

The  
**Intercom**

Official Newsletter of the Interlake Sailing Class Association



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

**April 2019**





# 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 2019 regatta season is underway with the Fireballs and Friends / Interlake Midwinters regatta hosted by the Davis Island Yacht Club in Tampa, Florida. Eight Interlakes and five Fireballs made the trip from up north to enjoy weather in the 70s. Friday the wind lightened up and they only got one race in as the wind died before they could start a second race.

Saturday the wind was better and they managed to get in 7 races. Sunday morning they ran 3 more races for a grand total of 11.

Congratulations to Thane Morgan, with crew Eric Guion (in Interlake #1397), on his first regatta win. We also welcomed a new Interlaker in Interlake #1327, Mark Saalmuller on Indianapolis. He just purchased #1327 and is a welcome addition to the Indianapolis Fleet.

Needless to say, there are excellent restaurants with a wide variety of food and drink in the Tampa area. Karen and I spent another week in Florida visiting friends and relatives.

Now you can start getting ready for the Chiefs Regatta on May 4<sup>th</sup> and 5<sup>th</sup>. Look forward to seeing you all there.

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Cover photos – 1) Thane Morgan and Eric Guion head out to Tampa Bay. 2) The Interlake fleet at the dock at DIYC.

Photos by Lisa Aspery

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## Eight Bells - Dennis Dean Dieball Sr.

Dennis Dean Dieball Sr., age 74, of Toledo's Point Place Community, passed away Sunday, November 11, 2018 at his home surrounded by his loving family. He was born November 5, 1944 in Toledo to Dean and Dorothy (Hendee) Dieball. A veteran of the US Navy, Dennis served his country honorably for four years completing tours of duty in Vietnam, Japan and Africa. His proudest moment as a Navy Seaman was becoming a "Shellback" aboard the Bon Homme Richard. Dennis was employed by Toledo Edison for 23 years as an instrument and controls technician. Following his retirement, he owned and operated Dieball Boat Works for 10 years.

Dennis' true passion in life was boating. He was bestowed life member of Toledo Ice Yacht Club where he served as Commodore, Treasurer, and was recipient of the Wing Memorial trophy. Dennis was past Commodore of Jolly Roger Sailing Club. He was also life member of Interlake Sailing Class Association. His sailing accomplishments include National Champion of the Interlake Class, Masters Champion of the Highlander Class and Junior Champion of the Rhodes Bantam Class. He was a proud member of North Cape Yacht Club, Jolly Roger Sailing Club, Toledo Ice Yacht Club along with many sailing class associations.



Dennis is survived by his wife of 51 years, Judy (Cole) Dieball; sons, Ernest (Jacqueline) Dieball and Dennis "Skip" (Laurie) Dieball Jr.; grandchildren, Megan, Mallory, Max and Dean; sisters, Betty Lloyd of Whitehouse, OH and Jane Fellman of Sun City, AZ; sister-in-law, Janet Stevenson of West Jefferson, OH; and many nieces and nephews. He was preceded in death by his parents, who were formerly of Point Place.

Memorial donations may be given to the Junior Sailing Programs at Toledo Ice Yacht Club, Jolly Roger Sailing Club and North Cape Yacht Club.

# *Intercom Feature*

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## **Interlake Midwinters 2019**

Davis Island Yacht Club, Tampa, FL

March 8 – 10, 2019

*By Thane Morgan, Interlake #1397*



*Thane and regatta chair Pat Crump.*



*Some midwinters sailors and supporters.*

I've been going to Interlake Midwinters since 2015. I bought my first Interlake in 2013 and finally managed to find crew for Midwinters two years later. One trip to Davis Island in early March and I was hooked. Wide open salt water, 80 degrees, competitive sailing, amazing Cuban food, best camping ever and a pool - what's not to love? I'll be going back every year.

This year was a little different for me, instead of camping we rented a 4-bedroom house using Airbnb. My crew (Eric Guion) and I shared it with Terry and Karen Kilpatrick and Mark Saalmuller and his crew Jack. Renting is a nice option for those who don't like to camp. If you start looking in November, there are many places available right on the island. Split 3 ways, it was about \$125 per night per boat. We were 5 min away from Davis Island Yacht Club and just across the bridge from downtown Tampa.

Mark is a relatively new Interlake owner from Indianapolis. I was able to talk him into coming this year and hope to get two more boats from Indy next year. Rumor has it that Mark will now be coming to several other Travelers' Series events this year. Everyone arrived on Wednesday. Eric and I arrived last after driving 15 hours straight through from Indianapolis. Mark and Jack took the leisurely two-day trip south. Terry and Karen were in the middle of a several-week vacation and wandered by to catch Midwinters as spectators. Tom Humphrey was mother-hen, keeping track of all of us as we traveled south. His crew Anne flew like all the rock star crew do for Midwinters.

Mark and I setup our boats Thursday morning and went out for a shakedown sail in the afternoon while the rest of the competitors arrived and setup their boats. Half the fleet went for Cuban food at La Teresita while the other half opted for Jackson's Bistro, Bar & Sushi.

Friday had great wind in the morning but the first signal wasn't until 1p so we caught the last gasp of breeze and barely got in one race. The dying wind went almost 90 degrees right, so we got a course change at the leeward mark. As the wind continued to fail the race committee shortened course and finished us at the windward mark. I managed to pass two boats on the last leg and come in first. On the way in, I let everyone know that there probably wouldn't be any more wind for the week and I was happy to call it a regatta and go home. Strangely, no one took me seriously. Friday dinner the fleet split between the traditional Margarita's Mexican Restaurant and The Fountain Mediterranean Restaurant & Bar. (My lamb curry was excellent.)

Saturday, we sailed a massive seven races. At 10a when we started, the wind was light and almost died around lunch. We stayed out and it came back in nicely. Someone told me we were up to 15 at one point. The race committee, led by our PRO Susan Crump, did a great job dealing with the conditions. They shortened the course to about a half mile, so we got in nice two-lap races in about 40 minutes each. By the end of the day everyone had their throw-out race logged and there were four different winners. Three with two bullets each. Dinner was at the yacht club.

Sunday was another 10a start with no race after noon so we could head north by 2p. We managed three races and finished just before 12. Steve Aspery and I started the day tied for 1<sup>st</sup>. I was able to run away with the first race by going right at the start when the fleet went left. I told my crew, "We're either going to be really good or really bad." The 2<sup>nd</sup> race Steve put me in his pocket and kept me there. No matter what I did, there he was feeding me bad air and teaching me how to follow the leader.

*Continued on page 5*

Tied again! I was able to break away on the 3<sup>rd</sup> race and slide across the line a bit ahead of Steve to break the tie. The rest of the fleet was ready to head north so we called it a regatta and headed for the trailers.

I learned at the award ceremony that the winner writes the article. (Some prize!!!) Also, we don't have a Midwinters trophy any more since it was converted to the Nationals trophy. Hot sauce, a firm handshake, and I had to make a speech. Have no fear - I'm making my own Midwinters trophy which will make a suitable replacement. Eric and I had 15 hours on the drive home to come up with a great concept which I hope everyone will enjoy when I unveil it at the Chiefs in May.

I was pretty surprised that I managed to win Midwinters. Apparently, I wasn't the only one as several people mentioned their surprise and wanted to know what I had done to improve over the winter. I can't really answer the question properly because there wasn't any one thing I did to get better. In thinking about the regatta there are four things that were different from my previous attempts to have success at Davis Island.

The first and probably most important was my crew Eric Guion. We worked together very well and never had a serious boat handling problem. We did hour-glass the spinnaker once but cleaned it up without losing a spot. There was also a crew falling into the skipper's lap incident but there was only minor bruising when I used my right knee to catch him and throw him forward. Relatively clean execution helps a lot.

One thing that really surprised me was I finally got the hang of using the compass to sort out wind shifts and when to tack. I've been working on it for a couple of years but have struggled on bigger water where I can't see the shore. It finally just clicked so I was able to incorporate the compass data into the rest of my sailing without having to think or second guess myself. I actually knew why I was tacking and wasn't just guessing.

The third thing is something I got from a conversation with Bill Draheim this winter. He always spends a lot of time watching the wind before the race starts. In particular, he likes to get above the starting line with the boat not moving so he can get a true sense of what's going on. Reaching back and forth below the line, dodging other boats from warning to start, makes you miss a lot of valuable information about what the wind is doing. I tried to practice his advice and especially took



*A large plane from the nearby Air Force base above the races*

advantage of the time before the first race of the day to really watch the wind and settle on my strategy.

Fourth and most easily observed was speed. Whenever I could get clean air, I was able to sail a little faster and higher than the boats around me. I believe it was in part due to my new-to-me boat 1397. It's only a few pounds over the minimum weight and has felt fast from the first time I sailed her. I had 1397 at 2018 Midwinters and people remarked that I had gotten faster. The rest was probably due to new sails. My best sails last year were from 2005 so I got a new suit at the end of the season. This was the first chance I had to use them. (I'd tell you who made them but I'm holding out for a big discount on another purchase before I let them take credit.) I love the acceleration you get from crisp new sails.

For me, just getting to sail against good competition in March makes Midwinters a must-attend event. Winning is nice, but I had as much fun bringing up the rear of the fleet in previous years. It's all about hanging out with friends, sailing and swapping stories about how the day went over a beer. I'll be back next year and hope to see some new faces.

Place	Hull#	Skipper	Crew	R 1	R 2	R 3	R 4	R 5	R 6	R 7	R 8	R 9	R 10	R 11	Total
1	1397	Thane Morgan	Eric Guion	1	3	1	3	3	0	2	1	1	4	1	20
2	1435	Steve Aspery	Melisse & David Aspery	4	1	2	0	2	2	1	2	2	3	2	21
3	1332	Kevin Bradley	Bob & Betsy Bradley	5	2	0	1	4	1	3	3	3	2	3	27
4	681	Tim Savage	Brendan & Michael Savage	3	4	4	4	1	4	4	5	0	1	6	36
5	1417	Tom Humphrey	Anne Humphrey	2	6	3	2	5	3	6	4	5	0	5	41
6	1433	Bill Sanderson	Cara Bown & Oliver Davies	6	5	6	6	0	6	5	6	4	5	4	53
7	1327	Mark Saalmuller	Jack Fowler	7	7	7	5	8	8	8	0	6	7	7	70
8	1330	Rob Frink	Heather Parsons, Kelly Timmons / Danielle	8	8	8	8	6	7	7	7	9	9	0	77

# Intercom Tips and Techniques

## Basic Tenets of the Racing Rules of Sailing

*As perceived by Bob Sagan, Interlake #1442*

Racing sailboats gets real exciting when boats get close to each other, especially when lots of boats vie for the same space at the same time. Starts and mark-roundings come to everyone's mind. But even when two boats meet (*or sailors at the keg*) the same basic tenets apply.

Problems occur when the intent of the rules is not understood. It is important that competitors understand the fundamental framework the rules are built upon before breaking down the "legal wording" line by line. This will help keep sailing fun and safe for everyone. After much reading from the authors, here I go...

*Basic Tenets of the Racing Rules of Sailing:*

- 1) Safety first.
- 2) Boats are safest when they are NOT next to each other.
- 3) Thus...the rules are aimed at keeping boats apart.  
Heck, Rule 14 can penalize a right of way boat if there is a collision!
- 3+) So the rules are shields to help boats proceed in an orderly manner. They are not meant to be weapons.
- 4) Racing should be done on a leg of the course, not around marks (*that safety/proximity thing.*)

This was part of the rationale for increasing "the zone" to three boat lengths not too long ago, in order to get competitors into an orderly line well before the mark.

That's it (*as well as lending assistance when needed, or a cold one ;)*

So then what's all the hubbub about that often occurs on the course? Here are some frequent reasons for raised blood pressure that reduces fun for all and often drives people away from and diminishes the sport we love.

- 1) Unfamiliarity with the rules (*no excuses here. I do suggest that if you do not know the rules, then stick to #2 above and learn a bit at a time. You'll be amazed at how well you can perform this way.*)
- 2) Not keeping a good lookout, thus being "surprised" or stumbling into a poor situation. Hmmm, basic safety is to keep a good lookout at all times...
- 3) EGO. You want that space. You desire that room. Are you really entitled to it? Heck yes! You push it. The "other guy" is thinking the same. One of you is right...which one?
- 4) Utilizing the rules as weapons to put a competitor at a disadvantage.

Hey, this is the way that many often play the game. They enjoy the competition of it. It's all good. Just remember, those who live by the sword... Keep your ego in check when it's your turn to receive. Do your circles. Respect the rules and your competitor. You will enjoy better karma too!

I'm not suggesting giving boat-lengths away, just remember that when you are focused on the rules or another boat, you are distracted and most often sailing slower and missing the big picture of wind/waves/fleet. Sailing with separation is faster (*if you care about that type of thing.*)

The late, great, George Fisher was the epitome of this approach. George won literally hundreds of regattas in Interlakes, Lightnings, Snipes, including dozens of National titles. George NEVER "went to the room" for 55 years. He started racing in 1945 and it wasn't until 2000 that he went into the protest room. George believed in "doing his circles" and he didn't brandish a sword. An astounding lawyer, he also knew that going to protest is a 50/50 event. (I'm not sure, but 2000 might have been his only protest over 60 years of passionate racing.)

An Olympic Gold medalist and America's Cup Champion (and, and, and...) wrote that he didn't want a protest to cut down his time at the keg.

Legend Paul Evlstrom summed it up this way, "You haven't won anything if you have lost the respect of your competitors."

Talking with other sailors about the rules and specific situations is critical to improving your understanding. I recommend that in addition to the rules, a copy of "Understanding the Racing Rules of Sailing" from US Sailing be on hand during discussions. Attending rules seminars is a good way to learn or brush up. You'll usually see the best sailors at these. Good company to be in.

Be safe. Have fun. And keep a respectful distance, which is a bent arm length (for passing beer) by the cooler ☺.

*A US Sailing membership provides:*

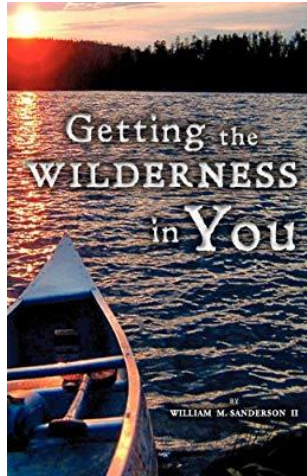
- A copy of the Racing Rules of Sailing for 2017-2020
- Eligibility for US Sailing Training Programs
- Access to the PHRF Handicap Base Ratings
- Weekly news from eUSSailing
- Discounts at the US Sailing online store
- Plus discounts of 5%-75% from US Sailing Partners

[www.ussailing.org/membership/#become-a-member](http://www.ussailing.org/membership/#become-a-member)

# The Yellow Boat Turns Green

By Cara Sanderson Bown, Interlake #1433

The Boundary Waters, located on the U.S.-Canadian border in Minnesota, lie on the northwestern shore of Lake Superior. A natural series of hiking trails, waterways, portages, camping sites and a place for exploring some of the most pristine wildness in the country. In Bill Sanderson's book, "Getting the Wilderness in You," he chronicles over 50 years of visiting the area, enjoying its beauty and passing his experiences along to the next generation. He describes over time how he saw the landscape change. Remembering vividly seeing a beer can 20 feet down on the lake bottom because the water was so crystal clear. As a kid



and a trail guide, he'd come across litter and discarded trash from other campers. They'd collect the debris, fill their packs and haul it out. In 1966 the laws finally changed and the wilderness slowly began to recover. The movement quietly began long before the legislature with simple actions by visitors like him.

It's a general rule for hikers to "leave only footprints". As sailors, we should all adopt the same approach, on and off the water. Team 'Go For It' has embraced this motto for many years and hopes to see the Interlake Class take on this initiative and run with it this season.

You will notice #1433 has bags hanging from their trailer; one for recycling and one for trash. They are welcoming all boaters to use those bags and they will insure the contents are properly disposed. Partnering with Ullman Sails, who has sponsored and created these reusable bags, they hope to see them filled at every event. Ullman representative and professional sailor Greg Koski said, "I've visited countless yacht clubs for decades and have seen the water quality slowly improve in the Great Lakes. However, with certain fleets and clubs, the parking lots, docks and launches have gone downhill. As sailmakers, we are constantly looking for ways to reuse our leftover sail material."



## The 3 R's: reduce, reuse, recycle

Things you can do on your boat and at clubs. If you see it, pick it up! Use the water reusable bottles given away at the 2018 Nationals. Discarded tape, bits of line, bottles and caps, and paper, like old race instructions, are commonly found in the parking lots - please toss them. Reuse your plastic plates, cups and flatware at club meals. Buy energy drink powder or drops and mix it yourself instead of buying new bottles. If you see a garbage can overflowing, let someone know instead of laying your garbage next to it. Talk to power boaters about engine maintenance to run

maximum fuel efficiency. Donate old sails to the club or junior programs; a good sailmaker can recut them to fit other boats

Lastly, consider consumables for races and regatta awards. Items such as perpetual trophies, gift cards, charitable donations, deserts or wine, the Racing Rules 2020 online training web seminar, a subscription to The Intercom or a membership to the Class, and obviously recycling bags!

**From the 2017-2020 Racing Rules of Sailing provided by the International Sailing Federation (ISAF):**

**Basic Principles – Environmental Responsibility:**  
Participants are encouraged to minimize any adverse environmental impact of the sport of sailing.

**Rule 55 - Trash Disposal: A competitor shall not intentionally put trash in the water.**

The salient points of this eco-friendly initiative are designed to do the following:

- Good stewardship - preserving our water now and into the future.
- Build a reputation at yacht clubs to be the Class you always want to be invited back.
- Being the initiators of this project will provide notoriety for the Interlake Class.
- Be the example other Classes would follow and adopt the same practices.
- Raise the profile of the Interlake boat through marketing, positive press, and notability for their environmental responsibility.

Get onboard, go green!

# Class News

## 2018 Travelers' Series Wrap-up

By Lisa Aspery, Interlake #1435

The ISCA sponsors the Travelers' Series as a measure of skippers' performances over the year's regattas. Members of the ISCA are who have at least 5 scores eligible for the series.

Congratulations to my favorite sailor, Steve Aspery, for winning the 2018 ISCA Travelers' Series. Congratulations also to Bryan Parker, who tied for first but got second with the tie-breaker.

- 11 Interlakers qualified for the series with five or more scores.
- 14 scores were possible; the most scores collected by qualifiers this year was 8
- 36 Interlakers sailed in at least 2 events or at Nationals (double score)
- 2 skippers tied for first place, and 2 tied for third place

Awards for the 2018 Travelers' Series will be presented at the Chiefs Regatta at Leatherlips the weekend of May 4-5.

As we like to say - you can't win if you don't show up!

*Score spreadsheet on next page.*



*Steve with his favorite crew – Dave and Melisse*



## 2019 Interlake Travelers' Series

March 8 – 10	Midwinters	Davis Island YC
May 4 – 5	Chief's Regatta	Leatherlips YC
June 1	Cattail Regatta	Jolly Roger SC
June 8 – 9	One-Design Regatta	Sandusky SC
June 15-16	Cleveland Race Week	Edgewater YC
June 22-23	George Fisher Memorial	Hoover SC
July 13 – 14	One Design Regatta	Indian Lake YC
July 20	One Design Regatta	Lorain S&YC
July 24-27	Nationals	Indianapolis SC
Aug 24-25	Great White Regatta	Grand Traverse YC
Sept 14	Hot to Trot Regatta	Portage YC
Sept 14	Haphazard Regatta	Mohican SC
Sept 21	Snowball Regatta	Buckeye Lake YC
Oct 6 – 7	Poltergeist Regatta	Indianapolis SC
Oct 6	Fall Blowout	North Cape YC



Place	Hull #	Skipper	Home Club	# Regattas	Total Points	5 lowest scores	Rank	Mid winters	Chiefs	Cattail	SSC One Design	CRW	George Fisher Memorial	Great White	Indian Lake	LSYC One Design	Nationals	Nationals#2	Hot-trot	Haphazard	Poltgeist
1	1435	Aspery, Steve	HSC	8	31	12	1	1	5						2	5	7	7	2	2	
2	923	Parker, Bryan	LSC	5	12	12	1		1			4				3	2	2			
3	1426	Lee Sackett	EYC	5	25	25	3				6				6	1	6	6			
4	1360	Morgan, Thane	ISC	8	72	25	3	4	11		3		10		3		18	18			5
5	1248	Bracy, Kevin	SSC	8	91	32	5	8		5	7	7	15		7	4	22	22	5		
6	1433	Sanderson, Bill	MSC	7	57	33	6	7	6		9	6	1				12	12			
7	1340	Savage, Scott	HSC	5	35	35	7					10					9	9			
8	902	Wills, Tom	MSC	5	38	38	8			9		8				9			5	7	
9	1417	Humphrey, Tom	SSC	5	55	55	9	6	9							8	16	16			
10	1338	Montgomery, Philip	SSC	5	59	59	10			6	6	9					19	19			
11	558	Fox, Robert	NCYC	5	63	63	11			7	10					6	20	20			
12	1425	Ward, Jim	SSC	4	6	106	12				1	3					1	1			
13	1370	Clark, Jeff	HSC	4	31	131	13						5				11	11			4
14	1330	Aspery, David	HSC	4	42	142	14										15	15	4	8	
15	1384	Balmert, Brad	LSYC	3	7	207	15			3	2					2					
16	1317	Chapin, Clark	PYC	3	14	214	16		2										9		3
17	1360	Bacharowski, Donald	HSC	3	31	231	17						16							9	6
18	1418	Headlee, Chad	SSC	3	45	245	18						11				17	17			
19	1298	Tyndall, Jeff	HSC	3	50	250	19						8				21	21			
20	1375	Vasulka, Charlie	HSC	3	58	258	20						12				23	23			
21	766	Parker, Tim	LSYC	3	59	259	21	9									25	25			
22	1332	Bradley, Bob	JRSC	2	6	306	22	5											1		
28	186	Frissell, Peter	JRSC	2	6	306	22										3	3			
24	909	Marriott, Tom	JRSC	2	7	307	24			4									3		
25	919	Boissoneault, Hank		2	8	308	25										4	4			
26	1424	McClinchie, Mike	HSC	2	9	309	26	3					6								
27	1402	Branson, Chris	GTYC	2	14	314	27		13					1							
28	1267	Jones, Jamie	HSC	2	15	315	28		8				7								
29	1209	Mirarchi, Mike	LYC	2	20	320	29		12						8						
30	1440	Winkel, Dylan	SSC	2	28	328	30												14	14	
31	826	Blonski, Paul	EYC	2	48	348	31										24	24			

2018 Travelers' Series scores for ISCA members with more than one regatta.  
A skipper must have 5 scores to qualify for the series.

# ISCA Board Meeting

Approx. 10:00 AM - January 26, 2019  
LeMarin Clubhouse, Catawba Island  
Port Clinton, Ohio

## I. Reports

- a. Secretary / Treasurer Report – Tom Humphrey  
Savings \$25,691.74; checking \$1,331.91  
Last 12 months, Income \$5212.48, Expenses \$5355.74
- b. Chief Measurer's Report – Bryan Parker
  1. Interpretation 15 proposed, approved.  
"15. Chine Radius: The ¼" radius specification of "detail X" on sheet six of the plans is interpreted as the minimum radius of any hull or transom chine."
  2. Interpretation 16 proposed, approved.  
"16. Electronic Compasses: Currently, the Micro Compass by Raymarine (formerly known as the TackTick Micro Compass) and Prism by Velocitek comply with Section 14d of Article III of the Specifications and are allowed while racing."
  3. Discussion of specifications relating to rigging standards and possible alternatives to jib wire.  
No action taken.
- c. Intercom Report – Aspery (absent)  
Discussion of the need to facilitate owners coming into the class. Motion passed: Classified ads for the sale of any Interlake will be publicized at no charge in the Intercom and on the web site.
- d. National Race Committee Report – Thane Morgan  
Assembling members of Race Committee, will report to Board when finished.
- e. Marketing Report – (open position)  
Board thanks Bob Sagan for his many years of service to the class. Board members will search for new VP of Marketing for the class.
- f. Builder's Report – Wes Blazer  
Hull 1443 being delivered to ASI shortly.  
Hull 1444 being delivered before Chiefs.
- g. Historian's Report – Mike Muhn  
Discussion of the development of running rigging on Interlakes.
- h. Regional VPs:
  1. Michigan – Jeff Bodie (in absentia) - Great White will be August 24-25
  2. Northern Ohio – Jim Ward  
Sailing World has shown interested in an article on the Interlake class. Article will be developed and submitted.
  3. Southern Ohio – Mike McClinchie (absent)
  4. Indiana / Mid Atlantic – Joe Novak is new VP for region.

## II. New Business:

- a. 2018 Traveler's Series Awards -- Scott Savage  
Will announce winners and deliver trophies at Chief's regatta.

- b. Boat Grant Publicity, Recipient Search  
Board members will pursue Boat Grant applicants.
- c. 2019 Traveler's Series  
Motion passed: "Double Star" for Midwinters and Nationals. Dates accepted as finalized at Fleet Captain's Meeting.  
Notice of Race to be otherwise the same as for 2018.
- d. 2020 Nationals Bidding  
Bid from SSC Received by Board. Discussion.  
Motion passed to accept the SSC bid for July 22-26, 2020.
- e. Midwinters Attendance / Promotion  
6+ Boats presently intending to come. Fleet captains requested to pursue more attendees for the event. Midwinters is now a double star (\*\*)  
event.

Adjourned 12 noon.

## Fleet Captains Meeting

Approx. 1:00 PM - January 26, 2019  
LeMarin Clubhouse, Catawba Island  
Port Clinton, Ohio

## I. Fleet Captains report their fleets requested regatta date(s) or alternate(s). 2019 schedule developed:

DIYC Midwinters March 8-10\*\*  
LYC Chiefs May 4-5  
JRSC Cattail June 1  
SSC 1D June 8-9  
EYC CRW June 14-16  
HSC George Fisher June 22-23  
ILYC Regatta July 13-14  
LSC 1D July 20  
Nationals at ISC July 24-27 \*\*  
GTYC Great White Aug 24-25  
PYC Hot-to-Trot Sept 14  
MSC Haphazard Sept 14  
BLYC Snowball Sept 21  
ISC Poltergeist Oct 5-6  
NCYC Fall Blowout Oct 5  
Regatta dates will be published with 2019 Traveler's Series NOR, and on web site.

## II. Fleet building discussion / presentations by fleet captains.

- Point scoring alternatives for season championships; "high point" option (scoring on number of boats behind rather than boats ahead) discussed.
- Discussion of locating boats to aid in bringing new sailors to the class.  
The secretary will forward a spreadsheet list of known boats and owners to all fleet captains for consideration and updating.

Adjourned 2:30 PM

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### Builder

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Port Clinton, OH  
blazerwes@yahoo.com

### Webmaster

Search in progress

## 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 Nancy Nearing cell 703-919-2144 or email nancy.nearing@gmail.com

**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 1372** - Gray hull, white racing deck, two good sets of sails, good cover, two rudders, and galvanized trailer. \$7500.00 Dick Hirtreiter - Hirttrj@cs.com 231-947-1215, cell 231-499-9910

**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

**Spinnaker** - New Doyle Spinnaker only used 3 times. White with blue center panel \$850. Contact Brad Balmert bradb1384@yahoo.com or 440.670.5065





# DRIVEN TO WIN



## 2018 NATIONALS

1, 2, 3

*Congratulations Jim Ward*

CONTACT YOUR REP FOR DETAILS

**SKIP DIEBALL**

419-392-4411 skip.dieball@northsails.com

*Photo Credit: Cindy Reville*

northsails.com

**NORTH SAILS**

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