Wheel House at Spitzer South, 440-774-2000

Lorain Port Authority, **Black River Boat Tour:** 440-204-2269

**Tom Petty Tribute Band:** Friday night, July 28 at 6 pm at Black River Landing, \$5 per person, Food trucks

**French Creek Nature Center:**, indoor playground, walking trails, 4530 Colorado Avenue, 440-949-5200; 10 am to 4:30 pm

**Wineries:**

- John Christ Winery, 32421 Walker Road, Avon Lake, 440-933-9672;
- Klingshirm Winery, 33050 Webber Road, Avon Lake, 440-933-6666

**Avon Antique stores:**, on State Route 254, between Stoney Ridge Road and State Route 83

**Old Vermilion Shops**, west of Lorain, from Vermilion Road west on Liberty Avenue

Hollstein Reservation, **Mercy Recreation Center:** splash pad, inclusive playground, \$2 per person, 47160 Hollstein Drive, Amherst OH 44001; 440-984-3470; 10 am to dusk

**Rock Hall of Fame:** Cleveland: 1100 E 9<sup>th</sup>, 10-5:30; 216-781-7625

**Cleveland Zoo:** 3900 Wildlife Way, Cleveland 44109; 10 am – 5 pm; 216-661-6500



**Interlake Sailing Class 2017 National Championship Regatta**  
**Including Women's, Juniors & Masters Championships**  
**July 26-29 2017**  
**Hosted by Lorain Sailing & Yacht Club, Lorain, Ohio, USA**  
**On the waters of Southern Lake Erie**

## **NOTICE OF RACE**

### **1. RULES**

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS) and the rules of the Interlake Sailing Class Association (ISCA) pertaining to sanctioned events.
- 1.2 Bow numbers will be assigned and provided to each entered boat. They shall be displayed on both sides of the hull as directed by the chief measurer or his designee.
- 1.3 As allowed in #14 of article III Hulls & Spars of the ISCA Specifications, the Race Committee intends to use VHF radios on the race-course to communicate with competitors
- 1.4 The following rules will be changed. These changes will appear in full in the Sailing Instructions. The sailing instructions may change other racing rules.
  - 1.4.1 Rule 61.1(a) is deleted. Protest flags are required for a boat intending to protest.
  - 1.4.2 Rule 61.1 d is added. A boat intending to protest shall inform the Race Committee at its earliest opportunity after the finish of the race and before the next race of the incident, its intention to protest and identify the protestee.
  - 1.4.3 The US Sailing Prescriptions to rules 60 shall not apply

### **2. ADVERTISING**

- 2.1 Competitor advertising will not be allowed on hulls, masts & sails.
- 2.2 Boats may be required to display advertising chosen and supplied by the organizing authority or Lorain Sailing & Yacht Club.

### **3. \*ELIGIBILITY AND ENTRY**

- 3.1 The regatta is open to all boats of the Interlake Sailing Class Association.
  - 3.1.1 All persons who meet the ISCA requirements for sanctioned events contained in Article IV of the ISCA by-laws, who are members of the Interlake Sailing Class Association
  - 3.1.2 The Women's Championship is open to all women skippers. There are no gender restrictions for crew.
  - 3.1.3 The Junior Championship is open to all skippers under the age of 20 years of age on July 27, 2017. There are no age restrictions for crew.
  - 3.1.4 The Master Championship is open to all skippers who are at least 60 years of age on July 26, 2017 years of age. There are no age restrictions for crew.
- 3.2 Eligible competitors may enter by completing the entry form and sending it together with the required fee to:

2017 Interlake Nationals  
c/o Bobby Rhodes  
PO Box 697  
Lorain OH 44052

All entries must be received July 1<sup>st</sup> to avoid a "late" fee.  
Make checks payable to "LSYC."

- 3.3. Entries will be accepted under the following conditions:
  - 3.3.1. Entries for Championship and Challenger Fleets must be received by 5:00 PM on July 1<sup>st</sup>. If received after July 1 or presented at the regatta registration is subject to a \$50 late fee.
  - 3.3.2 The deadline for the presentation of entries at the event for Women and Juniors is 1000 hours on July 26, 2017
  - 3.3.3. Competitors intending to register late are asked to notify the Regatta Committee of their intent prior to their arrival at the event at their first opportunity.
  - 3.3.4 Registration for Championship & Challenger fleets ends `1400 hours.
- 3.4. All entrants must sign a "Waiver of Liability" releasing The Lorain Sailing & Yacht Club and the ISCA from all liability.
- 3.5 This "Waiver of Liability" is included in the entry form. Junior entrants under the age of 18 must also have a parent or legal guardian sign this waiver.

**4. FEES**

4.1 Required Fees are as follows:

National Championship: \$130 USD  
(Non-US Sailing members add \$20)  
Late fee as of July 1: \$50

Junior Championship: \$10

Women's Championship: \$10

Masters Championship: Included in the National Championship Fee

**5. SCHEDULE**

5.1 National Championship: Entrants may register for the Championship or Challenger fleet at their discretion.

Day	Event	Time
Tuesday, July 25	<b>Registration &amp; Measurement</b>	1700-2100 hours
Wednesday, July 26	<b>Registration &amp; Measurement</b>	0900-1400 hours
	<i>(Registration &amp; Measurement for Women's &amp; Junior will close at 1000 hours)</i>	
	<b>Competitors Meeting - Women &amp; Juniors</b>	1000 hours
	<b>First Warning Signal - Women &amp; Juniors</b>	1100 hours
	<b>Competitors Meeting - Nationals &amp; Masters</b>	1600 hours
Thursday, July 27	<b>First Warning Signal - Nationals &amp; Masters</b>	1000 hours
Friday, July 28	<b>First Warning Signal - Nationals &amp; Masters</b>	1000 hours
Saturday, July 29	<b>First Warning Signal - Nationals &amp; Masters</b>	1000 hours
	<i>No warning signal will be made after 1400 hours on Saturday</i>	
	<b>National Awards Presentation and Dinner</b>	After Racing

**6. MEASUREMENTS**

Completion of the measurement forms is a mandatory part of registration and must be completed by 1400 hours on Wednesday July 26. Womens/Juniors series competitors must be completed by the series' competitor's meeting.

**7. SAILING INSTRUCTIONS**

The sailing instructions will be available at the registration desk

**8. VENUE**

Racing will be held in the waters of Southern Lake Erie, off the mouth of the Black River and Lorain, Ohio

**9. THE COURSES**

The courses to be sailed will be in the sailing instructions available at the registration desk

**10. SCORING**

10.1 Women's & Juniors Championship: Up to five (5) races may be attempted. One race is required to be completed to constitute a series.

10.2 A boat's series score shall be the total of her race scores. This changes RRS A2

10.3 For the Championship fleet, eight (8) races are scheduled. Three (3) races constitute a series.

10.4 When fewer than six (6) races have been completed, a boat's series score shall be the total of her races scores. This changes RRS A2.

10.5 Master's Scoring: There will a "Master's Champion" awarded for each fleet. A competitor's Master's" score shall be the same as their fleet score.

**11. SUPPORT BOATS**

Support boats shall be marked with a Blue Flag

**12. BERTHING**

Boats shall be kept in their assigned places while they are in the boat park.

**13. RADIO COMMUNICATION**

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications except as described in 1.3 above. This restriction also applies to mobile telephones.

**14. PRIZES**

Prizes will be awarded as follows:

- Championship Skipper and Championship Crew Perpetual Trophies – awarded to the Skipper & Crew placing 1st in the Championship Fleet.
- Individual trophies to the Skippers & Crews placing 1st through 10th in the Championship Fleet.
- Best First Nationals Award for Skipper & Crew (outside of top awards)
- Challenger Perpetual Trophy – awarded to the Skipper & Crew placing 1st in the Challenger Fleet.
- Individual trophies to the Skippers and Crews placing 1st through 5th in the Challenger Fleet.
- F.K. Holtzman Award – awarded to the fleet with the most participation (not the host fleet)
- Youngest Sailor Award – awarded to the youngest sailor (skipper or crew) sailing in all races in either the Championship or Challenger Fleet.
- Women's/Junior/Masters Perpetual Trophies – awarded to the Skippers & Crews placing 1st in the Women's/Juniors/Masters Championships.
- Individual Trophies awarded to the Skippers and Crews placing 1st through 3rd in the Women's & Juniors.
- Individual Trophies awarded to the 1st place Skipper and Crew of both Master's Divisions

**15. DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. See rule 4 (of the RRS), Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

**16. INSURANCE**

Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of \$100,000 per incident or the equivalent.

**17. FURTHER INFORMATION**

For further information, please visit the 2017 Interlake Nationals Website at: <http://interlakesailing.org/racing/nationals/> or contact: Tim Parker at [timdarker1@yahoo.com](mailto:timdarker1@yahoo.com) or on cell at: 440-263-4365



LSYC photos from 2008 Interlake Nationals

# Intercom Tips and Techniques

## Tacking Tips

<http://www.ussailing.org/tacking-tips-part-i-the-turn/> no author listed

As mundane as they may seem, good tacks are essential to good racing. Make each tack a little better and you'll save a few boat lengths every race.

Tacks can be divided into two parts: The Turn and The Acceleration. Surprisingly, after The Turn you are ahead in VMG of where you would have been had you not tacked. All the losses due to tacking accrue during the critical second part – The Acceleration.

### Part I - The Turn

We are always ready to tack. Unless we're on the layline, as we complete one tack the expected next maneuver is another tack. As soon as one tack is complete we prepare for the next one.

At "Ready About" do nothing, or at least, as little as possible. If hiked and sitting out board then one crew may need to turn inboard, but is it slow to have the entire crew turn in and stop hiking at "Ready About." This slows the boat going into the tack and the penalty compounds throughout the tack. At "Ready About" you should hike harder as one crew member turns in and prepares for the jib release. At the helm, do NOT wind up (by which I mean, do not bear off onto a close reach) in preparation for tacking. Just keep sailing close hauled.

Before tacking make sure you are not tacking into bad air, and look for a relatively smooth spot to turn in. At "Tacking" lean in to heel the boat into the tack. Now is the time to create weather helm to help the boat steer itself up into the wind with minimum rudder. You can also help by pulling the traveler up as the boat turns into the wind. Use a smooth turn.

The idea is NOT to get from tack to tack as quickly as possible, but to carry as much speed from tack to tack as possible. Too fast a turn and you throw off speed; too slow and you lose momentum. Start with a slow, smooth turn. For a brief moment you will be going almost full speed almost straight upwind. Don't fight that....

Release the jib as it luffs or backs half way across the foredeck. Too early a release and the jib blows out to leeward, making for a slow tack. Too late, and the jib backs against the rig like a huge air brake. Release just as the jib backs so it blows across the bow in one smooth motion.

Two more details:

- 1) No creep: Do not let the jib creep out before the release.
- 2) Full release: When you do release, let the jib run completely so the trimmer on the new side won't be fighting the old sheet.

As the jib is released use a little quicker turn to get through the eye of the wind. Slow the turn as the jib crosses the rig and stop turning the helm before you are

down to course. You do not need to turn the boat all the way through to the new close hauled course; the boat will finish the turn for you. You want to finish the turn a few degrees below your ultimate close hauled course. The lighter the breeze the lower you want to come out of the tack. Perhaps five degrees low of course in light air; three degrees low in moderate breeze; and right to course in heavy air.

Many skippers over steer the end of the turn and then correct back up. Ease through the end of the turn and let the boat finish the turn for you.

In waves or chop a quicker turn is needed, as momentum is lost faster. In waves you want to turn quickly enough so that the wave pushes the bow onto the new tack. Start your turn in a wave trough and turn so your bow passes through the waves as the bow pops up and out of the wave, such that the next wave pushes you onto the new tack. (If you cannot turn through the waves this way then you are sailing in chop....)

Meanwhile, the crew who has leaned in to create helm to start the tack should hike to the (old) windward side until the jib blows through and then spring to the (new) windward side to hike the boat flat as the sails fill on the new tack.

With the main eased a few inches and the jib trimmed a few inches short of full trim, the turn is complete.

### Part II - The Acceleration

A proper turn is just the first part of a tack. Part II – The Acceleration will complete the tack. As noted before, all the losses from tacking accrue during this critical second phase. Typically, (on keelboats) losses are between one and two boat lengths. Our goal is to minimize losses. Coming out of the tack directly to a close hauled course with full trim will leave us with a long slow acceleration and result in losses of two boat lengths or more. Coming out too low, on a close reach, will provide quicker acceleration but at a low angle. The losses from slow speed are reduced here, but losses from poor initial angle take their toll.

The challenge is to strike the best balance to achieve quick acceleration at the most effective angle. The correct angle varies with conditions, with a wider angle required in lighter winds and bigger seas.

The trimmers can help. The jib should be trimmed a few inches short of full trim. As the boat accelerates, the jib trimmer trims in the last few inches, reaching full trim

Note – We found this article on the US Sailing website. Some of the references are not correct for the Interlake, but most of it still applies. – The Editors

*Continued on page 9*



# Lake Sailing Tips

By Richard Feeny, US Sailing Junior National Coach,  
Finger Lakes Junior Laser Champion

## Introduction

The shape of the land to windward of the race course will affect the wind. The first thing to look for is any low area that will let the wind onto the race course. In a flat country with no valleys to funnel the wind, what will affect the wind? There will still be geographic sweet spots, and fairly rhythmic, yet unpredictable, shifts. In shifty conditions you can't be right all the time.

Successful sailors punch out into the first shift, using their speed to stay in the front row half way up a first beat. In shifty conditions the middle of the starting line is usually a good home base. (Until one end is more than 15 degrees favored – then you have to get there). If the oscillations slow down then they become, effectively, persistent shifts.

To be world caliber you need an aggressive starting mode on a lake just as on salt water.

## Geographic Effects

The land upwind of the race course will affect the wind. Trees and man-made features will cause wind shadows and holes, but also will create sweet spots that have more wind, more often, than the rest of the lake. The puffs tend to fan out as they hit the lake. Sail the edges of a fan puff to ride the lifts.

The land can also bend the wind, for example, the wind aligning with streets and buildings which tend to be perpendicular to the shore. Perhaps this is why it usually pays to head towards shore. If one shore is in or near the race course a smart sailor can usually make it pay. It is not as simple as hit the beach, but play lifts and headers on that side. Look for an acceleration of the airflow in a near-shore band, and/or a heading shift on the tack headed most directly toward the shore that permits a boat to shorten its course by tacking to the lifted offshore tack.

Generally, all other things being equal, the friction of a shoreline will bend the gradient wind left in the Northern Hemisphere compared to open water. So if there is a shoreline on the left side of the race course, the left will often (dare I say usually?) pay by providing port tack lifts.

## To chase puffs or not?

The trick is to meet puffs, not chase them. The race is to the mark, so all speed should be directed in that direction. Small detours are permitted to catch or intercept puffs. Try to identify the geographic effects to find the places puffs touch down.

## Conclusion

You will see oscillating, persistent, and geographic wind shifts on lakes, which is why lakes are more fun to sail on than open water.

*Continued from page 8*

as the boat reaches full speed.

Meanwhile, the main should be eased so that the driver can steer the boat down to fully load the jib without fighting the main. If the main is over trimmed, the driver will have to fight weather helm to push the boat down to the jib, which is slow. Ideally, the main sheet will be eased, traveler pulled up to center the boom. As the boat accelerates, the main trimmer should trim to create weather helm to help bring the boat up to the ultimate close hauled course without the driver having to use the helm. As the boat reaches full speed, the main sheet and traveler will be at optimum speed and pointing settings for the prevailing conditions.

The driver should steer the boat to have the jib telltales streaming and the jib fully loaded. It usually pays-off to sail low enough to get the outside jib telltales active (but not stalled). In the vernacular, you want to “press the jib” while accelerating, whereas once you are at full speed you can sail a bit higher and perhaps allow the very luff of the jib to unload.

As the boat resumes optimum close hauled speed and pointing, the tack is complete.

If you are on the layline, now (at full speed) is the time for forward crew to start spinnaker preparations. If time allows, it is much preferred to hike out (or sit still) until the tack is complete and the boat is at full speed before starting spinnaker prep.

If you are not on the layline, then it is time to prep for the next tack. It will be here, sooner or later. Best to be... “Ready About?”



*Rounding the mark at Sandusky – photo by Terry Parker*

# Class News

## The 50<sup>th</sup> Annual Chiefs Regatta

Leatherlips Yacht Club – Powell, OH

May 6 – 7, 2017

By AJ Savage, Interlake #1293



*Interlake trivia time-* Did you know that the Chiefs regatta was the first Interlake exclusive regatta? And did you know the Chiefs was the first Interlake regatta to allow the use of Spinnakers? These were just a handful of the interesting tidbits that Mike Mirarchi entertained the crews of the 19 Interlakes that attended the 50<sup>th</sup> Chiefs Regatta. The regatta is a classic, and the conditions and competitors did their best this year to uphold this image.

Northwest winds plied the waters of O'Shaughnessy Reservoir on both days and met the fleet with blustery conditions that are a signature of Leatherlips in the early spring. The event drew in crews from as far away as Traverse City, Annapolis, Norfolk, and Alexandria, and Fleet 23 was more than happy to host. Several noteworthy sailors were in attendance- Joni Palmer, a LYC native and now Director of U.S. Naval Academy Sailing- Terry Kilpatrick, the builder of almost every boat racing in the event – Clark Chapin, U.S. Sailing Judge and Interlake sailor attending his 44<sup>th</sup> Chiefs- Jim "Doc" Boucher, who raced this year at the age of 91 in his 49<sup>th</sup> Chiefs Regatta!

The Race Committee, led by PRO J.P. Clowes, set up windward-leeward courses and racing commenced on Saturday afternoon with winds of 15 mph, gusting to 28 mph. While the direction gave "steadier than usual" shifts for Leatherlips, the high winds and knockdown gusts quickly took their toll on the fleet. Two boats did not make it to the finish line in the second race, and almost 1/3 of the fleet was at the dock during the third race. The exhausted crews called it a day and retired to the porch for drinks and camaraderie while the ISCA board held the semi-annual meeting in a relaxed atmosphere. A wonderful Italian dinner, cheering on of the Kentucky Derby (Congrats to past ISCA President Gretchen Heinke for picking the winner!) and the aforementioned trivia followed.

Sunday brought slightly less wind, but it was still a workout in the 10-12 mph range with strong gusts. This wind condition brought some better scores to the boats with lighter crews, but with just two more races, the top standings did not change too much. Scott Savage, who had held a three point lead over second place Jeff Clark, extended slightly as the day progressed to secure the victory.

*Continued on page 11*

Sail #	Skipper	Crew	Crew	R 1	R 2	R 3	R 4	R 5	Total
1340	Scott Savage	Dave Alvarado		1	4	1	2	1	9
1370	Jeff Clark	Cara Sanderson Bown	Brian Hoy	3	3	3	10	3	22
1435	Steve Aspery	Matt Savage	Minnow Peck	4	8	8	5	5	30
1332	Bob Bradley	Betsy Bradley	Kevin Bradley	2	20 (DNF)	2	1	6	31
1081	Wes Blazer	Paul McAllister		5	2	20 (DNC)	3	2	32
1439	Joni Palmer	Ray Gauthier		6	5	5	4	12	32
919	Hank Boissoneault	Daniel Olson		8	1	4	9	16	38
1293	A.J. Savage	Jon Bruffy		11	14	11	6	4	46
1276	Jamie Jones	Joe Hurst	Kent Howell	10	12	7	7	11	47
1411	Bob Sagan	Glenn Gordon		9	11	9	11	7	47
681	Doug Savage	Tim Savage		16	9	6	8	14	53
1240	Dick Evans	Carolyn Tanner	Cindy Elmore	7	6	20 (DNC)	14	10	57
1317	Clark Chapin	Chuck White	Tracy Dumas	13	7	13	15	13	61
1382	Mark Presley	Tyler Cullinen	Joe Dumas	14	10	10	16	15	65
1248	Kevin Bracey	Becky Vardian	Ben Terrien	12	13	12	12	18	67
1209	Mike Mirarchi	Kurt Andrews	Don Schregardus	15	16	20 (DNC)	17	9	77
1417	Tom Humphrey	Anne Humphrey		18	20 (DNC)	20 (DNC)	13	8	79
1178	Mark Boucher	Jim "Doc" Boucher		17	15	20 (DNC)	18	17	87
810	Ken Fallon	Mason Mattice		19	17	20 (DNC)	19	19	94

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A heartfelt thanks goes out to all of the visiting boats and to the hard working members of Fleet 23. Special recognition goes to Linda & Mike Mirarchi for all of their hard work organizing the meals and trivia research, Steve Nearing for building the awards, Jan Savage for registration and Kentucky Derby fun, and J.P Clowes, Anne Filbert, and the Race Committee team.

We hope to see everyone next year and look forward to another 50 years celebrating Interlake Sailing!



*Scott Savage/Dave Alvarado and the Bradleys*



*A clean start at the Chief's*



*The Evans family showing great hiking form*



*Chief's photos by Dick Hammon*

## 50 Years of Chief's

By Mike Mirarchi, Interlake #1209

On May 6 and 7, 19 Interlakes sailed at Leatherlips Yacht Club, in Columbus, Ohio at the 50<sup>th</sup> Chief's Regatta. To help celebrate the occasion, I compiled this history and used some highlights for a "Chief's Trivia" game after dinner. A lot of the credit must go to the folks who preserve the history and maintain the communications in my club and our class: Leatherlips Yacht Club Historian Kathy Muenz, Interlake Class Historian Mike Muhn, and Intercom Editor Lisa Aspery.

In the spring of 1968, Fleet 23 decided it was time to organize an Interlake one-design regatta at Leatherlips Yacht Club. They were having difficulty coming up with a name for the regatta, so LYC Race Committee Chairman, Jim Boucher, penciled in a temporary name – the "Interlake Invitational." He also reported that the regatta needed to be moved from May 18-19 to May 11-12 to avoid conflict with Indian Lake "Shakedown Regatta."

By May 6, there was a name! The "Chief's Regatta." According to the story in the "Mainsheet" of Leatherlips, this was the first Interlake one-design regatta (other than the nationals) and also the first Interlake regatta with spinnakers authorized.

Twenty-two boats participated in that first Chief's. There were fifteen from LYC, 2 from Hoover (Cecil Bazley who finished 9<sup>th</sup>, and Jack Casson who was 18<sup>th</sup>) as well as boats from Mansfield, Toledo, Put-in-Bay, Vermillion and Jack Bauer travelled all the way from Detroit! George Newell ran the race committee. Dave White won all three races. In those days that would total only 2 ¼ points! Dave's father, John White was 2<sup>nd</sup> and Jim "Doc" Boucher was 3<sup>rd</sup>.

Dave, George and "Doc" were all at the 50<sup>th</sup> Chief's this May. In fact, Boucher - who sailed with his son, Mark as skipper – was honored as having participated in the most Chief's. It's thought that he has sailed in 49 of the 50 regattas! Clark Chapin, of Portage Yacht Club in Michigan, counted this weekend as his 44<sup>th</sup> Chief's. Thanks to Clark for making all those long trips to Columbus.

At the second Chief's, in 1969, 24 boats sailed. Dave White won again, starting with two bullets, and placing 5<sup>th</sup> in last race. Fred Meno was 2<sup>nd</sup>, finishing right behind Dave in all three races (Think Dave was covering Fred in that last race Sunday morning?).

This was three years before Title IX would be signed into law, but the Chief's saw its first female skipper – Lindsay Clore, the daughter of member Bill Clore. Lindsay was the first of several women skippers who have competed in the regatta, including Gretchen Heinke in the

## DAVE WHITE WINS NATIONALS



National Champ Dave White (left) and crew Dave Chambers (right) accept trophies at Vermillion.

1970's and 80's, current Interlake Women's nationals champion, Carolyn (Evans) Tanner and her sister, Cindy (Evans) Elmore. The highest finish for a woman was 2<sup>nd</sup> in 1981 by Joni Palmer – a product of the Leatherlips Youth Sailing program who has gone on to a distinguished career in sailing as a collegiate All-American and the director of sailing programs at several large yacht clubs and the U.S. Naval Academy.

In 1970 there were 36 boats registered. Dave White, who won three of the first four Chief's had to settle for 2<sup>nd</sup> place this time. The winner was "Mack" McCann from Put-in-Bay. Dave tells me this may have been the only regatta "Mack" won in his life – and he managed it by being the only boat to not capsize in a very windy regatta. In fact, the Chief's was beginning to gain a reputation for challenging weather conditions.

In 1972 forty boats registered, but only 35 sailed on a very windy Saturday. Sunday morning was a drifter until the last leg when the wind came up and, according to the Mainsheet, "telescoped the fleet, with 30 boats finishing within 2 minutes to the consternation of the race committee." Gene Winchester, of Put-In-Bay won the regatta. Dick & Diana Evans were highest finishing LYC boat at 5<sup>th</sup>. The results also show Gary Savage finishing 22<sup>nd</sup>. In a family oriented sport, the Savages will go on to play a large role at Leatherlips and in the Interlake Class.

In 1974, with 44 boats on the starting line, Interlake 1025 (Jellison, PBYC) won the first two races but fell to 15<sup>th</sup> in the last race allowing Dave White to win his fourth Chief's.

In 1976, the winner was Dave Marriott of the Jolly Roger Yacht Club, in Toledo. Gretchen Heinke finished 23<sup>rd</sup>, in addition to being credited in the Mainsheet with "being in charge of just about everything." By this time, Esther Newell had already become indispensable for registration. Esther would continue to be a fixture at the Chief's registration table until her death in 2015.

Continued on page 13

A record 48 boats sailed in the 1979 Chief's! George Fisher, sailing from Buckeye Lake, won his first of fifteen Chief's – including eight in a row from 1983 to 1990. As impressive as that is, the “old master” does not hold either of those records. Scott Savage won his seventeenth this year – including a streak of ten in a row from 2003 to 2012!

George Fisher's son, Greg finished second in that 1979 regatta. The Boucher family had three boats competing: Mark Boucher edged out his father, Jim, for 15<sup>th</sup> while brother Tim was 37<sup>th</sup>. The Bouchers have fielded three boats in the regatta more than once. But, again, that's not a record. In 2011, Gary Savage was joined by sons Scott, A.J. and Doug as the Savages put four boats in the field.

George Fisher's streak of eight consecutive wins began in 1983. During those years he held off challenges from Dave White, Tim Boucher, Tim Parker and Bob Bradley, among others.

In 1989 the tradition of challenging weather at Leatherlips continued with wind, hail and even a snowball fight! In 1990, a heavy rain on Friday was actually welcome as it raised what was a very low water level in the reservoir. George Fisher won with three firsts. Other top finishers included Dick Evans, second; Dave White, third; Marion Zaugg, fourth and Denny Dieball, fifth.



Doc and Mark Boucher in the 2017 Chief's Regatta  
Doc was sailing in his 49<sup>th</sup> Chief's  
Photo by Dick Hammon

According to the Intercom, 1991 regatta chair Gary Savage arranged a perfect weekend for the Chief's with winds 5-10 out of the ESE. His son, Scott, apparently appreciated it, winning his first Chief's Regatta.

However, when the wind blows out of the East, racing on the narrow O'Shaughnessy Reservoir which runs north-to-south is stressful. In 1993, with 37 boats registered, that meant committee boat end congestion, lots of yelling and five recalls in one race!

For many years, Leatherlips' Lightning Fleet 27 ran race committee for the Chief's. In 1995, Tom Varley's race committee introduced sailors to a course with an offset at the windward mark and a gate at the leeward end. The newsletter says that this innovation, designed to ease congestion at mark roundings, was met with “mostly favorable reviews.”

In 1997, perennial winner George Fisher was unceremoniously dumped by high winds as he sailed out for the first start. Racing was postponed for a couple of hours while the winds subsided a bit. George then proceeded to win Saturday's race and both races on Sunday to win the regatta.

The smallest Chief's field ever was in 1998. Eighteen boats competed in the rain. The results look familiar: 1-George Fisher; 2-Scott Savage; 3-Dick Evans; 4-Bob Bradley; 5-Tim Boucher. However, this year may be most remembered for the debut of “Team R”. Jeff Clark, Tim Cullenen, Brian Boelk and a variety of scurvy mates have entertained fellow sailors and challenged Interlake newcomers to “kiss the fish” for years since.

1999 was my first Chief's, sailing with LYC Commodore, Dan Hertzler, a Lightning sailor, serving as my crew.

The early 2000's saw some light air and hot weather drifters. Skip Dieball won in 2001 and Tim Boucher in 2002 – managing to hold off challenges from George Fisher, Steve Aspery and Scott Savage, among others. But in 2003, Scott took control – stringing together that streak of ten consecutive wins until 2013, when Sjoerd-Jan Vanderhorst edged him in a tie-breaker.

In 2015, Tim Boucher, with John Dunham crewing, managed to win the Chief's Regatta without winning a single race! An 8<sup>th</sup> and three 2<sup>nd</sup> place finishes was enough to best 24 boats in light winds. That was Tim's third win. He edged out George Fisher for his first win in 1982. That's a record span of 33 years!

Scott & Rick Savage are back to their winning ways these days, winning the last two Chief's – including the 50<sup>th</sup> this May.

The Chief's Regatta has become a traditional rite of spring as Interlakers shake off the rust and gather in Columbus to kick off the sailing season. Leatherlips Yacht Club is proud to have hosted this event for fifty years and looks forward to doing it for years to come.

# Cattail Regatta

Jolly Roger Sailing Club – Toledo, OH

June 3, 2017

By Ron Gall, Interlake #1325

The Weather Gods looked favorably upon this year's Cattail Regatta. As the week went on, the early forecasts of heavy rain turned to mostly sunny with winds of 5-10 mph. The forecasters eventually got it right and the sailing conditions were perfect (something that I've arranged for over the next several years as well.)

As we have for many years, we were fortunate enough to get a world-class PRO, Barb Shaffer, to be our PRO. The course was beautifully set with long windward-leeward legs that gave all competitors plenty of time to play the shifts.

No one played the shifts better than Brad Balmert. Brad showed the rest of us how it's done by winning all three races, in what looked like easy fashion. The next four spots were very close. Bill Sanderson's relatively slow start in the first race was countered by two second places in the final two races. Kevin Bradley, filling in for his dad, Bob Bradley, finished in a close third. Kevin usually races Thistles, so it was great to see him in an Interlake. Rob Fox and Tom Marriott finishing with almost identical individual race results ended up in a tie, with the tie-breaker going to Rob.

I truly thank, from the bottom of my heart, everyone that participated this year, especially the participants that traveled great distances to be there. The weather forecast is usually ugly each year for this weekend, but the forecast is usually wrong. Jolly Roger Sailing Club is truly a great place to sail. If you missed this year's racing please plan to attend next year. Again, I promise perfect weather!



Brad Balmert #1384



Nice start, Bill! Photos by Gary Thomas



Place	Skipper	Club	Sail #	Race 1	Race 2	Race 3	Total
1	Brad Balmert	SSC	1384	1	1	1	3
2	Bill Sanderson	MSC	1433	7	2	2	11
3	Kevin Bradley	NCYC	1332	4	3	5	12
4	Rob Fox	NCYC	558	8	4	3	15
5	Tom Marriott	JRSC	909	3	5	7	15
6	Mark Presley	HSC	1382	6	7	4	17
7	Jim Bradley	JRSC	1376	5	8	6	19
8	Kevin Bracy	SSC	1248	9	6	8	23
9	Ernie Dieball	NCYC	191	2	DNF	DNS	24
10	Ron Gall	JRSC	1325	10	9	9	28

# SSC One Design Regatta

Sandusky Sailing Club – Sandusky, OH

June 10-11, 2017

By Bernie Ashyk, Regatta Chair

Place	Sail	Crew	Total	R 1	R 2	R 3	R 4	R 5
1	1382	Mark Presley, Todd Tigges, David Smith	9	4	1	1	3	(8/DNF)
2	1384	Brad Balmert, Randy Knilans, Phil Montgomery	11	1	(8/DNF)	8/DNF	1	1
3	1360	Thane Morgan, Ben Terrien	12	(6)	4	4	2	2
4	1433	William Sanderson, Cara Bown, Oliver Davies	15	3	2	2	(8/DNC)	8/DNC
5	1400	Paul McAllister, Will Parker	21	2	3	(8/DNF)	8/DNC	8/DNC
6	766	Tim Parker, Will Parker	24	(8/DNF)	5	3	8/DNC	8/DNC
7	1248	Kevin Bracy, Ron Gall	27	5	6	(8/DNF)	8/DNC	8/DNC

The sailors that attended Sandusky Sailing Club's One Design / TCA Michiana Joint Regatta got their money's worth with sustained breezes of 15-20 and gusts to 25 MPH or more! Seven Interlakes and seven Thistles started the first race Saturday in on schedule. All planned three races were sailed with eight capsizes recorded, all with successful recoveries and the crews continuing to race! Although the sky was sunny and the temperature was 86 degrees, reports were that the water is still cold! Three tired Interlake and two Thistle crews called it quits and came in mid-way thru the third race. The cold drinks and a hearty comfort food dinner complete with root beer floats for dessert refreshed the Fleets and Race Committee.

The Fleet sizes decreased on Sunday morning due to the continued high winds. Two races were sailed in the lumpy East Bay. Three ISCA and four TCA crews proved endurance was the name of the game. Trophies were awarded on the Club's porch with an invitation for all to return next year.

Many thanks to the all the SSC volunteers that made this Regatta happen, those helping were: Race Committee: Jim Keane - PRO, Joyce Keane - Scorer, Terry & Tim Parker, John Hartung, Mike & Judy Muhn, Jay Austin, Ruth Anne Van Fleet, Monty & Susie Kaufman, Mic Kaufman (no relation), Paul Kalister, and Brad Huntley Galley Staff: included Jane Ashyk, John Martin, Chris Malott, Paul McAllister, Dave, Brink, and Tim Kyle taking care post-race hydration at the beverage center.



Mark Presley leading the pack



SSC photos by Terry Parker



#1400

# Very Superstitious: 13 Sailor Superstitions

<http://www.boaterexam.com/blog/2011/07/boater-superstitions.aspx>

Seafaring is one of the world's oldest occupations, so it is only natural that in times where inexplicable events have happened, superstitions have played a major role in providing reasons for their occurrence.

The uncontrollable nature of the sea has given way to many a nautical lore, each one as curious as the next. So plunge in if you dare, and discover 13 common sailor superstitions.

## 1. No Bananas on Board

Aside from their peels causing many comedians to trip and fall down, bananas have long been thought to bring bad luck, especially on ships. At the height of the trading empire between Spain and the Caribbean in the 1700's, most cases of disappearing ships happened to be carrying a cargo of bananas at the time.

Coincidence? Perhaps. Another theory suggests that because bananas spoiled so quickly, transporters had to get to their destination much quicker. Fishermen thus never caught anything while bananas were on board. Another danger caused by monkey's favourite fruit fermenting so quickly, was that in the heat of the storage hull, bananas would produce deadly toxic fumes.

A final theory on the perils of bananas at sea (though there are tons) is that a species of deadly spider would hide inside banana bunches. Their lethal bite caused crewman to die suddenly, heightening the fear that banana cargo was a bad omen.

Many boaters continue to avoid bananas at sea, some even avoiding banana smelling sun tan lotion.



## 2. No Women on Board

Women were said to bring bad luck on board because they distracted the sailors from their sea duties. This kind of behaviour angered the intemperate seas that would take their revenge out on the ship. Funny enough, naked women on board were completely welcome. That's because naked women "calmed the sea". This is why ships' typically had a figure of a topless women perched on the bow of the ship. Her bare breasts "shamed the stormy seas into calm" and her open eyes guided the seamen to safety.



## 3. Son of A Gun

Male children born on the ship were referred to as "son of a gun" because the most convenient place to give birth on deck (if you weren't too afraid of having a woman on board) was on the gun deck. Having a male child on board was a sign of good luck.

## 4. No Whistling on Board

Mariners have long held the belief that whistling or singing into the wind will "whistle up a storm".

## 5. Red Sky At Night...

"Red sky at night, sailor's delight; red sky in the morning, sailors take warning" the old saying goes. A red sunset indicates a beautiful day to come, while a red sunrise indicates rain and bad weather.

## 6. Deathly Lexis

At sea, some words must be strictly avoided to ensure the ship and crew's safe return. These include obvious ones like "drowned" and "goodbye". If someone says "good luck" to you, it is sure to bring about bad luck. The only way to reverse the curse is by drawing blood, so usually a good punch in the nose will do.

*Continued on page 17*



### 7. Beware of the Lurking Shark



A shark following the ship is a sign of inevitable death.

### 8. Welcome the Lurking Dolphins



Dolphins swimming with the ship are seen as a good sign.

### 9. Don't Sail On These Days...

Don't Sail On Thursdays, Fridays, the first Monday in April or the second Monday in August.

- **Fridays:** Fridays have long been considered unlucky days, likely because Jesus Christ was crucified on a Friday.
- **Thursdays:** Thursdays are bad sailing days because that is Thor's day, the god of thunders and storms.
- **First Monday in April:** The first Monday in April is the day Cain slew Abel
- **Second Monday in August:** The second Monday in August is the day the kingdoms of Sodom and Gomorrah were destroyed.

Superstitious sailors believe that the only good day to set sail is Sundays.

### 10. The Pirate's Look, is a Look For Me

A pierced earlobe on a sailor meant that he had

sailed around the world or had crossed the equator. Superstitious sailors wore gold hoop earrings because they believed it brought good fortune. Some believed that the gold possessed magic healing powers or that it served as a protective talisman that would prevent the wearer from drowning.

Tattoos were also seen as lucky. Seafarers would usually tattoo a nautical star on their bodies as the North Star represented a signal that they were nearing home.

Cutting ones hair, nail trimming, and beard shaving were seen as big no-nos.

### 11. Don't Change the Name of the Boat

It's [bad luck to change the name of the boat](#). Boats develop a life and mind of their own once they are named and Christened. If you do rename the boat- you absolutely must have a de-naming ceremony.

This ceremony can be performed by writing the current boat name on a piece of paper, folding the paper and placing it in a wooden box then burning the box. After, scoop up the ashes and throw them into the sea.

### 12. Pay Your Dues



Seamen that hadn't paid their debts were blamed for storms and any other misfortunate events that would occur on the ship.

### 13. Avoid Gingers

Red heads were thought to bring bad luck to a ship if you happened to encounter one before boarding. However, if you speak to the redhead before they get the chance to speak to you, you're saved.

In order not to kill our luck with this post we've added one more superstition...

### Lucky 14: Don't Kill an Albatross

Seabirds were thought to carry the souls of dead sailors and it is considered bad luck to kill one. However, it is considered good luck if you see one.

# Minutes - ISCA Board Meeting

May 6, 2017  
Leatherlips Yacht Club  
Brought to order 11:00 AM

## I. Reports

- a. Secretary / Treasurer Report – Humphrey
  - Balance currently \$27,801, Grant funds \$8,470.36; member dues still coming in
  - Customflex has been paid \$10,000 for tooling. Molds have been brought to Wes Blazer's building
  - 65 Regular members prior to Chiefs.
  - Directory postponed pending racing schedule
  - Will do further membership push in May. (June 1 total 101)
- b. Chief Measurer – Parker  
Proposed amendment for Article 1, Section, see New Business
- c. Intercom – Aspery  
Discussion of possible content. Builder will provide a series of stories relating to specific parts of the boat
- d. National Race Committee – Blazer  
Preparations for Lorain well underway, committee and rescue boats arranged and staffed.
- e. Marketing – Sagan  
Sagan, Aspery will make a proposal for 2017 marketing effort
- f. Builder – Blazer  
Working continuously with Kilpatrick on hull 1441, expected to be racing in Summer of 2017
- g. Historian – Muhn - no report
- h. Regional VPs reports:
  1. Michigan – Bodie - no report
  2. Northern Ohio – Ward - no report
  3. Southern Ohio – Nearing - no report
  4. Indiana / Mid Atlantic – Morgan - no report

*Classifieds continued from page 19*

**Interlake 202** – needs some tlc, all sails in bags, located outside Charlotte, NC. Started out as a project but a divorce got in the way don't have time and would like to find it a decent home other than a dumpster will consider trades. Asking Price: \$750.00 Contact alan doeberl at (704) 622-7978 or via email at adoeberl@gmail.com

**Interlake** – Recently sailed and in very good condition. 2 sets of excellent lightly used North sails, and three spinnakers. Lots of extra hardware and good trailer. Ready to go! Asking Price: \$2000 firm. Contact Lisa Shambaugh at (614) 561-4044 or via email at lisa.shambaugh@gmail.com

**Rudder, boat cover** – Interlake kick-up rudder – good condition, white, \$150.00. Interlake Cockpit cover, blue grey, very good condition, \$150.00. Please contact Pete or Paula Grant - pgrant@bex.net 419-366-8358

**Sails** - 2015 North Jib and Dieball Main. Both are in new condition. Contact Brad Huntley at 440-670-1935 or bhuntley@outlook.com

**Sails, boom, rudder** – I have 4 mains and 2 jibs for sale. The 2 north mains and 2 north jibs are in good condition. The other two mains would be good practice sails. I also have a boom and fiberglass rudder. I am open to any offers. Asking Price: \$100 Contact Jayson miller at (321) 777-7011 or via email at racewk96@aol.com

## II. Old Business:

- New Championship Trophy (Ward / Sagan / Presley)  
Reviewed several proposals, agreed committee would repurpose Midwinters trophy as a new Nationals trophy and propose a new Midwinters trophy.
- Tracker App (Morgan) - No report

## III. New business:

- a. Proposed move of George Fisher regatta to June 24-25 (Clark / Savage)  
Fleet 24 requests to move Fisher regatta to June 24-25. Motion to accept new date seconded. Passed without objection. Notice of Race for Traveler's Series and website calendar will be adjusted appropriately.
- b. Specification change for hull numbering.  
Reviewed proposal to add a sentence to Specification Article 1 Section 3. Motion and second to amend proposed new sentence to read: "In lieu of the above requirement, Coast Guard required hull identification numbers can be permanently attached to the upper right hand corner of the transom and on the forward edge of the centerboard trunk."  
Motion to propose to class at annual meeting, seconded and passed without objection.
- c. Traveler's Series NOR finalization for directory  
Motion to revise NOR to accommodate Fisher regatta change, seconded and passed without objection.  
Email will be sent to advise of the schedule change, registration date for CRW, and membership renewal reminder.

YOU'RE A STAR!



**What's going on in your fleet?**

**Tell us about it!**

**2017 Schedule:**

<i>Deadline:</i>	<i>Publish:</i>
August 15	September 1
October 15	November 1

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

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### Fleet #40 Buckeye Lake

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mtrmdavis@gmail.com

### Builder

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blazerwes@yahoo.com

### Webmaster

## Classified Ads:

**Interlake 1268** – Lightly used and ready to go. Stepped deck. Cut down trunk. Two sets of sails. Light – last time inspected 20 lbs added. Inside winter storage. Good trailer and cover \$3,500. Rob Miller. 614-634-2022. anotherrobmillier@gmail.com

**Interlake 1184** – 1979, Good boat with cut down centerboard, 2 sets of newer lightly used North sails, 3 spinnakers, fixed and kick rudders, good trailer, stored inside, Lots of extra hardware and older cover for dry sailing with mast up. Diagnosed with melanoma and don't see much sailing in my future needs to go to someone who will get more use and enjoyment of a good older boat. Asking Price: \$2000 Contact Ben Sippel at or via email at farmer@sippelfamilyfarm.com

**Interlake 1112** – Year 1977, white hull and deck with long seats – no rear deck, one main, jib and spinnaker, forestay tension lever, Harken mainsheet cleat with ratchet block, classic floatation, classic centerboard trunk, mainsail reefing, paddle, cockpit cover, trailer with parking jack and spare tire \$990 (Summary available upon request). Asking Price: \$990 Contact Rick Lyons via email at rl@chartermi.net

**Interlake 1064** – 1976, tilt trailer, furling jib, floatation tanks, rigged to race. Brand new North Sails main and jib, not used. Spinnaker is not new. \$2,500.00, Karyn Ferraro 440-522-8144

**Interlake 826** – early 1970's, fern green hull/white deck with seats (deck needs fiberglass work), floatation tanks, 2 mainsails, 2 jibs, 1 spinnaker; forestay lever, plated steel

centerboard, cockpit bailers, kick-up rudder assembly, adjustable traveler, 6:1 boom vang, 4:1 Cunningham, 3:1 outhaul, internal spinnaker sheeting, skipper and crew hiking straps, Tee Nee trailer, always dry-sailed on boat lift or trailer, fair condition other than deck. Asking Price: \$850 Contact Rick Lyons via email at rl@chartermi.net

**Interlake 658** – Excellent condition and race ready! Completely restored by Denny Dieball with varnished floorboards, flat deck (no seats), cut down centerboard with new teak, and Lightning style 2 for 1 jib block system. I purchased the boat in 2006 and it has been sailed very little since (moved to Colorado in 2009). Light blue hull with light gray decks. Class legal weight. Air bag floatation (new bags purchased in 2008). Two sets of North Sails in good shape. Brand new Sailors' Tailor hull and mooring cover that has only seen the sun for 3 months – otherwise the boat has been stored inside a heated garage. \$3,000 dollars but will entertain serious inquiries with reasonable offers. Boat is located in Huron, Ohio and can be seen on a moment's notice. Contact Will Kruger at (330) 606-7593 or via email at kruger.will@gmail.com

**Interlake 501** – in Sandusky. Comes with two sets of sails. 100% of sale price goes to the Sandusky Junior Sailing Program. Asking Price: \$1,000.00 Contact Hank Boissoneault at (419) 357-1044 or via email at Sansesupply@aol.com

Continued on page 18



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