

The  
**Intercom**

Official Newsletter of the Interlake Sailing Class Association



www.interlakesailing.org

October 2003



***Congratulations Steve & Lisa***

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**Cover Picture**

Steve & Lisa Aspery - National  
Champions for the Second Time.

... photo by Jim Kransberger  
Order this as well as other great Nationals  
pictures at [www.southeastphotos.com](http://www.southeastphotos.com)

# From the President

By Don Wilson

Let me start off by saying congratulations to Steve and Lisa Aspery on becoming the 2003 Interlake National Champions. They showed that consistency and hard work does pay off. Steve and Lisa completed the Championship Series with three first and two second place finishes - no simple task given the light wind, variable conditions and tough competition. This was their second National Championship. Their first Championship came in 1994 on the same lake in much different conditions.

Due to a lack of wind, this year's Ladies and Juniors National Championships got off to a slow start. However, once the racing got started, it was Barb Johnson, with crew Colleen Hughes, who led the way from start to finish, to become the 2003 Ladies Champions.

The battle for the Junior Championship was much closer. Nate Bachman, with crew Matt and Tommy Clark, fought hard to win both the first and last race to become the 2003 Junior Champions.

Congratulations to all.

Continuing with the theme of excellence, many thanks goes out to Portage Yacht Club, the host club for this year's Nationals. From the moment we arrived we were welcomed with food, cold drinks and a helping hand. Their preparation and effort continued to be seen throughout the week.

A big thanks needs to be given to the Principal Race Officer (PRO), Tom Ehman Jr. He did a great job of chasing the wind to provide the competitors with eleven races.

Finally, thanks to Chief Judge Dick Rose for his insight on the rules of racing.

If you did not make it to this year's Nationals, you missed a great time. Hopefully, all of you can make it to Nationals next year at North Cape.

As I begin this year as your ISCA President, I would like to introduce myself. To those of you who don't know me, my name is Don Wilson. I am married to Jane Wilson, who is the brains behind the operation. We have two kids - Ben, who is five (many of you met him at Nationals) and Tim, who is three. My family and I are members of Indianapolis Sailing Club, where we have been active with the local fleet and the ISCA since the purchase of our first Interlake.

I have been involved in boats and more specifically

sailboats most of my life. I purchased my first Interlake in the fall of 1994 and my current Interlake (#1374) in the spring of 2002.

As president I have three goals for the year: (1) continue the high level of excellence as set forth by the previous leaders of the ISCA, (2) encourage sailing at the fleet and national level and (3) encourage family participation (quite evident at this year's Nationals.)

Jeff Clark was the most recent ISCA leader. As 2003 ISCA President, Jeff worked with Chief Measurer Scott Savage to inform boat owners of the specifications. This enabled all boats attending this year's Nationals to be in compliance. Jeff also found a Marketing Chairman, Bob Butsch, who along with his committee, have started a marketing campaign of "Sail It or Sell It". Jeff has also continued to improve the ISCA website in addition to many other time consuming items that most of us don't realize.

As with any organization, changes will come. With these changes come new issues. Some of these are already on the horizon. These new issues include: (1) discussing the possible use of digital compasses, (2) a discussion on the possible redistricting of our fleets, (3) the appointment of our next Northern Ohio Vice President to fill the void left by our current ISCA Vice President, Hank Boissoneault, and (4) finding a replacement for our Secretary/Treasurer.

After nearly ten years of service, Lisa Aspery has informed us that this will be her last year as ISCA's Secretary/Treasurer. If this or any of these items are of particular interest to you, please send me an E-mail or better yet give me a call.

This may be the end of the sailing season for this year, but there is always next year. There are approximately 15 Traveler's Series regattas every year, where friendships are made and sailing skills are strengthened. The wise old Poltergeist once told me "If you want to get better-TRAVEL."

For those of you who are interested in buying a new Interlake or just like hanging out with Interlakers, Terry Kilpatrick, our builder, has once again invited us to his shop for an Open House. See your Fleet Captain for details. This is a great time to sell your old boat and buy a new one.

Finally, invite someone to going sailing with you. Bring your kids along. They will have a great time and so will you. Just think back to how you were introduced to the sport of sailing and all of the fun that you have had since. I hope to see you on the water soon.

Keep Sailing.

# 2003 PRSA Spring Regatta

**Potomac River Sailing Association  
Alexandria, Virginia  
May 24-25, 2003**

*By Martin Howell  
Captain, Fleet #39*

Fifteen Interlakes participated in the Potomac River Sailing Association (PRSA) Spring Regatta on May 24-25. This event was a double counter on the Traveler's Series, which attracted the attention of several out-of-town boats.

The members of PRSA are used to seeing five or six Interlakes show up for a regatta. We surprised them all with 15 boats. Along with the floating tunas (Albacores), the Interlakes were the largest fleet.

Aside from the boats kept at Washington Sailing Marina, we had one boat from Sandusky, Ohio, one boat from Michigan, six boats from Columbus, Ohio, one boat from Toledo, Ohio, and the Herbig's came up from Solomons, Maryland. The out-of-towners traveled roughly 4,205 miles each way to attend the regatta. This was simply awesome.

On Saturday the wind was light to nothing with lots of tidal current. We waited three hours before getting off two races. The races were sailed on the "lower" racecourse, directly in the landing path for Washington National Airport, which generated lots of wingtip vortices on the water. The folks from Ohio jokingly re-named our regatta the "Jet Wash" Regatta. For those of you who weren't there, you can look at the photo on page 28-29 of the September, 2003 issue of Sailing World to see what we experienced.

Sunday provided light breezes with intermittent drizzle - enough wind to get three good races in and make it a legitimate regatta.

Of particular interest was the crew on the Jackson family boat, 1247. On Sunday, the Jackson crew consisted of Bruce Jackson, his son and daughter-in-law Glenn and Lisa, and their son (whose name escapes me at the moment - sorry Bruce.) It was great to see a "family affair" out racing the Interlake.

Fleet #39 is especially grateful to those who traveled from the Midwest to attend our event.

We also wish to thank Doug Savage and Liz Beckman for hosting the Interlake party at their home on Saturday evening, and for providing their 30-foot sailboat, Anthem, for use as the Interlake fleet tender and on-the-water baby-sitting venue.

Place	Boat #	Skipper & Crew	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	1340	Scott Savage, Lynn Savage (Sat.), Tim Savage (Sun.)	1	4	1	1	2	9
2	1335	Steve Aspery, Lisa Aspery, Joe Hurst	2	3	4	3	1	13
3	1332	Bob Bradley, Betsy Bradley, Kevin Bradley	5	1	3	5	5	19
4	1370	Jeff Clark, A.J. Savage	3	2	2	8	4	19
5	1153	Doug Savage, Elizabeth Beckman	4	6	5	4	7	26
6	1267	Jamie Jones, Kristen Jones	6	8	9	2	3	28
7	1178	Jim Boucher, Mark Boucher	(OCS)	7	6	6	6	41
8	807	Martin Jeffery Howell, Ashley K.F. Howell	7	12	7	7	9	42
9	700	Eddie Rozier, Amy Rozier	9	5	13	10	8	45
10	1305	Alan Freeland, Carol Freeland, Aimee Barton	12	10	10	11	10	53
11	265	John Herbig, Barbara Herbig, Lisa Herbig	8	11	12	12	13	56
12	1248	Kevin Bracy, Jodi DelMar	14	9	11	13	12	59
13	203	Matt Blecke, Tim Fawcett	11	DNF	8	14	11	60
14	384	Julio Barros, Genie Williams, Pat Williams	13	13	14	9	14	63
15	1247	Glenn Jackson, Bruce Jackson, Scott Jackson	10	14	15	DNF	15	70

## Racing Tip of the Day (inspired by this year's Nationals):

Racing in light air requires daring, the courage of your convictions. It can be exciting, challenging, intriguing - *if* you acquire a talent for it. In no other aspect of racing is there a greater demand for drive, determination, and self-confidence. With the exercise of these traits, success in light air can be regular; otherwise frustration and failure will be inevitable. Light-air racing requires a single-minded resolve to carry on in accordance with the game plan regardless of shifts or variations in wind strength.

... an excerpt from "Advanced Racing Tactics" by Stuart H. Walker, Page 89.

# Plenty of Wind for Interlake Stakes Regatta

**Hoover Sailing Club  
Westerville, Ohio  
June 21-22, 2003**

*By Tim Lohner  
Captain, Fleet #24*

The Interlake Stakes Regatta, held June 21-22, put to rest those rumors that Hoover Reservoir in Westerville, Ohio doesn't have any wind during the summer.

Northwest winds of 15 to 25 knots on Saturday made for some very challenging sailing conditions and unfortunately, resulted in many DNSs. There were plenty of bruised derrières and egos to go along with the spills and thrills of the day as the rescue boats were kept busy throughout the races.

Sunday proved to be a more pleasant day with reasonable wind speeds. Twenty-three boats participated in the regatta, with some coming from as far away as Traverse City, Michigan, and Alexandria, Virginia.

The cross town rivals from Leatherlips Yacht Club took first and second, with Scott, Lynn and Rick Savage taking first and Tim Boucher, with crew Scott Graham, taking second.

The local talent from Hoover Sailing Club then came on strong with George Fisher and Chad Headlee leading the way in third place, Jamie and Kristen Jones taking fourth, and Alan and Carol Freeland, with crew Aimee Barton, in fifth.

The strong winds on Saturday gave everyone a hardy appetite for the seafood boil, which, as always, tasted great and was a lot of fun.

Entertainment for the evening included a sailing trivia contest. It was a good thing that the answers were multiple choice or we would have never finished.

There was also a "beers and bragging" session, during which the top finishers gave away their secrets. "A lot of vang" and "played the traveler" were frequently suggested tips.

Local newspaper reporters wrote a nice article about the regatta, which featured some nice pictures. The text of the article, with quotes from some of your favorite Interlakers, follows:

# Worthington's Savage wins Interlake Regatta at Hoover

*Thursday, June 26, 2003*

**MARLA K. KUHLMAN**  
*ThisWeek Staff Writer*



*Sailboats take off at the start of a race during the Interlake Regatta at Hoover Reservoir on Saturday.*



*Brothers Scott (left) and Rick Savage sail in a race in the regatta. They won the event.*

Worthington's Scott Savage sailed to a first-place finish last weekend at the Interlake Regatta at Hoover.

Savage, who is the current National Interlake Regatta champion, said he's "lucky."

"I don't know if it's sailing smart, but it's being lucky," he said.

Interlake class sailboats are made of one design and have three sails, including a colorful spinnaker.

*"Interlake Stakes" article continued on next page*

"We have the same performance capabilities," Savage said. "There's no head start."

Savage, a member of the Leatherlips Yacht Club in Columbus, said sailors try to use their brains as computers.

"Most of sailing is mental," Savage said. "Everyone has different nicknames. I don't have a nickname -- they just say 'hey, you.'"

The June 21-22 regatta served as a preview to the national championship that will be held in Michigan in August.

"We will throw Buckeyes in their boats and they will roll around," Savage joked.

About 25 sailors competed in last weekend's regatta, representing Ohio, Indiana and Maryland, among other areas. Westerville's Jamie and Kristen Jones, of Hoover Sailing Club, finished fourth in the competition.

Jamie Jones said he started sailing at the same time as his mother in the mid-1970s.

"We lived in the Lake of the Woods, so we were at the sailing club every day in the summer," he said. "I grew up in the junior sailing program here."

He and his wife serve as caretakers of the Hoover Club.

Jones said the key to winning any regatta is to have a good start and to make the fewest mistakes.

"A big key is to keep the boat perfectly balanced to maximize the sail area," he added. "You need to get a good, clean start and make the least amount of mistakes in the water."

Hoover Sailing Club member George Fisher, of Columbus, won third place in the weekend regatta. Fisher, 76, is a past world sailing champion. He has enjoyed the sport for 55 years.

"I sailed when I was in the Navy," he said. "I was in sonar school and a friend took me out on a ride. I absolutely loved it."

Fisher is known at the Hoover Sailing Club for conducting seminars and assisting the club in various capacities. He said there are many publications a sailor can read to improve.

"I love opportunities to get better," he said.

Steve Aspery, of Worthington, said people don't think of Columbus as an area for sailing but there are several local

sailing clubs: Hoover, Alum Creek, O'Shaughnessy, Buckeye Lake and Leatherlips.

"It's cool because it's a family sport," Aspery said. "You can enjoy it at any age. You keep learning your whole life. You first learn how not to capsize."

Jones said a sailboat can range in price from \$1,500 to \$15,000.

"And you don't have to buy gas," Aspery said. "They are durable boats at 30 years old. It's not something you have to replace."

Worthington resident Alan Freeman, of Hoover Sailing Club, placed fifth in the weekend regatta. To be competitive, he said, it's important to have an understanding of sailboat and racing tactics.

"You need to know how to sail around a marked course the quickest," he said. "You have to know how the change in wind speed affects a route you need to sail around. You have to be skilled at how you turn the sails and the boat." Another top finisher from the weekend regatta was Tim Boucher, of the Leatherlips Yacht Club, who finished second.

The competition included three races on Saturday and two on Sunday. The sailors are required to maneuver through a triangular course, first sailing upwind, then downwind. The two- to three-man teams are assigned numbers at the end of each race, with top finishers being given lower numbers.

The team with the lowest total at the end of the competition is the winner.

# Deadline

The Deadline for the Next Intercom  
is Saturday,  
November 15, 2003

Please send any articles and photos to:

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*Regatta results shown on next page*

Place	Boat #	Skipper & Crew	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	1340	Scott Savage, Rick Savage, Lynn Savage	3	1	2	1	4	11
2	757	Tim Boucher, Scott Graham	2	3	3	3	1	12
3	1174	George Fisher, Chad Headlee	1	6	11	4	2	24
4	1267	Jamie Jones, Kristen Jones	5	8	4	6	8	31
5	1305	Alan Freeland, Carol Freeland, Aimee Barton	4	5	7	10	9	35
6	1178	Jim Boucher, Mark Boucher	9	7	5	5	12	38
7	1335	Steve Aspery, Lisa Aspery, Melisse Aspery	18	2	14	2	3	39
8	628	Bob Sagan, Dave Dykema	6	DSQ	1	7	5	43
9	1374	Don Wilson, Jane Wilson, Ben Wilson	7	11	13	9	13	53
10	1357	Lou Schultz, Paul Sutton, Tom Eisert	10	DNS	6	12	6	58
11	681	Gary Savage, George Petznick	16	10	12	11	10	59
12	1175	Henk Dekker, Chantal Moore	14	12	10	19	14	69
13	203	Matt Blecke, Darren Eisinger	17	13	15	8	18	71
14	1325	Ron Gall, Jeremy Rapp	11	DNF	8	16	15	74
15	838	Tim Lohner, John Nenni, Jim Cottle	13	DNS	9	15	17	78
16	1384	Brad Balmert, Bob Balmert	8	4	DNF	DNS	DNS	84
17	807	Martin Howell, Ashley Howell	15	DNS	DNS	14	7	84
18	1268	Tim Marriott, Ina Brolis	12	10	DNS	DNS	DNS	94
19	265	John Herbig, Barbara Herbig	DNS	DNS	DNS	17	11	100
20	1267	Jim Cottle, Sisi Cottle	DNS	DNS	DNS	13	16	101
21	1170	Steve Kelly, James Kelly	20	DNF	DNS	19	20	107
22	1122	Tom Lawrence, Dan Lawrence, Jessica Crabtree	DNF	DNS	DNS	18	19	109
23	604	Ron Bergren, Jim Turner	19	DNS	DNS	DNS	DNS	115

## Sandusky Regatta

### Sandusky Sailing Club

### Sandusky, Ohio

### June 28, 2003

By Mike Zuilhof

Fleet #1

Interlake Sandusky 2003 was again organized as a one-day regatta, Saturday, June 28, on the last weekend in June.

The first race in this Travelers Series event began as scheduled at 1100 in the Sandusky "Main Bay", with 15 boats on the line. The Race Committee's results sheet notes 15 knots out of the SSW. The courses were situated with a long fetch giving challenging waves.

After the fourth race in the early afternoon, the Race Committee called it a day.

Thanks from Interlake Fleet 1 to everyone who helped make this event a success! Special thanks to the Race Committee and also to Donna and Jim Brinker, who offered up a delicious grilled chicken dinner.

Place	Boat #	Skipper	Club	Race 1	Race 2	Race 3	Race 4	Total
1	1182	Hank Boissoneault	SSC	1	1	<del>3</del>	1	3
2	1335	Steve Aspery	HSC	4	2	1	3	6
3	1384	Brad Balmert	LSYC	2	<del>3</del>	2	2	6
4	1332	Bob Bradley	JRSC	3	4	5	<del>6</del>	12
5	1133	Brad Huntley	SSC	7	5	4	4	13
6	1109	Mike Zuilhof	SSC	<del>4</del> 3	8	6	5	19
7	909	Tom Marriott	JRSC	6	6	7	7	19
8	1184	Steve Jackson	SSC	5	7	<del>10</del>	9	21
9	1305	Alan Freeland	HSC	10	<del>12</del>	8	8	26
10	1268	Tim Marriott	JRSC	8	9	<del>15</del>	10	27
11	1321	Jim Ziss	SSC	9	10	<del>13</del>	11	30
12	767	Ramon Eickert	PCYC	11	<del>14</del>	9	13	33
13	1248	Kevin Bracy	SSC	<del>12</del>	11	11	12	34
14	1177	Ina Brolis	SSC	14	13	12	<del>15</del>	39
15	691	Phil Engler	SSC	<del>16</del>	16	14	14	44

# Indian Lake Regatta

**Indian Lake Yacht Club**  
**Russells Point, Ohio**  
**July 12-13, 2003**

*By Jonathan Eckels*  
*Captain, Fleet #10*

During the week leading up to our regatta, northern Indiana and northwest Ohio were deluged with record amounts of rain. How much rain? Well, there was so much rain that at one point in the first race, I sailed past a family of frogs in a lifeboat. Seriously, though, many people living on the western side of the lake, which is below lake level, were forced from their homes for several days.

News reports of this concerned several planned participants who called to find out the condition of the yacht club. We reassured them that the club was undamaged and the weekend weather reports called for sunny skies.

The wind blew hard all day Friday and helped to dry things out fairly well. Saturday turned into a beautiful day. The wind was mostly from the northwest and varied from light to moderate with shifts of 50-60 degrees... typical Ohio wind. The Race Committee, consisting of Pete Breidenbach, and Ed and Donna Lodico, did a great job of adjusting the course between races.

There were three races on Saturday with Scott Savage, Brad Balmert, and Marion Zaugg trading first place finishes. Tim Boucher would have been right up there except for a unfortunate second race. Success was

determined by skippers who played the shifts best and kept their boats driving through the "chop" during the light air periods.

That evening, Dan Graf mixed the margaritas while Mariachi music played on the boom box. Everyone feasted on an "all-you-can-eat" Walleye dinner.

Sunday dawned bright and sunny, but without wind. Sunday races were canceled and the standings remained the same.

Place	Skipper	Race 1	Race 2	Race 3	Total
1	Scott Savage	1	2	3	6
2	Brad Balmert	3	3	1	7
3	Marion Zaugg	5	1	4	10
4	Tim Boucher	2	11	2	15
5	Don Wilson	4	4	7	15
6	Doug Koenig	6	5	5	16
7	Jim Boucher	7	6	8	21
8	Dan Graf	9	7	11	27
9	Alan Freeland	8	9	12	29
10	Gary Savage	11	10	9	30
11	Paul Joudrey	DNS	8	6	33
12	Lynn Holder	10	14	10	34
13	Bill Monsma	12	13	13	38
14	Kevin Bracy	15	12	14	41
15	Jonathan Eckels	13	15	17	45
16	Joe O'Leary	16	16	15	47
17	Chip Wood	14	17	16	47
18	Courtney Johnson	17	18	DNS	54

Thanks again to everyone who participated and made this a great regatta. See you next year.

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# Great White Northern Championships

## Grand Traverse Yacht Club Traverse City, Michigan July 26-27, 2003

*By Bob Sagan  
Fleet #38*

12 Boats, winds 5-35 knots.

The forecast of thunderstorms and the upcoming weeklong Nationals combined to deter many Interlake crews from making the trek to West Grand Traverse Bay. Those that did participate went fast, ate good, and thoroughly enjoyed themselves.

The entire class was well represented, with competitors from Indianapolis, Columbus, Lorain, and Portage Lake on the line.

At the noon skipper's meeting, the Race Committee announced a prolonged postponement as winds constantly in the thirties and lines of thunderheads passed by. "Go eat lunch. Relax. Leave your boats covered. We'll talk at 2:00. No starts until at least 3:30," said Principal Race Officer Ned Lockwood.

Well, the storms did pass. The skies and radar cleared with the winds becoming an enticing 15-18 out of the southeast with gusts in the low twenties (meaning flat water.) PERFECT!

At 3:10, with the whole fleet buzzing the course, a strong push (gusts clocked in the mid 30's) came through. POSTPONEMENT. The chase boats told us that we would wait 15 minutes to let this pass. Great! So off we all went, planing like mad under jib and main, and going no place in particular really, really fast. The spray was breaking back at the shrouds. YES!

Then it didn't pass. It turned out that the wind was from thunderstorms 50 miles to the south that had winds in the sixties. It was time to beat home.

Once at the keg back on shore, the stories of outrageous speeds and adrenaline were swapped. And for what may have been the first time in the history of sailing...THEY WEREN'T LIES!

Nothing was reported broken. No one hurt. Only one boat went over. Fortunately it had Customflex installed tanks and the crew of two (combined weight of 260 pounds)

sailed it out and dry easily.

The lasagna dinner with Caesar salad, dessert and more disappeared quickly.

Sunday morning greeted us with 12-14 knot winds from the northwest. The windward-leeward-windward-leeward course was set with legs at three-quarters of a mile.

My boat had a strong lead through two legs but didn't cover the Balmerts close enough. They managed to sniff out a lefty on the third leg that launched them into the lead. We managed to chew into and erase much of that lead. The race ended in a dying, 5-6 knot breeze with Dick Barker edging Doug Koening out for third and Grand Traverse Yacht Club's John Briggs finishing fifth.

Before the second race, the breeze came back up to 10-12 and swung left. The course was reset and lengthened by an extra windward leg. Away we went.

The Briggs, Balmerts and myself wanted to go left. Briggs and myself got it, but the Balmerts were forced right. At that moment I thought, "Yes, this is the regatta!" At the same moment the Balmerts thought, "Oh no, that's the regatta!"

Then came the wind that only the right side got, a righty with pressure. All the sudden, Briggs and I were saying, "Oh no!" When the fleet converged, Briggs and I were mid-fleet and Balmerts had a 50-yard lead.

The Balmerts sailed smart and fast, but kept looking over their shoulders as we started to comeback. Once again the race ended in a match race between the Balmerts and myself, with a large gap over the rest of the fleet.

What a fight. The winner of this race would win the regatta. It was that simple.

Our boat had the groove, and the Balmerts lead was evaporating. It ended with a charge to the line on port and neither team knew who had won. All of us looked to the Race Committee. "1384" was the call. Later the Race Committee stated that the margin was "about a foot." The two teams congratulated each other and watched as Briggs and Barker were getting it on. Briggs ended up winning that battle for third.

Special thanks need to go to Interlaker Jim Menzies (1363) who could not make it but let his crew race his boat. Also thanks to Dick Heirtrietter (1372) who let a trio of 19-year-olds sail his boat in their first Interlake event.

Also thank you to Chairman John Briggs as well as sponsor's PEPSI & WEST MARINE

*Great White Northern Championships Regatta results shown on next page*

## 2003 Great White Northern Championships Results

Place	Boat #	Skipper	Club	Race 1	Race 2	Total
1	1384	Brad Balmert	LSYC	1	1	2
2	628	Bob Sagan	GTYC	2	2	4
3	1380	Dick Barker	PYC	3	4	7
4	1272	John Briggs	GTYC	5	3	8
5	1381	Doug Koenig	PYC	4	5	9
6	1178	Jim Boucher	LYC	6	6	12
7	1286	Jack Coleman	PYC	7	7	14
8	1305	Alan Freeland	HSC	8	8	16
9	1094	Loren Newton	GTYC	10	9	19
10	1363	Eric Milliman	GTYC	9	11	20
11	1330	Doug Weimer	ISC	11	10	21
12	1372	Neil Smith	GTYC	12	12	24

## Haphazard Regatta

**Mohican Sailing Club**

**Lucas, Ohio**

**September 6-7, 2003**

*By Joe Murr*

*Captain, Fleet #5*

Many thanks to all who participated and helped put on this regatta.

The winds were light and shifty on Saturday and non-

existent on Sunday morning. The sailing was challenging but still the top traveling sailors placed consistently in the top seven positions. This shows that practice does make perfect.

I heard Scott Savage explain it once that "the winners are those that make the fewest mistakes" - how true.

Special thanks to Mike and Mary Fulton for serving as race judge, and to my wife Jane for putting together the meals. Everyone had a good time on the water and off as steaks, brats and plenty of fluids were consumed.

We hope to see all of you again next year.

Place	Boat #	Skipper	Race 1	Race 2	Race 3	Total
1	757	Tim Boucher	2	1	4	7
2	1267	Jamie Jones	5	2	2	9
3	1384	Brad Balmert	6	5	1	12
4	1299	Marion Zaugg	1	4	8	13
5	1340	Scott Savage	3	9	3	15
6	1355	Bill Regan	7	3	9	19
7	1182	Hank Boissoneault	4	11	6	21
8	1325	Ron Gall	6	9	12	27
9	1178	Jim Boucher	10	10	7	27
10	850	Nathan Ireland	8	7	13	28
11	1132	Bill Sanderson	12	12	5	29
12	1100	Dean Burkhart	11	8	11	30
13	609	Mike Hirschberg	16	13	10	39
14	1316	Stewart Fitz Gibbon	13	12	14	39
15	1305	Alan Freeland	14	14	DNS	46
16	1261	Joe Murr	17	15	DNS	50
17	1116	Doug Webb	15	DNS	DNS	51

# Spitzer Cup Regatta

**Lorain Sailing & Yacht Club**  
**Lorain, Ohio**

**August 9-10, 2003**

*By Kathy LaValley*  
*Incoming Captain, Fleet #17*

Lorain Sailing & Yacht Club held their annual Spitzer Cup Regatta on August 9-10. Six Interlakes raced a total of five races. Winds were medium with warm temperatures and sunny skies.

Besides great sailing, a steak fry was held on Saturday evening. Local DJ great Dennis Kolofer rocked the crowd with his music.

Many sailing sponsors contributed raffle items. Everyone who attended won at least one great raffle item.

Place	Boat #	Skipper & Crew
1	1384	Brad & Bob Balmert
2	972	Rich & Cindy Wismer
3	706	Seth & Tim Parker
4	609	Mike Hirschberg & Paul Pepke
5	131	Paul Burik & Fran Carmichael
6	1292	Chris Beal & His Brothers

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# Reflections of a Lifelong Interlaker

## (Part 1)

By Bill Schroeder

My basic sailing was learned on the Maumee River. My Dad bought a 15-foot boat called a Crescent when I was 5 years old. It was kept at Ott's Boathouse at Walbridge Park. We didn't have the equipment that's available now. No cleats. The sheets were of manila. No life jackets. We had square cushion flotation devices and cotton sails.

I had learned to swim a little, at the Highland Park pool. Dad would take me out sailing, and when we'd get out in the middle, he would toss me in the drink. He was a super swimmer and had things well controlled. Of course I trusted him completely. When he'd see me tiring, he'd throw me a cushion, and retrieve me. After recovery, he'd throw me in again. I have a lot of confidence in my swimming.

I had a paper route when I was twelve, and bought a Nipper for \$100. The first time I sailed it, I went downwind, to the Fassett Street Bridge. I didn't know how to tack, so it took me three days to get to back to Ott's. I left it sit for two weeks! Bud and Duane Nagel talked me into racing it. I didn't learn to race right for years. Even John Greiner and Bob Fox could beat me.

I was coming into Toledo Yacht Club after a race one day, and Bill Dellen, in Interlake #113, came rolling in behind me. The water rolling off of the spoon-shaped bow mesmerized me.

When I was 14 (1950), a guy had taken Interlake #126 out at Maumee River Yacht Club (MRYC), and after dumping it, he swam to shore and abandoned the boat in the middle of the river. The Coast Guard pulled it into the Sea Scout base at MRYC and it sat there full of water. I saw it there and bailed it out. I visited it every day, and Dad saw me nursing it. The owner was a car dealer and Dad wanted a car he had. So, part of the car sale was that he threw the boat into the deal.

I then joined Toledo Sailing Club (TSC) as the only "Junior Sailor" in their history. \$5 a year. I was the only Interlake racing in some of the local regattas for a couple years. When I joined the sailing club, there was only one other Interlake, #45, owned by Bud Nagel. MRYC had #124-Jim Moylan, #129-Stan Thal, #88-Dave Morgan, #149-Mannie Littin, #151-Nor Turner, #155-George Peters, #70-Herb Gill, #44-Dick Howland, and #84-Harry

Allison.

Somewhere Circa 1952, a guy named Vince DiMao joined TSC with a homemade fiberglass boat, he called "the Cigar." It was his version of a take-off of a 110 Class. It wouldn't get out of it's own way, unless the wind exceeded 15. Vince and I became close friends. He then bought Interlake #67 (he had joined the Interlake Class previously), which he named the Eager Beaver. A couple of guys in my High School class also had Interlakes. Bob Marohn and Dick Howland.

The Interlake Class was struggling. Sandusky Sailing Club (SSC) had a great fleet, MRYC had about ten and TSC had two. Jolly Roger Sailing Club had a couple and Larry Voltz and Manuel Casey sailed out of Ottawa River.

Paul and Pat Koch got #108 at SSC and he started (strictly on his own) sending out a mimeographed news letter. He wrote me, and sent me a list of names and boat numbers of plans that had been sent to people in the Toledo area, so he could build a better list. The Inter Lake Sailing Class Associations (ILSCA-later changed to the ISCA) procedure, in its formative years was to send a numbered set of plans to a person. Most boats were never built. Some came out not conforming to plan. Ray Greene bought a set and built some 24 feet long he called a Ranger. (It was interesting to see a mast built for it, that was a third bigger than ours.)

At the fall meeting of the class in 1953, Bob Marohn and I had conspired to talk Vince into building an Interlake out of Fiberglass. Paul had shopped all around to try to get some built out of wood. He had found a Scandinavian company that would build six bare hulls at a time; and ship them. There wasn't enough interest. Vince, Bob, and I stopped for lunch at the restaurant at the Bay Bridge, and he agreed to build a boat.

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**Contact Ron Gall, the Intercom Editor,  
for further details.**

# ISCA Nationals

## Portage Yacht Club Pinckney, Michigan August 10-15, 2003

*By Clark Chapin  
2003 Nationals Local Chair*

The 2003 Nationals at Portage Yacht Club (PYC) in Pinckney, Michigan had a weird mixture of sun, fun, hospitality, good food, good racing, and a massive power outage thrown in for good measure. Luckily, the power outage on Thursday, August 14 occurred while the racers were out on the water and power (and refrigeration for the sailors' beverages) was restored to the club before the fleet returned to shore.



*Pat Tynan adds to the "Interlake" enthusiasm.*

### Registration

The sailors that arrived on Sunday and Monday received packets of information and help in launching their boats. Thanks to efforts by Bill O'Donnell and Steve Wiseman, each visiting sailor had a hoist to cradle their boat during the series. Weighing and measuring was conducted across Dexter-Pinckney Road by Gordon Chapin, Scott Savage, and a host of others. Sail measurement was in the PYC clubhouse conducted by Steve and Nancy Schewe, Betty Chapin, and Dave and Carole Moody.

### Women's Championship

Four teams competed in the Women's Championship on Monday, August 11. Barb Johnson of Ann Arbor, Michigan and Colleen Hughes of Hamburg, Michigan turned in a string of aces to post a perfect score in the three-race series. Second place was Erin Colley with crew Sarah Colley and Bryn Bachman from Hoover Yacht Club with finishes of 2-2-2. The final trophy came down to the last race when Ina Brolis and Tamara Zuilhof edged Ann Taylor and her crew Jill Rogowski and Jun Zhao.

*Nationals pictures courtesy of Bill Kennedy*

### Junior Championship

Meanwhile in the Junior Championship, Nate Bachman and his crew of Tommy and Matt Clark of Hoover Yacht Club edged the Jolly Roger Sailing Club team of Kevin Bradley and his crew Bryan Bradley and Katie Gladieux in the last race. Third place was Scott Marriott and Jenny Kretz from Jolly Roger Sailing Club, who edged Sean Peck and his crew Jeff Peck and Andy Bregel from Hoover Yacht Club.

### Qualification Series

For the first time since 1996, the Championship and Challenger Division assignments were determined by the results of three races on Tuesday, August 12. The 34 entrants were divided into four groups: A, B, C, and D based upon the results from last year's nationals and random placement. In the first race, A raced against B. In the second, A raced C, and so on. Defending National Champion Scott Savage of Leatherlips Yacht Club posted finishes of 2-1-2 sailing with his brother Rick to mark him as an early favorite to repeat. Hank Boissoneault of Sandusky Sailing Club, sailing with his wife Kelly, was only two points behind with scores of 5-1-1. Steve Wiseman and Pam DeTullio of Portage Yacht Club, Jamie and Kristen Jones of Hoover Sailing Club, Steve and Lisa Aspery of Hoover Sailing Club, and Brad and Bob Balmert of Lorain Sailing and Yacht Club were close behind with single digit totals in the three races. Many sailors scanned the posted scores and were elated or disappointed with their totals in the day's racing. The last team to make the cut into the Championship Division was Tamotsu Aritomo and Ken O'Dell from the American Sailing Institute near Milford, Michigan. They were sailing in their first Nationals with a club-owned boat.



*President Don Wilson leads a pack of colorful Interlakes.*

How well did the Qualification Series work? It wouldn't work well in a long weekend series (Thursday to Saturday or Sunday to Tuesday) but for venues where the racing must be conducted during the week, it was an interesting twist. It gave many of the neophyte sailors a chance to sail

*Interlake Nationals report and results shown on pages 13-18*

at least once against the future National Champion.

### Tuesday Evening Spaghetti Dinner

Michelle Smyk, Carole Moody, Felicia Cathey, and a host of others arranged a scrumptious spaghetti dinner complete with salad, rolls, and cheesecake with strawberry champagne sauce to die for. Whether the competitors were successful on the racecourse or not, their efforts were well rewarded in the dinner tent.

### Race Management and Judging

The Principal Race Officer (PRO) was Tom Ehman Jr., who is active with the Oracle-BMW Team, the Challenger of Record for the next America's Cup. On Monday evening after the Competitors' Meeting, Tom presented a 15 minute video about the recently completed America's Cup and answered questions about Cup efforts past and future. Jim Meyers, Kay Raulston, and Betty Chapin assisted Tom on the Race Signal Boat. Three items were notable about the race management team: First were the BIG marks that were used – they were impossible to miss. Second, most of the finishes were downwind to enable more races to be quickly started and to finish at the club. Lastly and most important, Tom is a fervent proponent of the most modern trend in race management: keeping the competitors informed. He used the hailer repeatedly to keep everyone informed about what was happening and about to happen. The racers appreciated his efforts throughout the week.



One of the "impossible to miss" marks.

The Chief Judge was Dick Rose of Seattle, Washington. Dick is the Chair of the US SAILING Rules Committee and a member of the ISAF Rules Committee. He was interested in talking to Interlakers about how the current rules seem to be working and ideas for improvement. Charles Raulston of Grosse Pointe, Michigan was also a judge and is also a member of the US SAILING Rules Committee. Fritz Wagner of Brighton, Michigan and Jack White of Pinckney, Michigan rounded out the Jury. For all of its credentials, the Jury didn't conduct a single protest hearing during the week. Does arbitration work?

Nationals pictures courtesy of Bill Kennedy

We couldn't provide much of a test for Dick and his crew. On the other hand, lots of folks took circling penalties out on the water.



Clark Chapin did an excellent job on the water as well as off as this year's Nationals Chair.

### Final Series – Wednesday

Wednesday brought light winds out of the Northeast. Only two races were completed and Jeff Clark of Hoover Yacht Club started things off right with a dominating win, followed by Steve Aspery and Brad Balmert. In the second race, Scott Savage returned to his winning form after a fourth place finish in the first race with Aspery again second followed by Jack Coleman and Ann Taylor from Portage Yacht Club.

The light winds and a downwind finish in the second race caused a flurry of activity at the finish line. Three boats with mid-pack positions fouled in separate incidents immediately before or on the finish line and were seen circling simultaneously. They finished in the final three positions.



Another great Championship Division battle.

In the Challenger Division, Martin Howell and his wife Ashley of the Potomac River Sailing Association began their display of consistently good finishes with finishes of 2-2 to lead the standings with four points. Brook and

Interlake Nationals report and results shown on pages 13-18

Martha Smith of Portage Yacht Club won the first race while Dan and Marleen Graf of Wapakoneta, Ohio won the second. With their 6-1 finishes and Tim Marriott's 3-4 (with crew Scott Marriott and Kevin Bradley), they were the closest competitors to Howell.



*Defending National Champion Scott Savage showing his dominance. He would finish second overall.*

### Final Series – Thursday

Thursday's weather forecast was (Let's see, what's another word for "dismal"), uh, challenging. After an initial attempt at the regular 10:00 am start, racing was postponed until 4:00 pm. A light breeze did appear and three races were conducted – enough to make a championship series and give the competitors a throw-out, which helped some and hurt others. The overall schedule was still one race in the hole and the Race Committee asked that the racers be prepared for a 9:00AM start, which meant that several competitors had to arise before breakfast!



*2003 National Champion Steve Aspery out in front of a pack of downwind Interlakes.*

In the Championship Division, Steve Aspery made the most of the opportunity with scores of 7-1-1 to lead with 5 points. Jeff Clark turned in a consistent 4-3-2 performance to end the day with 10 points with a 7 as a discarded score. Scott Savage sailed his throw-out with

*Nationals pictures courtesy of Bill Kennedy*

scores of 2-12-5 for a score of 12 points. Hank Boissoneault started his charge with a 12-5-4 day, but he was still haunted by his 15 in the first race for a 29 score. PYC local Craig Kivi, sailing with his daughter Brandi, won the first race, but had disappointing second and third races for a score of 31.

In the Challenger Division, PYC's Joe and Michelle Smyk had the best day with finishes of 1-3-3 to move into a one point lead over Howell and Bill Regan. Regan posted scores of 2-11-5. Brad Wagnon of Indiana made a run at Martin Howell's lead as well by posting scores of 3-1-1 to move into a tie for fourth with 18 points. Martin and Ashley posted all single digit scores of 8-7-4 to stay tied for second with 15 points. Tim Marriott with son Scott and Kevin Bradley were also in the hunt with 18 points, tied with Wagnon.

	Name	Points	Throwout
1	Joe Smyk	14	15
2	Martin Howell	15	8
	Bill Regan	15	11
4	Tim Marriott	18	13
	Brad Wagnon	18	15



*A good view of the close competition that dominated even the Challenger's Division. Congratulations to Martin Howell for the win.*

### Power Outage Strikes NE United States

As the sailors crossed the finish line for the last race, the Race Committee announced that a failure of the northeastern US power grid had resulted in a power outage throughout most of southeastern Lower Michigan. Luckily, power was restored to the area of the Portage Yacht Club while the sailors were still on the racecourse. Washtenaw County was spared the spectacle of the assembled competitors returning to shore only to find that their favorite beverages had lost refrigeration! Fortunately, the sacrifice of a virgin to appease the gods of electrical power was not necessary. The Local Chairman continues his prayers of thanksgiving to this day.

*Interlake Nationals report and results shown on pages 13-18*



Steve Aspery demonstrates that good starts are key to winning regattas.

### Final Series – Friday

Going into the final day of racing, Steve Aspery was the only sailor with a single digit score (including throwout) of six points. Jeff Clark was four points behind with ten with Scott Savage still in the hunt with twelve. With three races to go, places could still shuffle. The remainder of the trophy positions covered a span of just eight points (24 to 32).

	Name	Points	Throwout
1	Steve Aspery	6	7
2	Jeff Clark	10	7
3	Scott Savage	12	12
4	Bob Sagan	24	10
5	Hank Boissoneault	29	15
	Dick Barker	29	17
7	Craig Kivi	31	17
	Jamie Jones	31	15
9	Clark Chapin	32	13
10	Tom Ehman	34	17

9:00 am didn't pan out as a Warning Signal and the assembled sailors waited patiently for wind to arrive. Principal Race Officer Tom Ehman Jr. postponed the start, kept a watchful eye on the various Internet weather sites and announced at 11:00 am that the wind would fill and that three races would be attempted. Observing the becalmed lake, the sailors were skeptical, but the wind filled from the southwest as if by magic at the appointed time.

In the first race of the day, Steve Aspery completed the hat trick, as we say in Hockeytown USA™, to add three points on Scott Savage and six on Jeff Clark, who sailed his throwout 14. In the second race, the outgoing President shook off his previous showing to once again win while Aspery and Savage finished fourth and fifth, respectively. Clark Chapin's second-place finish moved him up in the standings, but Aspery's fourth-place finish sealed the championship for Team Ubiquity.

Nationals pictures courtesy of Bill Kennedy

In the Challenger Division, Brad Wagnon completed his own hat trick in the first race to vault him over Joe Smyk and Martin Howell to take a three-point lead. Doug Koenig's second-place moved him up into a tie for fifth with Bill Regan. But Martin's 2-5 scores in the last two races pulled him ahead to stay as Wagnon posted an 8-6 and Regan's 1-4 wasn't enough to overcome the twelfth-place in race six. In the end, Martin eked out a single point win and three points separated the first four Challenger boats. Whew!



Champion Steve Aspery stood alone at this year's Nationals. Congratulations on a job well done.

### Banquet and Awards

The Awards Banquet featured entrées of prime rib, salmon, and chicken. Afterwards, in addition to the Championship and Challenger Trophies, other Interlakers were recognized:

Tamotsu Aritomo and his crew Ken O'Dell were awarded the trophy for the Best First Nationals. This was a great moment for the American Sailing Institute program that sails at nearby Kensington Metropark and to make the cut into the Championship Division with a club-owned boat was well worthy of recognition.

The F.K. Holtzman Award for Best Fleet Participation went to Hoover Yacht Club with four boats present.

The "Interlaker of the Year" award, formally known as "The Customflex Perpetual Award in Recognition of Outstanding Service to the Interlake Sailing Class Association" was presented to Martin Howell in recognition of his efforts to create and grow our newest fleet that is part of the Potomac River Sailing Association. Martin has worked tirelessly to find boats for people, keep the fleet organized, and served as the fleet's representative to the regional one-design racing authority.

Principal Race Officer Tom Ehman Jr. presented a bottle of champagne and a tongue-in-cheek scroll to three individuals:

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Jamie Jones, a meteorologist from Columbus, Ohio received the “Willard Scott Scroll” for doubting Tom’s weather prognostications.

Tom Ehman Sr. received the “Lyndon Baines Johnson Scroll” for displaying his surgical scar.

Dick Barker received the “Dr. Ruth Westheimer Scroll” for being a premature starter the most times.

**Summary**

The 2003 Nationals was an incredible team effort from Fleet 22. We wanted to showcase our club, our fleet, and our lake. Everybody pitched in to make the event a resounding success. We wanted to present the very best combination of racing, race management, social events, and hospitality to give other fleets something to shoot for.

I think we succeeded. We look forward to hosting the Nationals again, but not TOO soon.



Place	Skipper & Crew	Boat #	Club	Championship Division				Qualification Series				Final Series				Tot
				1	2	3	Tot	1	2	3	4	5	6	7	8	
1	Steve & Lisa Aspery	1335	HSC	3	3	3	9	2	2	7	1	1	1	4	5	16
2	Scott & Rick Savage	1340	LYC	2	1	2	5	4	1	2	<del>12</del>	5	4	5	1	22
3	Jeff Clark & Tim Cullenen	1370	HSC	5	4	6	15	1	7	4	3	2	<del>14</del>	1	8	26
4	Hank & Kelly Boissoneault	1182	SSC	5	1	1	7	<del>15</del>	8	12	5	4	3	9	3	44
5	Bob Sagan & Tom Babel	628	GTYC	4	3	7	14	10	4	5	9	6	2	10	<del>13</del>	46
6	Clark, Gordon & Bill Chapin	1317	PYC	8	8	4	20	<del>13</del>	10	8	6	8	6	2	7	47
7	Tom Ehman Sr. & Barb Johnson	1318	PYC	10	6	1	17	7	<del>17</del>	15	2	10	16	3	4	57
8	Craig & Brandi Kivi	1046	PYC	4	9	7	20	12	5	1	13	<del>17</del>	7	12	9	59
9	Steve Wiseman & Pam DeTullio	1278	PYC	1	5	2	8	<del>DNC</del>	13	11	4	9	9	7	6	59
10	Jamie & Kristen Jones	1267	HSC	1	2	5	8	5	<del>15</del>	9	10	7	13	15	2	61
11	Bill O'Donnel & Brian Hawkins	836	PYC	8	7	6	21	11	9	10	11	11	5	8	<del>12</del>	65
12	Brad & Bob Balmert	1131	LSYC	3	2	4	9	3	<del>16</del>	14	7	13	8	11	10	66
13	Dick Barker & Colleen Hughes	1380	PYC	2	8	10	20	6	6	3	<del>16</del>	14	10	16	14	69
14	Don & Jane Wilson & Carole Rose	1374	ISC	6	4	13	23	16	12	<del>17</del>	8	3	11	6	15	71
15	Jack Coleman & Ann Taylor	1286	PYC	14	6	5	25	14	3	6	14	12	<del>17</del>	14	17	80
16	Tyler & Felicia Cathey	1341	PYC	10	11	3	24	9	11	16	<del>17</del>	15	12	17	11	91
17	Tamotsu Aritomo & Ken O'Dell	1373	ASI	13	5	8	26	8	14	13	15	<del>16</del>	15	13	16	94

Nationals pictures courtesy of Bill Kennedy

Interlake Nationals report and results shown on pages 13-18

Place	Challenger Division Skipper & Crew	Boat #	Club	Qualification Series				Final Series								
				1	2	3	Tot	1	2	3	4	5	6	7	8	Tot
1	Martin & Ashley Howell	807	PRSA	7	9	11	27	2	2	8	7	4	9	2	5	30
2	Bill & Drew Regan	1355	MSC	9	11	8	28	5	3	2	11	5	<del>12</del>	1	4	31
3	Brad Wagnon, Kevin Keller and Ron Lester	863	ISC	11	15	10	36	<del>15</del>	13	3	1	1	1	8	6	33
4	Doug & Liz Savage	1258	PRSA	12	10	9	31	4	<del>14</del>	4	4	8	8	4	1	33
5	Doug & Neal Koenig & Frank Krohn	1251	PYC	6	14	12	32	8	5	9	<del>10</del>	2	2	5	8	39
6	Joe & Michele Smyk	1006	PYC	11	15	13	39	7	<del>15</del>	1	3	3	6	11	9	40
7	Tim & Scott Marriott & Kevin Bradley	1268	JRSC	7	12	9	28	3	4	<del>13</del>	2	9	5	9	13	45
8	Robbie Babcock & Jeff Cox	1037	PYC	16	10	12	38	13	6	5	6	6	4	6	<del>14</del>	46
9	Brook & Martha Smith	1322	PYC	9	7	11	27	1	9	11	<del>12</del>	10	7	10	2	50
10	Dan & Marleen Graf	1187	ILYC	17	16	18	51	6	1	12	14	7	<del>15</del>	3	10	53
11	Alan & Carol Freeland & Aimee Barton	988	HSC	15	13	16	44	11	10	10	5	<del>13</del>	11	7	7	61
12	John & Marty Nagle	1307	ISC	16	14	14	44	9	8	7	<del>16</del>	14	3	14	11	66
13	Gary Savage & George Petznick	681	LYC	14	17	15	46	12	12	<del>15</del>	8	15	14	13	3	77
14	Ron Gall & Jeremy Rapp	1325	JRSC	13	12	14	39	<del>DNC</del>	DNC	6	9	11	10	12	12	78
15	Dave & Carole Moody	867	PYC	12	13	14	39	10	7	<del>16</del>	13	16	13	15	DNF	88
16	Pat Tynan & Chip Wood	1123	ILYC	15	16	15	46	14	11	14	15	12	<del>18</del>	DNS	DNC	102
17	Tom Gagnet & Joe O'Leary	1371	SSC	18	17	17	52	16	16	<del>18</del>	DNC	DNC	DNC	DNC	DNC	122

### Women's Nationals

### Junior Nationals

Place	Skipper & Crew	Boat #	Club	1	2	3	Tot		Skipper & Crew	Boat #	Club	1	2	3	Tot
1	Barb Johnson & Colleen Hughes	1380	PYC	1	1	1	3		Nate Bachman, Tommy Clark & Matt Clark	1370	HSC	1	2	1	4
2	Erin & Sarah Colley & Bryn Bachman	1267	HSC	2	2	2	6		Kevin & Bryan Bradley & Katie Gladieux	1376	JRSC	2	1	2	5
3	Ina Brolis & Tamara Zuilhof	1177	SSC	3	4	3	10		Scott Marriott & Jenny Kretz	1268	JRSC	3	3	4	10
4	Ann Taylor, Jill Rogowski & Jun Zhao	1269	PYC	4	3	4	11		Sean & Jeff Peck & Andy Bregel	1301	HSC	4	4	3	11

# Roll Tacking an Interlake

By: Skip Dieball

Recently I've had the good fortune to sail a number of different boats. The thing that is most interesting to me is how each boat reacts when you do something with the tiller. For example, a boat such as a Finn or Thistle, with a relatively balanced helm, will react quickly with the slightest touch of the helm. The result of such movements causes the boat to decelerate rather fast. Consequently, steering these boats with weight movements and sail trim is critical.

Conversely, boats such as the Star or the Lightning have appendages that help reduce the helm (skegs), but those same appendages make it far more difficult to execute tight maneuvers effectively. Planning ahead when you want to make a maneuver (flat water) is critical. Being less aggressive typically leads to better speed out of the these maneuvers.

The Interlake is unique. Because it is not 100 percent balanced all the time, it is easy to make small maneuvers to windward, and tough to drive to leeward. Controlling the pace of these maneuvers and focusing on the "exit" speed of the tack or gybe is most important.

When planning for a tack in the Interlake, I talk with my team about "synchronizing" the maneuver. My technique is easy and is something that can be immediately used by your team. It is the 1,2,3 method.

"ONE" comes after you inform the crew that you are getting ready to tack. It basically means that you are about to turn the boat. Weight should be moved slightly to leeward. The biggest mistake I've seen is too many people over-heeling the boat prior to a roll tack. You only need to heel enough to allow the boat to "track" into the wind. I suggest 5-7 degrees of heel.....anything more and you will stall out what little flow there is on the rudder and make it difficult to recover on the "exit". Going into the tack with too little heel has a similar implication (rudder drag) and is probably even slower.

"TWO" is when you are about to enter the eye of the wind. The crew should be ready to flatten and the sails should be trimmed slightly harder.

"Three" is when you actually roll the boat and should be announced when the boat is just through the eye of the wind. The jib can be backwinded (or boxed) slightly to help steer the boat and the main should be uncleated to make sure that the skipper can ease the sail out of the next tack for balance and to get the boat into first gear. The

amount of roll depends on the amount of breeze. If it is lighter winds, the roll can be increased. If it is heavier, I would caution how much you roll the boat.

Many teams I have coached over the last 5 years have implemented "Four". That is when you are on the next tack and you flatten the boat, trim the sails and get from first gear to second gear out of the tack. As the wind varies, you have to be careful that the fourth maneuver isn't executed too hard. If you do, you risk breaking the rules (Rule 42), but even more important you can do more damage by exhausting the wind out of the sails after the roll back.

## Skipper's responsibility through the Roll Tack

The driver has to make sure the boat is going as fast as possible through the maneuver. Pace of the turn, navigating through the waves and coordinating the turn with the commands is vital to a successful Roll Tack.

Many times, I've seen drivers "lean" into the boom to induce the initial roll to get the boat to turn. With the Interlake, you don't have to be that aggressive. In fact, just by getting in off the rail and/or standing straight up will typically give you the necessary heel needed to allow the boat to track into the breeze.

The skipper also has the responsibility of controlling the mainsheet through the tack. Many folks just cleat their mains through the maneuver. This is a wasted opportunity to use the sails to turn the boat by trimming hard in the "One" and "Two" stages and easing in the "Three" and "Four" stages to get the boat to accelerate through the tack. The thing that I try to remember the most is to have the leech hard through the tack and eased out of the tack.

## Crew's responsibility through a Roll Tack

Primarily the crew must be in sync weight-wise. With regard to the tack, the crew is an extension of the skipper's weight. If the skipper slides in to initiate the tack and doesn't get that 5-7 degree heel, the crew might have to help by sliding in or to leeward to help. Slight changes in weight by the crew go a long way.

Through the "Two" stage, the crew should be working to make sure that the boat is being rolled through the eye of the wind. The "Three" stage is when the crew hits the old windward/new leeward rail to roll the boat.

The "Four" stage is very critical. If there's too much wind for the skipper to flatten the boat, the crew needs to assist. Additionally, if the breeze is very light, the crew might have to stay on that rail longer to keep the boat heeled as the skipper moves to the new windward side out of the tack.

If you sail primarily 2-up, it is a little tougher to execute a

*"Roll Tacking" article continued on next page*

good roll tack. Making the above maneuvers slightly quicker will help. When I sailed with Scott Irwin, I found that I had to be a little more aggressive due in large part my size vs. Scott's. I weigh about 20 lbs. more than Scott, so I couldn't stay in one spot too long and had to "balance" the boat through tacks and gybes more.

The crew needs to use the jib to help the tack too. As pointed out above, "boxing" the jib will help steer the bow through the wind, but will also assist in rolling the boat. You have to be EXTREMELY careful that the jib is release at the right time, otherwise (in bigger winds) you risk capsizing (if the wind is up) if you can't release....this happened to my team when we practiced for the '93 Nationals on Maumee Bay.

As with most things in sailboat racing, practice is paramount. The more you practice tacking and gibing with your team, the better you will be. If you can't master the above "style" of tacking, simply make sure you focus on going as fast as possible through the maneuver. If counting to yourself helps you pace the tack, by all means do it. A slower, more controlled tack is best.



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## Marketing Committee Report

*By Bob Butsch*  
*V.P. Marketing*

After the spring meeting of the Executive Committee, the Marketing Committee was established with myself as chair and Bob Sagan and Terry Harper as participating members.

Although there are three names listed as the "official" Marketing Committee, it is our strong belief that every Interlake sailor is part of the Marketing Committee.

Although we need and will develop printed promotional material to point any prospective Interlake buyers to our web site where the majority of our information should reside, it is face-to-face contact and a sail on the boat that is the most effective marketing method.

I attended the Spring Meeting of US Sailing to get acquainted with other marketing people, to become more involved with US Sailing and how we can use that resource to our benefit.

I also attended the Chief's Regatta at Leatherlips Yacht Club in the spring to get to know some more of the Interlake sailors and to talk with Bob Sagan about his ideas for the class. Not having been on the traveler's circuit before, I needed to get to know the people and the organization better.

Although I had planned to attend more regattas this season, a full schedule of former commitments prevented attendance. Planning for future events will be easier for the next season.

Although we have not produced any physical marketing tools thus far, we have discussed many options and will have a couple of printed pieces, and possibly magazine ads, focusing attention on our web site. We intend to have our downsized, but still top drawer, printed pieces ready before the first of the year.

Our website holds the most obvious potential for information and communication and is far less expensive than slick brochures and other physical material, although we still need printed matter pointing the way to the site. We feel that we should continue to update and expand our site content.

I will be attending the Fall Meeting of US Sailing in St. Louis to learn more and help represent the Interlake Sailing Class Association.

# SMSA Summer Regatta

## Solomons, Maryland

July 12, 2003

By Martin Howell  
 Captain, Fleet #39

Three Interlakes competed in the Southern Maryland Sailing Association (SMSA) Summer Regatta. We raced in a Portsmouth Fleet with Lightnings, Frontrunners, Albacores, a 470, and an International Canoe.

Doug Savage and Liz Beckman ruled the day for the Interlakes aboard 1153. Showing confidence, they handled their boat flawlessly in the 10-15 knot winds. Doug & Liz finished third overall.



Doug & Liz Savage "Flying" past a Lightning and FrontRunner in Solomons, Maryland.

Next for the Interlakes were my wife Ashley and I aboard 807, finishing fifth overall. After winning the first race, the "wheels slowly came off the bus." As the wind increased, so did the finishing positions in the following races. Team Howell demonstrated a spectacular spinnaker round-up in the third race that left me with a bruised rib for many weeks to follow.

Hometown heroes John & Barbara Herbig aboard 265 rounded out the Interlake fleet with a strong seventh place finish. After the races, our exhausted group had a picnic on the SMSA grounds.

The SMSA Summer Regatta is always a great one-day event and we look forward to coming back next year.



Martin & Ashley Howell demonstrating spectacular spinnaker flying techniques.

Place	Class	Boat #	Skipper & Crew	Race 1	Race 2	Race 3	Race 4	Total
1	Lightning (Intl)	14028	Shawn Stanley & Laura Comeau	3	1	1	2	7
2	Satellite	546	Scott Giles & Brittany Bender	4	2	3	4	13
3	Interlake	1153	Doug & Liz Savage	2	3	4	5	14
4	FrontRunner	USA 203	Mark Heinrich & Jeff Horner	8	4	2	1	15
5	Interlake	807	Martin & Ashley Howell	1	5	8	3	17
6	Lightning (Intl)	13600	Dan Liston & Alice Galante & Brian King	6	6	5	8	25
7	Interlake	265	Barb & John Herbig & Don Oswald	5	7	7	6	25
8	FrontRunner	USA 204	Smitty Smith & Lynn Jones	9	8	6	9	32
9	Albacore	7104	Joe Szymanski & Sandy Leitner	7	9	9	7	32
10	470 (Intl)	1026	Dan Liebert & Taylor Woodburn	10	10	11	10	41
11	Albacore	5408	Dan & Ann Crain	DNF	11	10	11	45
12	Canoe (Intl)	207	John Williamson	11	DNS	DNS	DNS	50

# ISCA Executive Committee Meeting

Monday, August 11, 2003

Portage Yacht Club, Pinckney, MI

## I. CALL TO ORDER

President Jeff Clark called the meeting to order at 5:00 pm. A quorum (at least 50%) of the voting members was present:

Jeff Clark (Pres)	Don Wilson (VP)
Lisa Aspery (Sec-Treas)	Scott Savage (Chief Meas)
Clark Chapin (MI-VP)	Jamie Jones (S-OH-VP)
Hank Boissoneault (N-OH-VP)	Ron Gall (Intercom Editor)

## II. REPORTS

### Secretary – Treasurer

Membership:

Active	178
Associate	19
FYF	18
Life	4
	219

Money:

Checking	4800.67
Savings	8862.52
Merrill Lynch	1.88
	\$13665.07

### Intercom

Jeff Clark complimented Ron Gall on the nice, thick issues. Jamie Jones likes getting the E-mail version, echoed by other members. We will continue to send hard copies to members to maintain bulk mail postage rates. The next issue will have the Nationals recap.

### Website

Jeff noted that the classified section is working well. He will seek to add links to the websites of our fleets.

### Chief Measurer

Scott Savage will discuss measurement results at the annual meeting. He will also announce that carbon is acceptable for spinnaker poles, tiller extensions and tubes. It cannot be used in the hull or rigging. Scott will write an article to communicate this to the rest of the class.

Tacktick (digital compass) – will invite discussion at the annual meeting, it would require a vote of the membership to make it legal. The Executive Committee hopes to have articles in the next Intercom and have a vote at Indianapolis this fall.

Regional VP's – will give reports at annual meeting.

Marketing – sent report (follows minutes).

## III. OLD BUSINESS

### A. Member – Builder Committee

Scott reported one contact since our last meeting. The issue was successfully resolved.

### B. Fleet Composition of ISCA Regions

Jeff suggested that the regional VP's consider any changes with the help of the fleet captains at the Fleet Captains' Meeting in the spring.

### C. Nominating Committee

Slate of officers will be presented and voted upon at the annual meeting.

## IV. NEW BUSINESS

### A. Bids for 2005 Nationals

The Indianapolis Fleet has presented a bid for the 2005 Nationals.

### B. ISCA Membership

A skipper who is not a member of the class had registered to sail at Nationals. The National Race Committee, which met earlier, recommended that he should not be permitted to sail, and his fees refunded. The exec committee agreed with the recommendation. The NRC further suggested that the membership issue should be discussed. Discussion followed, no motion was proposed.

### C. Interlaker of the Year

Two persons had been nominated via E-mail, Martin Howell and Bob Balmert. Clark Chapin moved to award Interlaker of the Year to Martin Howell, and to grant Bob Balmert honorary membership. Hank Boissoneault seconded. Following a request to separate the motions, both passed.

Adjourned at 6:30 pm.

# ISCA Annual Meeting

Monday, August 11, 2003

Portage Yacht Club, Pinckney, MI

**Call To Order** - President Jeff Clark opened the Annual Meeting at 7:10pm.

### A. Secretary – Treasurer

Lisa Aspery repeated the report.

### B. Website

Jeff Clark reported that the most active page on the website is the classifieds, followed by the Travelers Series.

### C. Intercom

Ron Gall - The Intercom is available by E-mail, though hard copies will continue to be mailed. Next deadline – August 22.

### D. Chief Measurer

- Scott Savage noted that all hull contours measured in – excellent hull compliance. There were a few issues, however, with sails.
- Carbon can no longer be considered an “exotic” material for purposes noted in the Interlake Specifications – so it is acceptable for the spinnaker pole as well as tiller extension and tube. Members should be careful to reinforce pressure points when using carbon parts.
- Digital Compasses – a member has asked the class to

*ISCA Minutes continued on next page*

consider allowing digital compasses. The price is coming down, digital watches can now have a compass, and other classes are allowing it. The members will be asked to vote on whether to change this specification, hopefully at Indianapolis or by proxy.

#### **E. Builder**

Terry Kilpatrick reported that Customflex has built eight boats this year. He presented Lisa with a royalty check. There have been no price increases since 2001; an increase is looming. Terry has recently become the owner of boat #160 – the first fiberglass Interlake. He plans to restore it and welcomes any information on its original appearance.

#### **F. Marketing**

Report from Bob Butsch was read; committee member Bob Sagan asked for input on marketing activities from members.

### **REGIONAL REPORTS**

#### **A. Michigan**

Clark Chapin thanked everyone for coming and thanked his local fleet for their great support.

#### **B. Northern Ohio**

Hank Boissoneault noted good attendance at the region's regattas. He announced that due to Jolly Roger's regatta being blown out, that the region's "double star" had been transferred to Mohican's Haphazard Regatta.

#### **C. Indiana – East Coast**

John Nagle announced Indiana's bid to host 2005 Nationals.

#### **D. Southern Ohio**

Jamie Jones noted that all regattas in the region were done for the year.

### **NEW BUSINESS**

#### **A. Election of Officers 2003-2004**

The nominating committee of the ISCA presents the following slate of officers:

President	Don Wilson
Vice President	Hank Boissoneault
Secretary/Treas	Lisa Aspery

The slate was approved by unanimous acclamation.

#### **B. Winners of Junior and Women's Nationals**

The winners were recognized – trophies will be awarded at the banquet Friday.

### **CLOSING**

Newly elected president Don Wilson thanked Jeff Clark for his service as ISCA president, as well as his current contributions as webmaster and past offices including regional VP and chief measurer. Thanks, Jeff!

Plenty of space is available each issue to advertise your used boats and boat related items. Take advantage of this free and useful service. Contact the Intercom editor at (419) 382-6998, or by E-mail (preferred) at [ron.gall@dana.com](mailto:ron.gall@dana.com).

## **Classified Ads:**

**Interlake #869:** "Chiquita". Yellow and white colored Interlake with cover, trailer, and Thomas main, jib and spinnaker. Call Susie Wathey at (419) 726-3454.

**Interlake #935:** Stainless Board, Jib Furler, Pamco Trailer with New Rubber, One Complete Set of Sails, asking \$2500. Call Bob Oberly at (419) 531-7161 or E-mail Bob at [rheberly@msn.com](mailto:rheberly@msn.com).

**Interlake #988:** Good condition, full boat cover, two sets of sails, spinnaker, paddle, 1972 PAMCO trailer serial number 22602. The boat is all white, has full length seats, a cutaway center board housing, sails well and is kept at the Leatherlips Yacht Club, Columbus, Ohio and can be viewed at a time mutually agreeable. The price is \$2500. Please contact: Jiten V. Ruparel 356 Day Light Lane Powell, Ohio 43065 Tel: 614-798-0095 E-mail: [enpower@columbus.rr.com](mailto:enpower@columbus.rr.com)

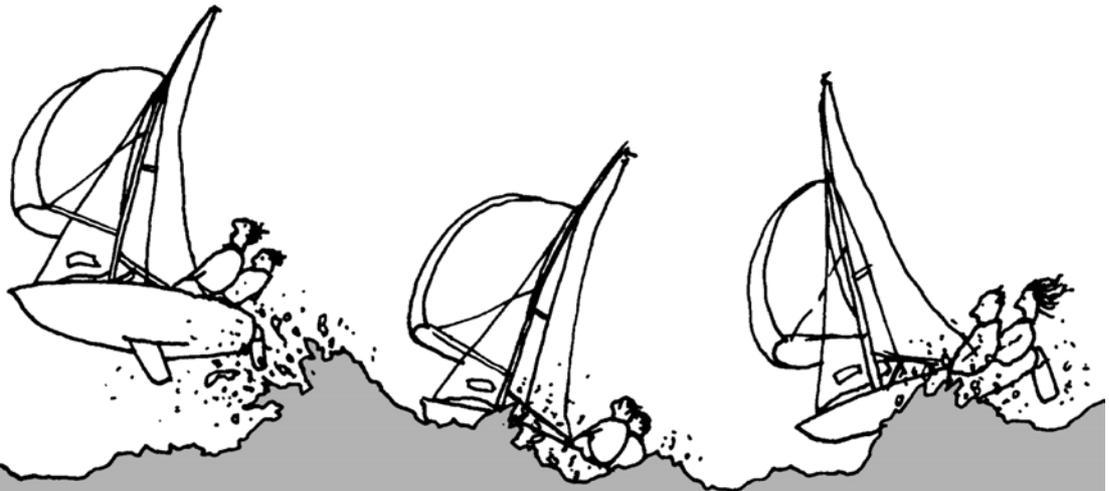
**Used Interlake Sails:** I have sails for an old Interlake sailboat. The boat was destroyed in dry dock many years ago, while the sails were stored indoors in an attic. There are two jibs and two main sails. One of the sets looks like it has had very little use. They both have #332 on the main. They were made by Thomas sails in Cleveland and are in yellow sail bags. I was planning to sell them on ebay, but decided to look first at Interlake sailing clubs. If you have an interest, please reply. I have not set a price, but will entertain any reasonable offers. E-mail Sid Jordan at [sjordan@deboisinc.com](mailto:sjordan@deboisinc.com)

**Used Interlake** - Looking to buy an Interlake. If anyone knows of any at your fleets for sale, please let me know. Something in the \$2,000-3,000 price range with a flat deck is preferable, but will take whatever I can get. For more information, please contact Martin Howell at (703) 837-1668 or [mhowell@oehrlein.com](mailto:mhowell@oehrlein.com).

**Used Interlake Sails** – The American Sailing Institute (ASI) in Wixom, Michigan is looking for used Interlake sails that are still in usable, good condition. Our 501(C)(3) status allows tax-deductible donations. Donors will receive all the necessary IRS documents.

ASI is a non-profit teaching organization that is fully staffed by volunteers. Our focus is on teaching nautical skills and boating safety. We are located in Southeastern Michigan with training boats for water instruction at the Stony Creek and Kensington Metro Parks. Your donation would contribute to maintaining our program and our fleet.

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