

The
Intercom

Official Newsletter of the Interlake Sailing Class Association



www.interlakesailing.org

September 2018



REPEAT – WARD!

Jim Ward repeats as 2018 National Champion



HIT THE WATER FLYING

Quantum not only has a team of expert Interlake sailors, we also have full service lofts where you sail the most. All of this enables our team to make sure you have the best possible experience sailing your Interlake.

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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.

Top photos by Debbie Parker.

From the President

By Terry Kilpatrick



The Interlake Nationals was a success. It takes a lot of people to make it happen. Special thanks to Kevin Bracy, Becky Vardian, the Race Committee, and Edgewater Yacht Club.

Congratulations to Jim and Jayme Ward and Stu Fisher for winning the championship. To Sue McIntyre, Sue Michos, and

Lee Sackett for women's and to masters Pete Frissell and Darrell Peck. It was awesome to have 10 boats for women's. It's always a good time when Interlakers get together.

I am looking forward to serving the class and having a great year. Please do not hesitate to contact me if I can be of help.

Right now I am recovering from knee replacement. The operation was a success and I am looking forward to greatly increased mobility.



Interlakers enjoying the party during Nationals at Edgewater YC.



ISCA President Scott Savage presents the Interlaker of the Year award to Becky Vardian and Kevin Bracy at Nationals.

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Cover photo – Jim Ward 1425 and Bryan Parker 923 leading the pack at Nationals.

*Cover and most Nationals photos in this issue by
Cindy Reville*

See all of her photos at www.celticgirltravels.com

2018 Interlake Nationals

Edgewater Yacht Club

By Jim Ward, Interlake #1425, National Champion

Oh, what an event, the 2018 Interlake Nationals was truly a regatta to remember. Becky Vardian and Kevin Bracy took on the idea of hosting the 2018 Nationals at one of Lake Erie's premier venues, and a yacht club with one of the most active racing schedules on all of the Great Lakes. Edgewater YC has hosted numerous National and World Championship events and is slated to host the upcoming J-70, Star, and Lightning Nationals in the coming years. The idea of holding the Nationals event at Edgewater YC was started two plus years ago, when they attended the Interlake winter meeting to talk up the regatta and provide a presentation on some of their unique ideas to grow the event. Becky wanted to push for a large Women's Nationals event. Her hard work paid off, as ten teams battled for the crown, with the winner being Sue McDowell from EYC. They talked about the importance of bringing on a top-flight PRO and Head Judge and worked to sign PRO Joe Colling and Head Judge David Wilbur on for the event. Their experience and first-hand knowledge of the venue was key, as their job on the water went off without a hitch. They also had great ideas to promote activities after the racing, which would keep all of the teams at the club to enjoy the venue, view, and camaraderie of the class. In my opinion they were extremely successful, as the parties/meals were excellent. I like the "Interlaker of the Day" daily award and hats off to all their hard work and planning.

For this year's event, I was able to race with my good friend Stu Fisher and my wife Jayme. Jayme only raced one race at last year's Nationals, and it was the race with the big breeze, and enormous waves, so she made me promise that she would not be brought on to race only if the conditions were calling for "blowing the snakes out of the grass" conditions. I promised her that this year would be much different, and she would probably only need to minimally hike. Thankfully, the conditions for the first day called for 10-15 out of the NW. As the day went on, the breeze shifted slightly more N, which added a slightly larger wave pattern. We decided on the way out to the race course that we would try to start conservatively in each of the races if possible. We were fortunate to win the first race by a fraction over Team Aspery, who sailed beautifully in the large waves and tricky conditions. It was fun seeing the inland lake sailors doing so well in conditions that many of them rarely see. We had a great day, and were fortunate to win the next two races. I was asked by a few teams after the racing how we set the boat up in the bigger breeze and waves. Here are a couple of things we worked on. As the day went on, the breeze increased slightly for each race. We concentrated on setting the boat up for each of the races a little bit



*Jayme & Jim Ward, Stu Fisher,
and George Ward*

differently, by making small adjustments that would help flatten out the sails a bit, but allow us to keep the jib powered up enough to get through the increasing lump. For example, we adjusted our jib cars back one hole, pulled the traveler down a few inches, went full main Cunningham on all up-winds, and a slightly higher board (1-2 inches) on the up-wind and downwind legs. This is really a matter of preference, as having the board too high, can cause the transom to skid. We did not add any wire tension at all during the first day.

The second day called for lighter breeze in the morning, and slightly building as the day went on. A large rain storm rolled through the area the night before (Lee Sackett took keen advantage of this opportunity to thoroughly rinse his boat, gear and sails by using his cover to keep the asphalt next to his boat dry). After the storm, there was some leftover lump, which made setting the boat up a bit trickier with the waves being larger than the breeze for the first two races. We had a tough first race; we had a poor start, followed by playing the wrong side of the first beat. We worked hard to finish ninth. The next race featured a bit more breeze, and we were fortunate to sail a clean race for a second, crossing the line neck and neck with Lee Sackett (and his freshly rinsed boat). The third race had the largest breeze, and we were fortunate to be one of the three

Continued on page 5

crew teams that benefited as the breeze built a bit. We were thrilled to win the third race, and PRO Joe Colling quickly indicated that the group should stay close, as he wanted to take advantage of the nice conditions and have a fourth race. The last race started out with nice breeze, but went very light at the end. We were fortunate to post a fifth after an ugly first beat where we rounded in the teens. That evening Becky and her team rolled out the red carpet, participants doubled down on hair gel to slick back their hair, Sinatra was piped in, and the group enjoyed a fantastic family style Italian dinner on the patio overlooking the Cleveland skyline. Joe Hurst told stories at high volume, Nate and Bridget Ireland were good sports, as they were introduced to some horrible looking circus peanut/vodka concoction, and many of the teams ate till they could barely stand up, as the food and company was awesome. The evening was capped off as Becky and Kevin were deservedly awarded the Interlaker of the Year Award for all their hard work in putting on a top-shelf event. Scott Savage did a great job of running the no huddle offense, and the National meeting went off without a hitch and in record time.

The last day a front rolled through, and with it came a bit more breeze than they had predicted earlier in the week. Jayme had a prior obligation, so the last day it was just Stu and I to show off our hiking skills. Thankfully I doubled up on the previous evenings' Italian feast, so we were ready for the challenge. The scores were very tight with team Parker, who was having a great regatta. We needed to finish in the top eight if team Parker finished first in order to hold on for the title. The conditions were really nice, with medium size waves, and the breeze was in the 10-15 range. We were a bit too conservative at the start, but halfway up the first beat we were looking strong, until a few larger puffs rolled through the course, which made it a bit tough to hang with the top three-person teams. Team Parker sailed a great race, finishing second to Bill Frissell, who sailed a flawless race. We crossed the line with a pack of boats scoring a seventh. We were fortunate to hold on for the overall title, and were thrilled to be the first recipients of the newly refinished National Championship trophy.

First off, I would like to thank my fantastic crew of Stu and Jayme for racing this year. They did a great job, and we a great time out on the water. A thumbs up to Team Parker for sailing so well, as they were truly deserving to win this year. Hats off to the team at Edgewater YC, PRO Joe Colling and his team, Head Judge David Wilbur, the team who handled the food, and most importantly, a huge thank you to Becky and Kevin for truly raising the bar for future National events, as they truly did a wonderful job. Thank you to Steve and Lisa Aspery for doing such a great job with our newsletter. I look forward to seeing all of you in Indy next year. I am sure Thane and team will do an excellent job!



2nd – Seth, Bryan, and Tiffany Parker



3rd and Masters Champs – Darrell Peck and Peter Frissell



4th – Chris Mallott and Hank Boissoneault



5th – Jay Austin and Ryan Kyle

2018 Interlake Nationals – Championship Scores

Pos	Bow	Sail	Club	Skipper	Crew #1	Crew #2	R 1	R 2	R 3	R 4	R 5	R 6	R 7	R 8	Tot
1	12	1425	SSC	Jim Ward	Stu Fisher	Jayne Ward (Thu/Fri)	1	1	1	9	2	1	5	7	18
2	13	923	None	Bryan Parker	Tiffany Parker	Seth Parker	5	8	2	4	4	2	1	2	20
3	15	186	NCYC	Peter Frissell	Darrell Peck		3	2	7	2	9	3	4	1	22
4	30	1400	SSC	Harry Boissoneault	Chris Mallott	Carolyn Zettler (Thu/Fri)	10	3	3	5	1	8	8	3	31
5	20	842	SSC	Ryan Kyle	Jay Austin		6	12	4	3	6	7	3	4	33
6	6	1426	EWYC	Lee Sackett	Dave Kerr		11	7	5	1	3	OCS 26	2	6	35
7	10	1435	HSC	Steve Aspery	Joe Hurst	Mason Bibler	2	9	6	6	5	6	16	9	43
8	2	952	HSC	Nate Ireland	Ivan Baker	Bridget Ireland	15	6	14	7	11	5	9	11	63
9	16	1340	HSC	Scott Savage	Matt Savage		14	19	12	8	7	4	6	15	66
10	26	1332	NCYC	Kevin Bradley	Bob Bradley	Betsy Bradley (Thu) Corinne Sackett (Fri/Sat)	13	5	9	10	UFD 26	13	15	8	73
11	9	1370	HSC	Jeff Clark	Tim Cullinen	Rob Moormann	4	RET 26	8	16	13	9	11	18	79
12	5	1433	MSC	William Sanderson	Cara Bown	Bryan Bradley	8	15	10	11	16	20	13	10	83
13	27	1382	HSC	Mark Presley	Walter Grubb	Tyler Cullinen	7	11	11	SCP 22	14	12	17	13	85
14	7	1440	SSC	Dylan Winkel	Madeline Henry	Hannah Poseidel	16	4	RET 26	14	12	14	12	17	89
15	17	1330	HSC	David Aspery	Adam Gilbertson	Tola Krywenko	12	14	17	17	24	11	19	5	95
16	14	1417	MITNA	Thomas Humphrey	Anne Humphrey		OCS 26	10	16	13	8	10	23	16	96
17	4	1418	HSC	Chad Headlee	Stephanie Headlee		9	21	22	12	17	18	7	23	106
18	8	1397	ISC	Thane Morgan	Catherine Morgan		20	13	15	25	10	16	14	21	109
19	19	1338	SSC	Philip Montgomery	Robert Durkin		17	16	19	18	19	17	10	14	111
20	18	558	NCYC	Robert Fox	Nancy Fox	Spencer Fox	18	17	18	20	20	15	20	12	120
21	28	1298	HSC	Jeff Tyndall	Rob Kerr		21	20	13	15	23	19	22	22	132
22	1	1248	SSC	Kevin Bracy	Samantha Wolcott	Ron Gall (Thu) Liz Wilber (Fri) Rebecca Vardian (Sat)	19	18	20	21	22	22	18	19	137
23	29	1375	HSC	Charles Vasulka	Kirk Smith	Tom Wills	22	RET 26	21	24	18	24	24	20	153
24	3	826	EWYC	Paul Blonski	PJ Blonski		24	RET 26	DNC 26	19	15	23	21	DNC 26	154
25	11	766	LSYC	Timothy Parker	Will Parker		23	22	RET 26	23	21	21	DNS 26	DNF 26	162

2018 Women's Nationals

Edgewater Yacht Club

Pos	Sail	Club	Skipper	Crew #1	Crew #2	R 1	R 2	R 3	Tot
1	1426	EWYC	Susan McIntyre	Sue Michos	Lee Sackett	2	1	3	6
2	952	HSC	Bridget Ireland	Nate Ireland		4	2	2	8
3	1418	HSC	Stephanie Headlee	Chad Headlee		8	5	1	14
4	1397	ISC	Catherine Morgan	Thane Morgan		1	6	7	14
5	1433	MSC	Cara Sanderson Bown	Bill Sanderson	Jeff Clark	5	3	9	17
6	1332	NCYC	Betsy Bradley	Natalie Hill	Kevin Bradley	7	4	6	17
7	826	EWYC	Samantha Moran	Don Moran		3	8	8	19
8	1382	EWYC	Liz Wilber	David Wilber	Mark Presley	OCS 11	7	4	22
9	1248	SSC	Rebecca Vardian	Kevin Bracy		6	9	10	25
10	1440	SSC	Madeline Henry	Dylan Winkel	Hannah Posedel	OCS 11	OCS 11	5	27



Women's champions Susan McIntyre, Lee Sackett, and Sue Michos



2nd – Bridget Ireland and Nate Ireland



3rd – Stephanie Headlee and Chad Headlee



2018 Nationals – The Judge’s Perspective

By Clark Chapin, Chief Judge, 2018 ISCA Nationals

Judges rarely, if ever, write articles about events where they serve, but this year was unique for several reasons: First, until the previous Thursday, I fully expected to sail the event. Secondly, I believe it’s been a long time since the Chief Judge for the Nationals was an active Interlake sailor. Lastly, it gave me a new perspective on the Class and its racing.

Overall

Geek whiz, we’re not a very litigious class! There were no protests or Requests for Redress filed during either the Women’s Championship or the Championship Series. Despite a reasonable number of right-of-way incidents, collisions, and Race Committee actions, not a single one of my protest forms was used, except as a surface for my optical computer mouse – and that doesn’t count. The Class members seem to settle things out on the water rather than in the protest room. That speaks very highly of the level of sportsmanship that we see in our racing.

Sailing Instructions

The sailing instructions looked a lot different this year in both appearance and content. They were drafted almost entirely by Joe Colling, the Principle Race Officer

(PRO) from his experience and the sailing instruction template contained in Appendix L of the US Sailing rule book. Through a variety of circumstances, the National Race Committee did not fully review and approve the SIs prior to the event.

The SIs included a number of features that we hadn’t seen before in our Nationals:

- A one-turn penalty instead of two-turns outside of the zone.
- Pre-race check-in was required (not merely encouraged) and failure to do so at least five minutes before the starting signal was a 20% scoring penalty.
- Use of discretionary penalties [DP] and the notation [NP] to denote a rule that could not be the subject of a protest by a boat against another boat or grounds for redress.

Crew List

The on-line registration through Regatta Network didn’t handle boats that intended to change crews during the regatta as the ISCA By-Laws allow. We created a list and allowed the entrants to correct it as necessary on Wednesday evening, which worked well as the “Official” list.

Continued on page 9

See great Nationals photos here! Contact Cindy to purchase.

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As an additional comment, the Board should consider a change to our Bylaws to allow the crew to be declared for each “day of racing” as well as “each race”:

Article VI – Sailing Instructions

1. ...In a National Championship Series or other sanctioned event, the crew for each race or day of racing shall be named prior to the close of registration. ...

One-turn Penalty

This change was probably the most surprising to the sailors. US Sailing has included this at an alternative in Appendix V Alternative Penalties in the back of the 2017-2020 rule book. The rationale is that, particularly downwind, a single turn (same direction, one tack and one jibe) moves a boat back in the fleet a fair amount.

Additionally, when rounding marks (when a boat is in the three-length zone) the penalty should be more severe because that is where major gains (or losses) in position are made, particularly in one-design fleets.

Joe Colling was correct that this rule is used in several classes, but it is up to our National Race Committee to decide if it’s the right thing for the Nationals next year.

U-flag Preparatory Signal

Although not in the SIs, Joe made it clear to the National Race Committee that he intended to use Code Flag “U” as a preparatory signal in any race if he could not identify all of the on-course-side (OCS) boats in the first starting attempt. He announced that decision to the competitors at Wednesday’s competitor’s meeting. The National Race Committee believed that use of the round-the-ends rule (Code Flag “I”) would be sufficient, but out on the race course, Joe decided that Code Flag “U” was preferred.

Rule 30.3 was new for 2017 in the main body of the rule book (previously it was experimental):

30.3 U Flag Rule

If flag U has been displayed, no part of a boat’s hull, crew, or equipment shall be in the triangle formed by the ends of the starting line and the first *mark* during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, but not if the race is restarted or resailed.

So, if you’re identified in the “Triangle of Death” when the U Flag as a Preparatory Signal is lowered, you are disqualified. Only one competitor was penalized under this rule.

This rule is less draconian than the more famous “Black Flag Rule” (Rule 30.4) because it does not include the provision for non-excludable score if a boat sails in a re-start of the race after a general recall.

VHF Hailing

I heard some sailors complaining after the fact that the VHF hails of OCS boats were hard to hear over the general noise of the boat and waves on the days when the wind blew. Sailors should keep in mind that any hailing of OCS boats is not required by the rules – Code Flag X must be flown “promptly with one sound.” (Rule 29.1 Individual Recall). With a long starting line, a vocal hail, even with a loud hailer, may not be effective.

Scoring and Regatta Network

I took on the job of scoring for Joe because there were no protests being filed and since he was emailing the finish sheets back to shore after each race, it was possible for me and an able assistant (Becky Vardian and Lisa Aspery) to get scores posted on line and on the bulletin board within a few minutes of the boats returning to the harbor.

Regatta Network is fairly general and all encompassing (meals and shirts can also be ordered), but it can be a little clumsy to use at times. One useful feature was the SMS text message blast to inform the competitors about the end of protest time.

Conclusions

It would probably be an excellent idea to review the Sailing Instructions contained in the National Race Committee Manual and update them to the latest expectations of the Class. This should be done, at a minimum, at the start of each four-year rule book cycle.

The 2019 National Race Committee will review the Notice of Race and Sailing Instructions far in advance of their publication to make certain that next year’s event reflects the regatta that the Class wants.

Holtzman Award
The Hoover Fleet won the award for best fleet participation by bringing 9 boats to Nationals!



Intercom Tips and Techniques

8 Tips for the First Time Sailboat Racer

From the American Sailing Association website

<https://asa.com/news/2016/03/31/first-time-sailboat-racer/#>

by Pat Reynolds

Once you get through the ASA 101 course and are beginning to experience sailing in a more second nature sort of way, you may want to challenge yourself to a sailboat race. Racing is a great way to accelerate the learning curve. It mandates all of the lessons into a short amount of time, with the power of consequence as a motivating factor. On a normal round the buoy race sailors are forced to make sail changes, tack, assess the conditions and maximize performance every step of the way. Some don't care for the pressure it can bring about, but a few sailboat races is great for learning the ropes quickly. Here are eight tips for the first time sailboat racer that will make the challenge a bit more manageable and a little less daunting:

8 Choose the right race

Ask around and pick a race that's not ultra competitive. There are always races that are more mellow than others. Choose one that is centered around fun, maybe a benefit regatta or a barbecue race. Allow some time to get ready and view it as a learning goal. Ask a racer along for the ride.

7 Ask a racer along for the ride

Find an experienced racing friend to crew and be your safety net. Nothing will take the edge off more than having a patient pal along with you to whisper in your ear as you make your way around the course. Lean on him or her as you need, but try to manage as if they were actually just crew.

6 Enter non-spin class

Even if your boat has a nice spinnaker and you've used it a bunch of times, do the first race without that complication. Depending on what kind of boat you're sailing you might not have a choice, but if you do, go spinnaker-less for the first couple of times out to get the rules figured out.

5 Learn the fundamental rules

Sailboat racing is fortunately one of those sports where you don't have to learn every rule in order to participate, but you do have to know the basics. Check out Peter Isler's [Sailing for Dummies](#) or [Getting Started in Sailboat Racing](#) to get up to speed on the absolute must-know rules. Once you have those pretty clear you can get out there and get some on-the-job-training without hurting anyone or spoiling anyone else's day.

4 Read the NORs

Make sure you grab the Notice of Race on the website of the hosting club and read it thoroughly. This precious

document will tell you lots of important information for game day. It will discuss the course(s), order of starts, communication channel and lots more. Looking at them prior to the race and having a solid understanding of what's going on is extremely important. Go to the skipper's meeting.

3 Go to the skipper's meeting

Lots of experienced racers might skip the skipper's meeting for races they've done before, but as a newbie, definitely schedule that into the plan. There you can solidify your understanding of the NORs and ask any questions you might have.

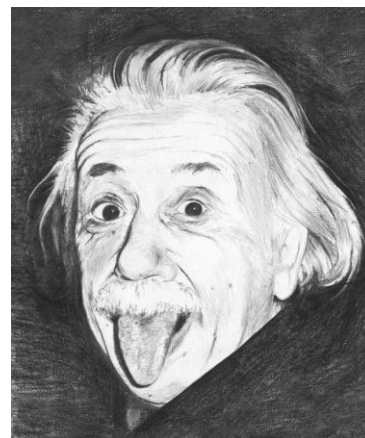
2 Blow the start

If you've done everything according to plan up until this point you may feel like you could actually win this thing! That may be so, but don't push too hard at the start. This is the one place that gets reliably intense – boats are very close to each other and a firm understanding of the rules is on full display. In time you'll find this is one of the most exciting parts of racing, but in the beginning, watch and learn.

1 Follow the leader

Once you're off the start line and there isn't any fiberglass dangling from your boat, just watch what others are doing and emulate. If you like racing, there will be plenty of time for waxing the fleet, but today just be a copycat. Watch what better sailors do and attempt to understand why they are making these choices. There is arguably no better way to learn than immersion and imitation.

After the last race, the most important lesson of all is revealed – that beer tastes better after a day of racing. It's a scientific fact – Einstein proved it, but it was never published... Enjoy!



Pro racer Steve Hunt has learned from the best and shares the best of what he's learned

Having sailed with and against many sailing greats, he's learned a lot of solid lessons, and shares a few favorites.

<https://www.sailingworld.com/pro-racer-steve-hunt-has-learned-from-best-and-shares-best-what-hes-learned>

By Steve Hunt June 20, 2018

The longer we race sailboats, the more we realize how true it is that we never stop learning. That's what makes the sport so fascinating. I have notebooks full of little nuggets of knowledge that are now ingrained in me whenever I'm on the racecourse or coaching.

Let's start with **Karl Anderson**, who always preached the importance of delivering a positive message to the team, especially after a tough day, letting them know the team is still in good shape and all is well. Make everyone feel like they're still in the regatta. This goes a long way, especially if you are respected on the boat.

Ed Adams long ago explained to me the importance of setting the foot of your jib — ideally, the majority of the foot — so that it kisses the deck. The seal formed between the sail and the deck forces wind aft rather than allowing it to escape underneath the sail. Capturing and accelerating the wind gives you increased power and lift.

Skip Whyte, now coach of the University of Rhode Island sailing team, knows a lot about sailing dinghies. He preaches sitting upright with good posture so that you can better see the wind and the sails. When you need to scoot in, slide your butt and hips in first. Doing so keeps your head outboard, again helping visibility. Slouching in toward the boom is uncomfortable and less effective.

In his book, *Sailing Smart*, **Buddy Melges** says to practice tacks and jibes because they can provide massive gains in short amounts of time. Especially if you are practicing by yourself, spend a lot of time on both. Now get out there and do it.

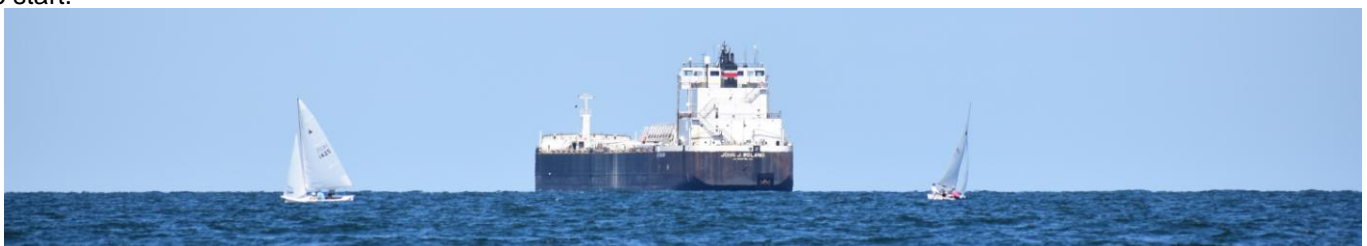
Larry Suter greatly improved my starting technique by explaining how, when the pin is favored by 10 percent, it takes about 10 percent longer to get to the line (compared to a square line) from a given distance because your approach angle is more parallel to the line. If the boat is favored by 10 percent, it takes about 10 percent less time to reach the line from the same distance because you are sailing more directly at the line. That's why there are more on course sides and general recalls when the boat is favored. It's critical to factor in line bias when setting up for the start.

Vince Brun's valuable lesson was that while sailing upwind in flat water you can pinch and get away with it because nothing is disturbing the flow over your sails and blades. But as the chop increases, you have to put the bow down to keep speed. The choprier it is, the lower you have to sail. Chop throws the boat around and makes it pitch fore and aft, causing everything to easily stall, especially when you slam into waves. Make sure you ease your sails to increase the twist and decrease helm load. This bow-down twisty mode is more forgiving and keeps the boat moving fast.

James Lyne, coach to many top teams, emphasizes the lifted tack. In an oscillating breeze, he says, if you sail a header out of the gate or off the starting line, you end up missing the first shift and often end up missing shifts later up the beat. As you sail a header early in the leg, you rapidly get near the layline. If you get to the layline early in the beat you have painted yourself into the corner. Later up the leg, if you get headed, you don't want to tack because you are already on an edge, with not much distance to sail the other way. You have a dilemma because you are still on the long tack, but you are also headed. You end up sailing through a header or two later in the beat, compounding your losses. Those who sail the lifted tack more often are positioned in the middle of the course and don't mind tacking on headers at the top of the beat.

Jonathan McKee once simplified this one for me: The farther away the jib clew is from the lead, the more you have to move it to make a change. An Etchells jib clew almost touches its lead; therefore, small changes make a big difference. On the other hand, a Melges 20 jib clew and lead are much farther apart, so your range of jib-lead movement is greater from light to heavy air.

Dave Ullman is a master of rig tune, and he explained to me that raking your mast forward will give you more power because the wind flows over your sails closer to a 90-degree angle. It also closes your leeches. Raking back generates more up-flow, from front to back, decreasing power. It also twists the sails and effectively moves the jib lead aft (because your jib clew lowers toward the lead), which also decreases power.



at Nationals

Class News

2018 George Fisher Memorial Regatta

Hoover Sailing Club, Westerville OH

June 23-24, 2018

By Jeff Jones, Interlake #1320

A perfect June Saturday in Central Ohio welcomed 20 Interlakes to the George Fisher Memorial Regatta. There was breeze, sun and only a 10% chance of storms forecasted. The first race saw 12 to 18 out of the southwest. The racing was tight with a lot of boats changing positions. There was a delay between race 1 and race 2 due to start / finish pin drifting.

Once this was resolved racing started again with a storm on the horizon. Breeze would go up and then come back down to the lower 10 range. This would be the lightest air race of the day at 10 and same direction. During the race there were times when the wind would increase allowing boats to fully power up the spinnakers and have good rides. A small rain shower went through, less than 4 minutes worth. Once again racing was tight.

Third race got underway right away and this time the wind had shifted to the left causing the racers to adjust the strategy of protecting the left side. You were able to start sailing the shifts on the left side of the course. Wind also increased back to the high teens. This allowed the 3 person teams to have some advantage. Once again there were a lot of position changes during the whole race. You never felt comfortable about your position but there were equal chances to move up.

The festivities continued on shore with a great dinner, clear skies and leftover breeze to keep the temperatures at a very comfortable level for everyone. Tasty beverages were flowing; kids were playing or putting up hammocks to relax. The adults were chatting about the days racing or various other things. The scores were very tight for all positions. This will allow for highly competitive racing in the morning.

Sunday morning both races saw breeze under 10 making tactics and the connecting of puffs more important to secure your race position. Breeze direction was 30 to the right. As the puffs would come in, you found yourself having to protect the right side of the course since they slid across the course. Once again racing was tight and highly competitive for spots. Once again no lead was safe.

Once everyone crossed the line, the real race began, yes the one for the docks to get out of the water. Racing was intense for the entire regatta and everyone was pleased to be sailing in to see what the final scores would show.

Special thanks go out to the following groups. Without them, none of this would have been possible.

- Ted Thomas for coming to our rescue to be the PRO. He and his crew were exceptional and allowed us to sail the best courses possible. RC: Keith Hazelton,



Richard Johnson, Chris Fogle, Jim Bingham, Mike Collins, Larry Basford.

- Kristen Jones, Lisa Aspery, and Larry Schottenstein with their teams to organize, prep and feed everyone for dinner and lunch. Mark White and Lisa Kreischer took charge of breakfast. The food was so good that leftovers were not to be found.
- Chad and Stephanie Headlee did a wonderful job in getting the trophies done. They made sure that the top 5 finishers were covered while getting some trophies for our boats that travelled to be with us.
- Heath Ackley and his team ensured that we all got registered in a timely manner.
- Everyone pitched in to make sure that the club was completely clean Saturday evening and once again in time for Sunday sailing. Leading the cleanup crew were Don Bacharowski, Diana Kuiper, and Jeff Tyndall.

I am honored to have been part of a great group of sailors to host this regatta. THANK YOU EVERYONE.

GFM scores on next page

George Fisher Memorial Regatta Scores

Place	Skipper	Crew	Fleet	Boat	R 1	R 2	R 3	R 4	R 5	t/o	Total
1	Scott Savage	Tim Savage	HSC	1340	1	2	1	1	5	5	5
2	Nate Ireland	Ivan Baker	HSC	952	6	5	2	4	2	6	13
3	Jeff Jones	Bridget Ireland	HSC	1320	4	1	7	2	9	9	14
4	Mark White	Lisa Kreischer	HSC	1383	5	6	3	17	1	17	15
5	Jeff Clark	Tim Cullenen	HSC	1370	3	4	5	11	7	11	19
6	Mike McClinchie	Tom Humphrey	HSC	1441	dnf	3	6	5	6	21	20
7	Jamie Jones	Joe Hurst	HSC	1276	8	7	4	8	3	8	22
8	Jeff Tyndall	Rob Kerr	HSC	1298	7	8	8	6	4	8	25
9	Tom Fee	Scott Bennington, Dave Tillery	HSC	1254	2	ocs	9	7	15	21	33
10	Thane Morgan	Brendon Smucker, Ann Jones	ISC	1397	16	10	12	3	8	16	33
11	Chad Headlee	Stephanie Headlee	HSC	1418	10	13	11	9	10	13	40
12	Charles Vasulka	Kirk Smith	HSC	1375	14	11	14	10	11	14	46
13	Scott Solsman	Larry Schottenstein	HSC	1324	11	14	10	14	16	16	49
14	David Alvarado	John Hoctor, Sarah Hoctor	HSC	1267	9	9	15	18	17	18	50
15	Kevin Bracy	Matt Blecke, "Young" Blecke	SSC	1248	12	12	dnc	15	12	21	51
16	Donald Bacharowski	Diana Kuiper, Mike Mirarchi	HSC	1360	15	16	16	13	19	19	60
17	Bill Kotys	Jamie Fisher	HSC	1415	17	15	dnc	16	13	21	61
18	Lucas Agin	Linda Agin, Logan Agin	HSC	1200	13	18	13	dns	18	21	62
19	Dwight Robertson	Nicholas & Dylan Robertson	HSC	1312	dnc	dnc	dnc	12	14	21	68
20	Matt Aumann	Pete Hill, Robert Aumann	HSC	347	dnc	17	dnc	19	20	21	77

Cleveland Race Week

Edgewater Yacht Club

June 16-17, 2018

Boat	Skipper	R 1	R 2	Total
1174	Stu Fisher	3	1	4
1382	Mark Presley	1	4	5
1425	Jim Ward	4	2	6
923	Bryan Parker	2	5	7
952	Nathan Ireland	6	3	9
1333	William Sanderson	5	6	11
1248	Kevin Bracy	7	7	14
902	Thomas Wills	8	8	16

Lorain One Design Regatta

Lorain Sail & Yacht Club

July 14, 2018

Boat	Skipper	R 1	R 2	R 3	Total
1426	Lee Sackett	4	1	1	6
1384	Brad Balmert	1	3	4	8
923	Bryan Parker	2	2	5	9
1433	Bill Sanderson	5	7	3	15
1435	Steve Aspery	3	6	6	15
558	Robert Fox	7	8	2	17
1382	Mark Presley	6	4	7	17
1417	Tom Humphrey	8	5	8	21
902	Tom Wills	9	9	9	27



2018 Indian Lake Regatta

Indian Lake Yacht Club, Russells Point OH

June 7-8, 2018

By Chip Wood, Interlake #1427

Indian Lake could not provide better Saturday weather for the start of the 2018 regatta. Eleven boats and competitors set out in a fresh easterly breeze. Veering puffs to the left and later back to the right, had skippers and crews on their toes all afternoon. After a false start, four races got off the line. At the end of the day four races were in the books. Ireland, Aspery, and Morgan were the class of the fleet exchanging top finishes all afternoon. At the end of the day, Bridget Ireland held a slim lead. Unfortunately, Sunday did not bring pleasing sailing conditions so racing was skunked. Congratulations to Bridget, Nate, and their son Vincent for a hard fought victory.

ILYC would like to thank the Joe Ewing for officiating the race and all the guests who joined us this weekend.



Two upper photos by Lisa Aspery



Two lower photos by Brook Patten

Sail	Name	Race 1	Race 2	Race 3	Race 4	Total
952	Bridget Ireland	3	2	1	4	10
1435	Steve Aspery	4	4	2	1	11
1397	Thane Morgan	2	3	7	3	15
1393	Dan Graf	8	5	6	5	24
1427	Chip Wood	7	6	5	8	26
1426	Lee Sackett	12	10	3	2	27
1433	Bill Sanderson	5	9	8	8	30
1209	Mike Mirarchi	6	7	9	9	31
1385	Pat Tynan	9	12	4	7	32
1428	Barbara Dillon	11	8	10	10	39
1114	Jon Eckels	10	12	12	12	46
			DNS	DNS	DNS	



Fireworks after racing on Saturday



Sailors at Indian Lake

2018 ISCA Travelers' Series

March 9 – 11	Midwinters	Davis Island YC
May 5 – 6	Chief's Regatta	Leatherlips YC
June 2	Cattail Regatta	Jolly Roger SC
June 9 – 10	One-Design Regatta	Sandusky SC
June 16-17	Cleveland Race Week	Edgewater YC
June 23-24	George Fisher Memorial	Hoover SC
July 7 – 8	One Design Regatta	Indian Lake YC
July 14	One Design Regatta	Lorain S&YC
July 25-28	Nationals	Edgewater YC
Aug 25-26	Great White Regatta	Grand Traverse YC
Sept 15	Hot to Trot Regatta	Portage YC
Sept 22	Haphazard Regatta	Mohican SC
Oct 6	Fall Blowout	North Cape YC
Oct 6 – 7	Poltergeist Regatta	Indianapolis SC
Oct 13	Snowball Regatta	Buckeye Lake YC

<http://interlakesailing.org/racing-overview/travelers-series-notice-of-race/>

Toledo Made Sailboats Flourished in the 1950's

By Margaret Kaighin



Cat (sail) rigged boats.

DID YOU KNOW THAT TOLEDO'S CENTRAL location on the Maumee river and Lake Erie make it perfect for sailing boats? National and International Champions have brought trophies to rest in Toledo. It has been said that "boats make champions, and champions make boats."

From the time of the earliest settlements in this area, wood was readily available for making boats of all shapes, sizes and uses.

After World War, I recreational sailing by the average person prompted the building of class-boats for competitive sailing. Cat (sail) rigged boats were built by the dreamers and the serious sailors. Many a backyard in Toledo, or a basement spawned a sailboat.

A "class" boat, the Interlake was designed by Francis Sweisguth, the Star

Class boat designer. It was an 18 foot, center-board boat, with a simplified rig, and an enlarged cockpit. In 1935, five Interlakes competed at the Sandusky, Ohio Sailing club and the ILYA Regatta. The following year, 13 boats raced and formed the Interlake Sailing Association.

Toledo sailors caught the fever for competitive Interlake sailing, and Vince Dimaio built a wooden craft with cotton sails. It weighed in at 950 pounds. And there were other small boat builders in Toledo that built Interlakes and other class boats.

The Luedtke brothers, Richard and Ray, founded their Beacon & Linwood Street Boat Works in 1918. Their 22 foot sailboat with a centerboard through the keel was carefully crafted of redwood and white cedar. The brothers purchased Oak

Harbor, Ohio white oak while it was still green and steamed it into a keel with no knots, and out of just one piece of oak. The working sails were made in England by Canfield & Carter who were known for using fine, Indian cotton fibre.

The Luedtkes also make a 28 foot "L" boat out of mahogany. It had two bunks and an ice box. One is still sailing on Traverse City Bay in Michigan. In 1939, the cost was \$1,800 to \$2,000 and the brothers sold their boats directly to their customers with no middle-man. Their sailboats ranged in price from \$1,000 to \$1,200.

Their boat building operation was moved to Troy and Chase Streets where a fire destroyed their blueprints and materials. By 1955, the doors were closed.

Continued on page 17

Note from editors: This article is a reprint of a reprint from the July 1987 newsletter of the Western Lake Erie Historical Society. It was sent to ISCA Secretary/Treasurer Tom Humphrey by Tom Park, who is getting his Interlake rehabbed. Tom points out that "we can be sure the photo is more recent given Mike McClinchie's 1424 is pictured".

Sorry for the poor quality of the reprint; ignore that the author is not a sailor; enjoy the history.

Winzenreid's on Broadway maintained a boat works, but their building consisted of a not too successful gaff-rigged sailboat. Luedtke's had eliminated the gaff rig.

The first six Interlake's that the Luedtkes' built were sold for \$450 each and all but one was sold to the following men: Norm Turner, George Peters, Dick Faist, Herb Gill and Harry Allison. These avid sailors raced on the Maumee River during the '40's and '50's. During that time a feeling arose that there was a problem with the wooden hull.

Keen competition was difficult with varying weights in the hull from water in the centerboard, the rudder or in the hull itself.

In Sandusky, Ohio, at the Lyman Boat Works, Angelo Giovanelli built a boat for the owner's daughter, Julie Wein. It had a fiberglass hull and sparked a whole new concept. The first "glass" Interlake was formed in 1955 for a cost of \$3,500.

That same year, Vince Dimaio, a Sales Manager at Owens Corning Fiberglas in Toledo, made the mold, formed the fiberglass hull, raced the boat and took the Toledo Area Championship by storm. Sailors were dazzled with the sleek hull that retained no water weight, and wanted one just like it. Dimaio sold two that first year, and seven more the next. He began building the fibreglass Interlakes for a living.

In the meantime, other boat builders were making a business of this innovative hull. Gordon Douglas designed and produced the Thistle, Highlander, and Flying Scot for pleasure boating and for competitive racing. The popular Flying Scot was licensed by Dimaio and made by him in Toledo for 35 years.

Ray Greene, a notable in the Toledo boating industry, began manufacturing boats in his father's garage on Lincoln Avenue. An engineering graduate from Ohio State University in 1937, he designed, built and sold 400 twelve foot sail rigged boats before 1943. This boat, christened the Nipper, was a small, fun racing boat for young and old alike.

Mr. Greene's career in boat building spanned a period of 40 years, and grew to a 37,000 square foot manufacturing facility on South Bryne Road. Using fiberglass hulls, he built the 26 foot New Hori-

zon, co-designed with Alfred Youngquist; the 22 foot keel boat, Ranger; and a clear plastic dinghy among others. He designed the rigging for his boats, but the sails were made in England. The first production fiberglass boats made and sold in volume came from Ray Greene's Toledo based company.

At Customflex, Inc. of Toledo, founded in 1955, Vince Dimaio built many classes of sailboats: Tornado, Crescent, Comet, Cape Cod Knock-about, Rhodes Bantam and the Penguin. An International Class dinghy, the Penguin is sensitive, responsive, and difficult to sail. Colleges adopted it for sailing instructions and competition. Building three a day, Dimaio sold 5 to 6 thousand of these boats.

Toledo's small sailboat business was beginning to wane in the late 1960's for several reasons. Polyester, the fiberglass base, rose in price from 14 cents to 88 cents. Shipping and production costs were sky-rocketing at Ray Greene's. He sold the business in 1975.

Toward the 1980's, the affluent public turned to the larger, roomier, cruisable family sailboat. Competition was not a one class race, but a handicap race. Dimaio's Custom Flex company on Palmwood stopped production on all boats except the Interlake, and in 1975, like Greene, he too sold his business. ■

(This is a reprint from July, 1987 and information was from the Western Lake Erie Historical Society.)

Another note from the editors: The last sentence refers to Vince DiMaio selling Customflex. As most of us know, he sold the business to our current ISCA president Terry Kilpatrick, who worked for Vince before taking over the business and building Interlakes for many years. Terry recently retired as our builder and passed the baton (mold) to current builder Wes Blazer of Weatherly Boat Works.



Nationals...

ISCA Board Meeting

July 27, 2018

Edgewater Yacht Club Meeting Room
Cleveland, Ohio

Attendees:

Scott Savage, President; Terry Kilpatrick, Vice President;
Tom Humphrey, Secretary; Jeff Clark, Past President;
Jim Ward, VP NO; Thane Morgan, VP IN-MA; Bryan
Parker, Measurer; Steve Aspery, Intercom.

Members-at-large / Ex officio: Clark Chapin, Kevin Bracy,
National Race Committee

Convened 5:37 PM

Adjourned 6:10 PM

I. Reports

- a. Secretary / Treasurer Report – Humphrey
 - Financial Report: \$28,649.07 inclusive of \$8470.36 of Boat Grant funds.
 - Directories and stickers have been printed and sent out
- b. Chief Measurer – Parker
 - Scale has been calibrated, and it was right on calibration.
 - Discussions have been had about using nonstretch line for jib wire. Will be pursuing this topic.
 - New Velocitek Prism is compliant with class rules. Will issue an Interpretation reflecting the legality of the TackTick Microcompass and Velocitek Prism
- c. Intercom – Aspery
 - Next issue will go out Sept 1, deadline Aug 15.
- d. National Race Committee
 - Two days have gone well. Turnout is strong at Edgewater.
- e. Marketing – Sagan (in absentia)
 - Nationals trophy has been redone.
 - Water bottles have been produced and circulated.
 - Looking for carry-forward ideas for class marketing.
- f. Builder – Blazer
 - Hull 1442 has been completed within specification and design weight.
 - Hull 1443 is in the mold, deck is done.
 - Two decks are on order; several sets of shrouds and halyards have been built and delivered.
- g. Historian – Muhn - No report.
- h. Boat Grant
 - Boat is chartered to David Aspery, who has done upgrades and is sailing Nationals.
 - Board votes to pay entry fee for Grantee, as has been done in the past.
- i. Regional VPs reports:
 1. Michigan – Bodie, no report.
 2. Northern Ohio – Ward, no report

3. Southern Ohio – McClinchie, no report

4. Indiana / Mid Atlantic – Morgan

- ISC has one new boat
- Will be promoting Nationals at ISC aggressively

II. Old Business:

Tracker App (Morgan) - No update

III. New business:

- a. Guidelines for wind and sea limits for the National Regatta Specifications - will continue next meeting.
- b. Interlaker of the Year: Voted (via email) Kevin Bracy and Becky Vardian, to recognize their effort in orchestrating the Nationals
- c. Voted (via email) to change ISCA address to 8 Little Creek Lane, Glendale, OH 45246 for purposes of Ohio corporate renewal.

National Meeting July 27, 2018, 8 PM

- Recap of Reports of Secretary, President, Regional VPs
- Slate of Officers presented:
 - Kilpatrick: President
 - Morgan: Vice President
 - Humphrey: Secretary
- Slate approved by unanimous vote
- Interlaker of the Year award presented to Bracy and Vardian for their work in organizing Nationals.
- Bracy and Vardian made remarks and gave thanks to all Nationals volunteers.



Connect with the people in the Interlake Sailing Class. Tell your story!

2018 Schedule (one more!)

Submission deadline: Publishing target:
October 15 November 1

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

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Webmaster

Classified Ads:

Interlake 1439 - Sea foam / white Hull, light grey colored racing deck. Custom built in 2016. This is one of the last Customflex boats built, competitive turn-key racing package. Jib furler, Spinnaker Pole, topping lift, boom vang, Cunningham, out haul, bridle, traveler, jib cloth, jib halyard tension, auto bailers, hiking straps. Mooring cover, bottom travel cover, custom winter cover, trailer. 1 full set (main, jib, spinnaker) Greiner. Selling because of health issues.

Located in Columbus Ohio. Asking \$16,500. (over \$18,000 invested) Call Steve Nearing cell: 703-919-1342 or email steve.nearing@gmail.com

Interlake 1426 - 2012 Customflex. Light grey hull with white racing deck. She has been very lightly used and stored indoors. Turn-key racing package with auto bailers, Harken jib furler, Sta-Master shroud adjusters, boom kicker, spinnaker twings and guy hooks, and TackTick Micro compass. 2 suits of Dieball sails - one regatta set & one club racing set. 2 rudders - 1 Customflex & 1 Dieball. 2 spin poles - aluminum & carbon fiber. Covers - mooring, travel, bottom, mast, & rudder. Trailer - Nickels Boat Works galvanized. Placed 3rd at 2014 Nationals, 1st at 2018 Lorain Regatta. Located in Cleveland, Ohio. Asking \$11,500. Call Dave Kerr for more info & pictures 440-333-7463 or email Dave.Kerr@att.net

Interlake 1396 - Dark blue hull cream deck. Heavy galvanized trailer. One set of sails. Sails need some repair, mice damage. Otherwise good condition. Asking \$6500.00. Contact Thomas Dean. 330-697-3271. Thomas.dean.j@gmail.com. Located in Aurora, Ohio.

Interlake 1356 - has a white hull, a white deck, and factory flotation. It was built by Customflex in 1999 and has been predominantly used for day sailing, although it is rigged for racing. The boat is in very good condition and comes with a Sunburst trailer. It is rigged with: jib furler, jib halyard tensioner, spinnaker pole, topping lift, boomvang, Cunningham, out haul, traveler, auto bailers, hiking straps, a cut-down centerboard trunk with a stainless steel centerboard, a custom tiller and a factory kick-out tiller. The running rigging has been replaced for sale. It comes with two mains (one reefed), two jibs, a spinnaker, a mooring cover, and a trailer cover. Asking \$8,000. For details call Karen Freed: phone or text at 330-962-9591 or email at alan.d.freed@gmail.com. Selling because of health reasons and a recent move to Texas. Located in Port Clinton at the Weatherly Boat Works 386-416-9034.

Interlake 1143 - Raced at Indianapolis for many years. Has been out of water and covered ever since. Rare yellow hull color. Includes trailer, Sailor's Tailor cover with skirt. Two mains, three jibs and spinnaker. Custom rudder. Lots of Harken spare parts. Factory flotation installed. Some hull damage around centerboard trunk. Asking \$960. Underweight last time weighed. New trailer lights. Located 40 minutes east of Louisville. Rick Paul phone or text 765.430.5389 or email at mrrickpaul@gmail.com

Hewitt 1200# boat lift - Aluminum. Used for dry sailing and stored on land in off season. Located at Kiser Lake Sailing Club and can be seen onshore. Have extension leveling legs for use at depths of 4 to 5 feet. Asking \$500. Call Alan Keirn at 937-362-3945 or email kba3170@centurylink.net



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