

The
Intercom

Official Newsletter of the Interlake Sailing Class Association



www.interlakesailing.org

Fall 2004/Winter 2005



Wishful Thinking

Nationals
Preview

- Pages 7-8

Fall Regatta
Results

- Pages 9-12, 14

Measurement
Update

- Pages 17-18

President

Hank Boissoneault
1415 Marlboro St.
Sandusky, OH 44870
(419) 621-1034
sail1248@aol.com

Vice President

Kevin Bracy
29337 Dewberry Ln.
Westlake, OH 44145
(440) 871-1251
cwrukicker@hotmail.com

Secretary/Treasurer

Jamie Jones
581 Braxton Pl. E
Westerville Ohio 43081
(614) 899-6856
JJones@netjets.com

Chief Measurer

Clark Chapin
974 Church St.
Plymouth, MI 48170-1644
(734) 453-4765
Clarkechapin@aol.com

VP Northern Ohio

Brad Balmert
3702 Valleyview Dr.
Lorain, OH 44053
(440) 282-4079
kb1384@centurytel.net

VP Michigan

Doug Koenig
42126 Woodcreek Ln.
Canton, MI 48188-2615
(734) 397-3426
dkoenig@comcast.net

Intercom Editor

Ron Gall
2022 Glencove Dr.
Toledo, OH 43609
(419) 887-3389 (work)
(419) 382-6998 (home)
(419) 351-1926 (cell)
ron.gall@dana.com

Builder

Terry Kilpatrick
6913 Manore Rd.
Whitehouse, OH 43571
(419) 875-5106
(419) 875-5109 fax
Customflex@yahoo.com

Past President

Don Wilson
616 Caesar Dr.
Avon, IN 46123
(317) 272-6801
Dwilson@schneidercorp.com

VP Marketing

Bob Butsch
7360 Steinmeier Dr.
Indianapolis, IN 46250
(317) 841-3786
rbutsch@comcast.net

VP Southern Ohio

Alan Freeland
844 Oxford St
Worthington, OH 43085
614-888-5858
afreeland@wowway.com

VP Indiana

Martin Howell
2408 Parkers Lane
Alexandria, VA 22306
(703) 660-6255
mhowell@oehrlein.com

Interlake Class Historian

Martin Howell
2408 Parkers Lane
Alexandria, VA 22306
(703) 660-6255
mhowell@oehrlein.com

FLEET CAPTAINS**Fleet #1 Sandusky S.C.**

Mike Zuilhof
243 E Market St. #3
Sandusky, OH 44870-2512
(419) 621-7808
mzuil@aol.com

Fleet #4 Jolly Roger S.C.

Matt Blecke
2707 Algonquin Pkwy.
Toledo, OH 43606
(419) 475-6613
matt.blecke@dana.com

Fleet #5 Mohican S.C.

Joe Murr
1435 Cleveland Rd.
Wooster, OH 44691
(330) 262-0296
joemurr@hotmail.com

Fleet #6 Portage Lakes Y.C.

Darwin Steele
256 Woodridge Dr.
Tallmadge, OH 44278
(330) 633-3848
DSTEELE3@neo.rr.com

Fleet #10 Indian Lake Y.C.

Jonathan Eckels
1603 Winding Trail
Springfield, OH 45503-2812
(937) 390-3525
jeckels4@juno.com

Fleet #13 American Sailing Institute

Michael Golden
4147 Normandy
Royal Oak, MI 48073-6369

(248) 549-3030
michael-golden@msn.com

Fleet #14 North Cape Y.C.

Craig Spear
2126 Scottwood Ave.
Toledo, OH 43620-1642
(419) 243-1614
craig161@aol.com

Fleet #17 Lorain Sailing and Y.C.

Kathy LaValley
3702 Valleyview Dr.
Lorain, OH 44053
(440) 282-4079
kb1384@centurytel.net

Fleet #20 Port Clinton Y.C.

Kevin Kyle
118 Lincoln Dr.
Port Clinton, OH 43452
(419) 732-3226
krkyle@earthlink.net

Fleet #22 Portage Y.C.

Steve Schewe
428 Spring
Ann Arbor, MI 48103
(734) 663-2027
sschewe@comcast.net

Fleet #23 Leatherlips Y.C.

Michael Mirarchi
3883 Braidwood Dr.
Hilliard, OH 43026
(614) 876-6850
mamirarchi@aol.com

Fleet #24 Hoover S.C.

Tim Lohner
6855 McGreggor St.
Worthington, OH 43085
(614) 848-6349
lohner@worldnet.att.net

Fleet #28 Indianapolis S.C.

Bryan Sarber
9764 Springstone Rd.
McCordsville, IN 46055
(317) 335-7385
SARBER_BRYAN_A@LILLY.COM

Fleet #38 Grand Traverse Y.C.

John Briggs
12850 Briar Dr.
Traverse City, MI 49684
(231) 947-8797
theharbor@northlink.net

Fleet #39 Mid-Atlantic

Doug Savage
2000 Swan Terrace
Alexandria, VA 22307
(703) 765-9008
doug savage@aol.com

What's Inside

From the President	Pg. 3
Letters to the Editor	Pg. 4-6
Rip Harrison	Pg. 6
2005 Nationals Preview	Pg. 8
Regatta Results	Pg. 9-12, 14
Measurer's Report	Pg. 13-14
HSC Fleet Report	Pg. 15-16
Measurement Update	Pg. 17-18
US SAILING Report	Pg. 18-19
ISCA Meeting Minutes	Pg. 20-23
Classifieds	Pg. 23

Cover Picture

Scott and Lynn Savage "breeze" past
their competition to win the 2004
Poltergeist Regatta

... photo courtesy of Bill Kennedy

From the President

By Hank Boissoneault



I feel I still owe Don Wilson a heart-felt thank you for his efforts as Class President last year. It was one of the smoothest years in the Interlake Class.

The work of the Executive Committee cannot be discounted, as it is a major reason we are heading into the 2005 Interlake season in such

good shape. Often times at regattas you will see a group huddled off to the side discussing issues of the day instead of partaking in the social events after the sailing. To this group, I thank you for your time and guidance to the class. I hope others will get involved in the upcoming year as we want and need your support.

The 2004 sailing season is over and all we are left with are memories of another great season. Now is the time for the Executive Committee to go to work on the 2005 sailing season.

One of the first items on the agenda was where to hold the 2005 Midwinters. After discussing several locations including Lake Norman, Tampa Bay and Washington D.C. it was decided to have the 2005 Midwinter <http://64.246.108.68/jrsc/s> in Washington D.C. for another year. Our intention was to support a local growing fleet while providing a nice place to sail.

I would encourage you to help us support our East-Coast Fleet, as it is sure to be a great time. Speaking from experience, attending Midwinters seemed to extend what is typically a too short sailing season. More details to follow in the Intercom later.

I recently received an e-mail from a fleet wanting to be re-instated as active. I have heard of many new people looking to get into the Interlake class. Sandusky alone has added at least one new boat each year. In fact, this year we added three new boats to the fleet. We are experiencing crews buying used boats hoping to beat their skippers. This is a true sign that the class is growing.

Another item we are working on is how to offer other activities to the class. It has been suggested we try a long distance race in Lake Erie. It has also been suggested we have a cruising weekend to the sandbar or Kelly's Island. This might be a fun alternative to some of the racing that is offered throughout the summer. The Executive Committee is busy trying to come up with ideas to

encourage fleet/class growth through new activities. Your help and comments are always appreciated.

If you have not traveled to one of the Traveler's Series regattas, I cannot help but feel you are missing out on a major portion of the fun of Interlake sailing. It's a chance to meet some of the other Interlake sailors across the country and experience what a unique class we are. If you are hesitant about taking your boat, I can assure you that there are always skippers looking for crew.

Local sailing in Sandusky is fun. It's very competitive, however; there is nothing better for improving your skills like a few Traveler's Series regattas. In fact, if you are looking to get better and have not traveled to an away regatta, you are missing out on one of the biggest secrets to getting better. You can sail all summer long and not improve as much as one weekend at a Traveler's Series regatta.

Have you ever been skiing on a small starter hill and then traveled to a mountain ski resort? After surviving the mountain ski resort, the small starter hill never seems the same. I would suggest to you, that traveling to a regatta after sailing only local events offers a similar experience. I hope you will consider an event in the upcoming year.

Recently I attended the Customflex Open House, in Whitehouse, Ohio. If you have not had the opportunity to go, I would suggest that you make it a priority next year. It's a first class event that is educational as well as fun. It's a complete factory tour showing how an Interlake is currently put together. If you, or someone you know, is looking at buying a new or used Interlake, it's a must-attend event.

This past year, I bought a new boat from Customflex. I feel that I am one of our builder's best advertisements because I cannot stop talking about how nice it is. Having owned two previous Interlakes, I can honestly say you cannot go wrong whether you are buying new or used. I was able to sell two boats within weeks of putting them up for sale. It is the best value in Midwest One Design sailing and you cannot hurt yourself with this investment. I know of several other new-boat owners who share similar experiences.

I would like to wish you a Happy New Year. I hope to see you at a regatta or event in the upcoming year.

Quote of the Day

Paul Elvstrom once made the observation: *"That it is much harder to build a Class structure than design a new boat"*

Letters to the Editor

By Marion Zaugg, #1299

I would like to thank Jeff Clark for writing his editorial, "Prove It - Sail Stock" in the current summer issue of the Intercom. For years the Class has been proposing specification and rule changes to plug "holes", real or imagined, without appearing to make much headway. New problems spring up before the ink is dry. With this editorial outlining the one-design philosophy he and like minded members advocate, we can begin to understand why. It's a position that I first heard put forth for the purpose of influencing class policy in the early 90's and appears to have taken hold with at least a vocal minority of the Class membership.

It is a philosophy that represents in my opinion, a sea change from the previous culture of the Class and the mainstream of the sport.

This group wants to live in a world of black and white, not just a world of absolute clear distinctions but one that unconditionally accepts only their one narrow definition of white: The only acceptable motivation for sailing/racing one design boats is to have it be a test of the skill of the crew. Not just any skills, just those that you can demonstrate the day of the race. And boats and sails with truly identical racing capability is only achievable with unaltered stock boats and rigging.

It sounds so.....reasonable....so appealing. But despite their very best intentions, it just won't work. Particularly for a boat and Class with roots that stretch back over 60 years. I mean which "stock" boat are they talking about? The fact is there are seventeen different Interlakes, even hundreds. From some 160 custom built wood ones to at least 10 different stock variations out of fiberglass. Oh how this group wishes we could be like the Flying Scots or Lasers. So they pursue a policy that is in effect a "do over", where they pretend that parts of the plans and specifications never existed nor many of the boats built from them. From this day forward only the stock boats that we are currently building and boats just like them ought to be legal. Talk about cramming a square peg into a round hole.

This approach does nothing but cast suspicion on anyone that builds or obtains a part from a source other than "the factory". Motives; to save money; replace original gear to match an older style; produce a part or boat with more aesthetic appeal, are all suspect, tainted. The onus is on you to satisfy all disapproving onlookers that said part has absolutely no potential speed advantage to the stock factory article.

But now the deck is stacked as claims of being "within spec." or "technically legal" is paramount to cheating. If

you are going to paint that old beat up hull to be as fair, smooth and slick as a new one, don't expect us to encourage you. After all, filling all those scratches and nicks, sanding out all the humps and imperfections is a lot of hard work. Why would anyone do that when you can buy a new stock hull, unless.....???? Save money, the joy of working on a project with your kids, aesthetics!? Plaintive excuse making! We are all corruptible and the drive to "win at all costs" will cause some such folks to "cut corners". Therefore, all non-stock parts and their owners, for whatever reason are suspect. Only the "stock" boat owner is free from vice.

But we don't stop here. Apparently even the owner of a stock boat that isn't "equal" is an "optimizer" if he/she has the temerity to alter their boat to better match other stock boats. The great champion with a boat that was 40 lb. over the minimum weight would be less of a champion if he sought to remove or optimize the all up weight of his boat. After all 651 lb., that's just "barely legal". What they advocate is abandoning our commitment to protect the fairness of our racing by maintaining and enforcing verifiable specifications and instead rely on suspicion and innuendo. It measures in, but is not "stock", so it is still cheating. It's not what is done to your boat, it's who did it. If Customflex builds you a minimum weight boat that's fine, but if they build you a heavy one, that's tough.

Surely not. When Paul Elvstom says,..."the best skippers have much of the race won before they leave the dock," and then goes on at length about preparations, and yes optimizing the hull, blades, and rig, all within class rules, and then we hear the same thing from Buddy Melges, Dave Perry, Artie Knapp etc., virtually the entire registry of our one-design greatest sportsmen and champions, what are we to think? Cheaters! Imposters! Pretend champions all! Are better equipped, better tuned, better prepared boats faster than "average" boats? Yes. Are we seriously going to try and change that?

Compare this attitude with that of Buzz Lamb, past and long time Secretary of the Snipe Class when he would say....The first responsibility of the Class is to assist all members with understanding and complying with the rules and when necessary demanding it. Of equal importance, once it is verified that the boat or equipment in question meets class requirements, that the class defend it as such in equally firm terms.

Read JJ Islers article on sportsmanship in the October issue of Sailing World and the side bar by Peter Beecher where he describes the poor sportsmanship of those who toss aside courtesy, and grace in losing and replace it with intimidation, threats and accusations of cheating.

The policy being proposed says, if it didn't come from Customflex it is suspect and you likely have dishonorable motives, and any facts to the contrary like meeting class

Marion Zaugg Letter continued on next page

specs is just a dodge. That may sound like a clearly defined line but in fact it is anything but.

The double standard being applied could hardly be more stark. You can buy a brand new boat with every go-fast fitting offered, buy new sails every year, two boat test for weeks at a time, take yourself and your crew to week long race training courses every winter, all of which is intended to give you a "racing advantage" and nothing but praise from this group. But heaven forbid you wet sand and polish your twenty year old hull because you can't afford any of the above and win! Well we may not be able to prove you're cheating but we can sure use peer pressure to make you feel like you are.

Prior to the early nineties this was virtually unheard of. The Interlake Class that I first joined had a completely different view. Then, the boat and equipment were a means to an end not an end in themselves. The most cherished component of the Class was the goodwill and sense of community among the membership. Assailing a fellow sailor's integrity or honor was more than rare. Today, at too many Interlake gatherings one can hear whispers and charges of "unfair advantage" spoken as freely and often as I used to hear words of welcome and encouragement.

Prior to the early nineties the Class enjoyed fair and competitive racing in addition to a deep well of goodwill among the membership. The standard was simple, boats that met the requirements outlined by the plans and specifications were welcome to compete. People regularly admired beautifully done wood trim or whole boat restorations, and at one time even home and custom built boats. A tremendous pride of ownership was the norm. (Virtually unheard of in contemporary classes such as Sunfish or Vanguard 15's.) This was seen as a Class strength, to provide a home for people that come to the sport with a broader variety of interests, beyond the race on race day.

What is today's culture in the Interlake Class? Well a boat that is 40 lb. over minimum weight is fully competitive but a boat with a wood rudder built at home that is the same shape and weight as a stock one has a performance advantage that the Class can not tolerate. Let's see, how do we write a fair rule that says that....The fact is we can't. But more importantly, we shouldn't even try.

... and By Rich Wismer, #972

I would like to start this letter by saying that I will probably never win the Interlake Nationals. I sail with 5-year-old sails on a boat that although in good condition is probably not up to the task even if I was. And although I consider myself a good sailor I don't fool myself believing I have talent that I don't. So there, I have now grouped

myself with at least 90% of the owners and racers of Interlakes. We sail for fun! Do we win races? Sure, we tear up club races and sometimes even make great showings at Traveler Regattas and even the Nationals. But mostly we are racing because we love the sport.

This is a long intro to my views on several letters that have recently appeared both in the Intercom and on the website.

In a recent Intercom Jeff Clark, Interlake class Chief Measurer, addressed the issue of boats that are technically legal but may not fit the spirit of the one design rule (how embarrassing when it was found out that the Nationals winning boat mentioned in his letter is not quite stock).

Shortly after the Intercom arrived, a letter from Marion Zaugg appeared on the discussion page of the web site rebuffing many of the points that Jeff made.

For those that didn't read either, this is my read on both. Jeff Clark says that Interlakes should be as they came from the builder, if an owner must fix or repair it should be done as close to stock as possible. Marion Zaugg says that because these boats have been around a long time with many variations what constitute stock? Boats should be able to be improved as long as the owner stays within the rules.

Now at this point I was torn. Recreational sailors like myself like to believe that generally all Interlakes are basically the same. So I liked the idea of keeping boats as stock as possible, older boats would be more valuable and racing should be more even. But on the other hand my boat is twenty years old and at some point a previous owner cut off the end of the boom and replaced hardware and I replaced the rudder, etc. so maybe I liked Marion's point of view better. After all, the Interlake is a very cost effective boat to upgrade to keep competitive, no expensive carbon fiber parts to buy, Oops never mind, the class changed that rule.

Back to the Intercom with Jeff Clark's original letter: At the other end of the same Intercom Skip Dieball discusses his plan for winning the 2004 Nationals. Now undoubtedly Skip Dieball is a very talented sailor, but why would it take days, working with the builder, to get a "stock" boat just right? Because it took a while to convince the builder that the centerboard pivot bolt should be in a different position than in every other boat Terry has built. Is the bolt technically legal? Yes, Is this boat stock? No. Should this boat be allowed to participate? Of course not, this is obviously trying to circumvent the rule "The purpose of the restrictions...is to insure that, to as great a degree as possible, all boats and sails have identical racing capabilities.", If boats from the builder aren't all the same, how can we police the rest of the

Rich Wismer Letter continued on next page

class?

So what's my point in this rambling discourse. Our class, The Interlake Sailing Association has a set of rules. If someone modifies their boat and breaks one of those rules, the boat must be disqualified and not allowed to race until it is corrected. Even the rule "The purpose of the restrictions...is to insure that, to as great a degree as possible, all boats and sails have identical racing capabilities.".... But if a boat fits the rules, no matter how it is modified then they should be allowed to race. What should never happen in the future, and let's pretend that I wrote this letter a month ago, is that a boat that does not fit the rules is "Grandfathered" into the class and forevermore legal as has been done in the past.

I'm sure the rules will be amended in the future to clarify them and to address changes in the sport of sailing. I would like to give two examples when I think the class got it just right. When there was a proposal to cut down the centerboard trunk, the class discussed it in great detail, one boat was modified without offers of grandfathering and when it was quickly clear that it improved the ease of sailing the boat without putting older boats at a disadvantage it was put to the membership for a vote. When someone proposed a bracket to mount the spinnaker halyard turning block out in front of the mast, the class saw it as an idea without merit and specifically outlawed the idea.

So in conclusion, although I agree with part of Marion's letters and part of Jeff's letters, I think the most important point is that it should be the sailor that wins races and not the boat. When I do win the Nationals and Travelers (I can still dream) I don't want an asterisk by my name because my boat was on steroids.

Deadline

The Deadline for the Next Intercom
is Friday,
March 25, 2005

Please send any articles and photos to:

Ron Gall
2022 Glencove Dr.
Toledo, OH 43609
(419) 382-6998
ron.gall@dana.com

“Rip” Harrison Honored with Lifetime Membership Award

At the 2004 Indianapolis Sailing Club's Poltergeist Regatta, The Interlake Class presented William Ripley Harrison with a lifetime membership. Here is a letter from Past President Don Wilson, nominating Rip for this award:

As my last function as President of the Interlake Sailing Class Association, I would like to bestow upon William Ripley Harrison an honorary life membership in the Interlake Sailing Class Association. Over the last thirty-four years he has been sailing and encouraging others to sail an Interlake. Even though he sold his Interlake (#1300) two years ago, he still attends the Indianapolis Sailing Club on a regular basis to pass along valuable instructions and encouragement to new and old sailors alike.

Ripley introduced me to the Interlake back in 1994 by allowing me to crew with him one week and loaning me his boat the next. He has also purchased multiple boats to have available when an interested sailor comes along. He has served as Commodore of the Indianapolis Sailing Club and Class President in 1978.

With this being said and with your permission, I would like to present Rip Harrison an Honorary Life Membership in the Interlake Sailing Class Association at this year's Poltergeist Regatta.

On behalf of the entire Interlake Sailing Class, I would like to say Thank You and Congratulations.



2005 Interlake National Championships – A Preview

By Bill Kennedy
Fleet #28

Join us in Indianapolis and participate in two of the sailing world's Golden Anniversaries occurring in 2005 when the 50th Interlake Sailing Class Association Nationals are hosted at the 50 year-old Indianapolis Sailing Club from July 27-30 by ISCA Fleet 28.

Indianapolis Sailing Club is located on Geist Reservoir at the northeast corner of the City of Indianapolis. The sailboat racing area on Geist is approximately three miles long and can stretch over one-half mile in width providing for a variety of challenging racing courses in different conditions.

Long-time ISCA member and past class president, Hans Haupt, will be preparing a special guide on "How to Sail on Geist", for publication later this year in advance of the Nationals Regatta. The club features: four major docks on a quiet bay off the main reservoir; two electric hoists; a boat launching ramp; a large parking area; a clubhouse with kitchen, restrooms and showers; and approximately 13 acres of partially forested park-like grounds suitable for camping. There are suitable play areas for young children.

The 18,000-acre Geist Reservoir was created in 1943 forming a 7 billion gallon water source for the City of Indianapolis. In 1955 a lease was arranged between the Indianapolis Water Company and the Indianapolis Sailing Association granting the club a ten-year lease on the land and sailing privileges on the reservoir. Charter members changed the name of the association to the Indianapolis Sailing Club in 1957. In 1982 the club arranged to purchase the property. The club has steadily made improvements to the facilities and will continue to do so with some special memorial additions this year. ISC and Fleet 28 last hosted the ISCA National Championships in 1995.

This year the Nationals will be held Wednesday through Saturday, in the same final week of July time-slot as in 2004 but at the end of the week rather than the beginning of the week as held last year.

Former ISCA Class President Don Wilson is co-chairing the local Nationals Race Committee (NRC) along with ISC Fleet 28 Captain, Bryan Sarber. The ISCA NRC is chaired by ISCA Vice-President Kevin Bracy who is supported by Bob Sagan, Brad Huntley, Jamie Jones,

Martin Howell, and locals John Nagle and Don Wilson.

The Principal Race Officer will be Rich Jeffries who was a professional race manager for Hobie and recently served as Evaluation Panel Chairman to recommend the windsurfing equipment to be used at the 2008 Olympics. Mr. Jeffries was the competition venue manager at Savannah for the 1996 Olympics sailing events and the competition manager in Long Beach for the 1984 Olympics.

Nationals entry forms will be available soon on the ISCA (www.interlakesailing.org) and ISC (www.indianapolissailing.org) websites as well as in the Intercom. Entries must be postmarked by July 1, 2005 or be subject to a late fee.

The Chief Judge for the 2005 ISCA Nationals will be Mr. Gary Shoemaker of Gross Pointe, Michigan. He is highly recommended by Ted Everingham, Chairman of US SAILING's Committee on Judges. This regatta will be governed by the current Racing Rules of Sailing (RRS), the prescriptions of US SAILING, the current ISCA By Laws, the Notice of Race (NOR), the Sailing Instructions and any amendments thereto. Sailing Instructions will be provided upon registration.

Again, this year the Nationals will include Women's and Juniors Racing Series. No qualifying series are planned. The traditional Championship and Challenger fleets are scheduled to participate in ten (10) races. The ten Championship and Challenger fleet races are scheduled for four each on Thursday and Friday, and two on Saturday morning. The Women's and Juniors race series are scheduled for Wednesday, July 27 2005.

Registration and measurement of boats and sails is scheduled for Tuesday, July 26th from 1400 through 1900 hours and on Wednesday, July 27th from 1000 through 1800 hours.

A welcoming party sponsored by Interlake builder-Customflex owner, Terry Kilpatrick, is scheduled to begin at 1830 hours on Wednesday, July 27. This year our Fleet 28-hosted Thursday night dinner will feature a Hawaiian Luau presented by a native of the Islands, ISC Interlaker David Remick. Friday evening will offer a variety of dining choices with Fleet 28 sailors leading visitors to various local dining and entertainment venues. The 2005 Nationals will close with an awards banquet on Saturday evening, July 30th.

Nearby shopping, dining, and many major cultural attractions including: the Indianapolis Children's Museum, Indianapolis Zoo, Eiteljorg Museum of American Indians and Western Art, Indianapolis Museum of Art, Connor Prairie Living History Museum, Indiana State History Museum, and, of course, the Indianapolis

Nationals Preview continued on next page

Motor Speedway Museum await the interests of non-sailing family members or all before and after the regatta.

More information on the 2005 Interlake National Championships is forthcoming on the ISCA and ISC websites as well as the ISCA Intercom. The local Regatta Chairmen can be reached at the following numbers and

addresses:

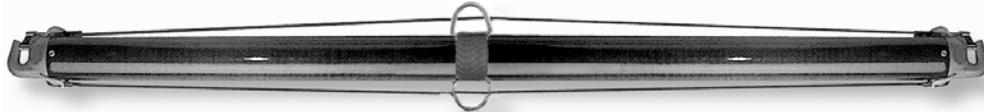
Don Wilson
(317) 272-6801
dwilson@schneidercorp.com
616 Caesar Drive
Avon, IN 46123

Bryan Sarber
(317) 335-7385
bsarber@hrtc.net
9764 Springstone Road
McCordsville, IN 46055

NEWSFLASH:

Carbon Fiber Spinnaker Poles Now Legal in the Interlake Class

Yes you heard that correctly. The Interlake class is now allowing Carbon fiber spinnaker poles, and Layline comes to bat with a carbon pole designed specifically for your Interlake. Our tube is manufactured using a tri-axial braiding method that uses a build schedule specifically designed for use on the Interlake. This process yields a tube that is lighter than a comparable aluminum tube and actually stiffer. Assembled using the tried-and-true Forespar Ultra ends or Proctor ends and our lashed center point pick-up, this pole will give you the performance that you expect from Layline at a price that you won't believe!



Forte Small Diameter Carbon Dinghy Spinnaker Pole Tubes

In response to this breaking news, we now have these super-stiff, bulletproof, center pick-up poles that can handle anything a boat with "no lead down low" and a J less than the maximum length can throw at it.

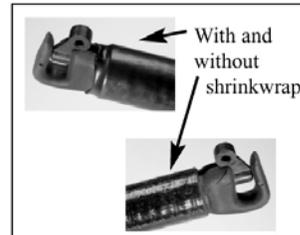
Two sizes. Remember, carbon poles are referenced by their inside diameter (I.D.). We use machined delrin bushings to fit the various pole ends, included in the pricing.

1" I.D. Pole - Maximum length is 8 feet.

1.25" I.D. Pole - Maximum length

1" Outside Diameter Carbon Tube with a 5/8" Inside Diameter

I know, I just said all Carbon is referred to as Inside Diameter. This is an exception we use for hand grabs and tiller extensions.



FCPIF Forespar Ends

FCPIP Proctor Ends

Call for Introductory Pricing

Includes Ground Shipping inside US.

1-800-JIB LINE (542-5463)

www.layline.com



Haphazard Regatta

Mohican Sailing Club

Lucas, Ohio

September 11-12, 2004

Place	Skipper & Crew	Boat #	Race 1	Race 2	Race 3	Race 4	Total
1	Scott & Rick Savage	1340	1	1	2	1	5
2	Marion Zaugg & Carol	1299	2	3	3	3	11
3	Brad Balmert & Kathy LaValley	1384	3	6	4	2	15
4	Jamie & Jeff Jones	1267	6	2	1	7	16
5	Bill Regan & Drew Norman	1355	8	5	5	4	22
6	Ned Goodman & Fred Kinsinger	1333	10	4	6	5	25
7	Alan & Carol Freeland	1305	4	13	7	9	33
8	Bill Sanderson & Mike Stratton	1132	7	8	11	11	37
9	Ron Gall & Kevin Bracy	1325	13	11	8	6	38
10	Ben Stock, Nate & Bridgett Ireland	850	11	7	10	10	38
11	Henk Dekker & Scott Nolan	1175	5	9	15	14	43
12	Joe Murr, Jim House & Cheryly Redfern	1261	9	10	12	13	44
13	Tim Lohner & Andrew Wetzler	838	12	15	9	12	48
14	Chris Beal & M. Christopher	1292	15	14	13	8	50
15	Seth Parker, Andrew Hermetat, & Bridgett Beal	766	14	16	14	DNF	59
16	Stewart & Thomas Fitzgibbon, Lewis Sage	1316	16	12	DNS	DNS	62

SMSA Fall Invitational

Southern Maryland Sailing Association

Solomons, Maryland

September 25-26, 2004

Place	Skipper & Crew	Boat #	Race 1	Race 2	Race 3	Total
1	Bob & Lisa Fleck	384	1	2	1	4
2	Martin & Ashley Howell	1395	2	1	3	6
3	Doug & Andy Savage	1153	3	3	2	8
4	Kevin Bracy, Nick and Jim	1248	4	5	4	13
5	John & Barbara Herbig	265	5	4	5	14

NOTICE:

North Cape Yacht Club's Fall Blowout Regatta, scheduled for October 16, 2004, was canceled due to strong winds.

No make-up date was scheduled.

3

easy ways to
join **US SAILING:**
800 US SAIL-1
www.ussailing.org
888 US SAIL-6



Clark Lake Regatta

Clark Lake Yacht Club Brooklyn, Michigan September 25-26, 2004

By Ron Gall
Fleet #4

Great sailing and good company marked this year's regatta at Clark Lake. The air was light, but not too light. The lake gave us just enough wind to keep the spinnakers out of the water. As usual, the weekend did not disappoint anyone.

Traditional, as well as new rivalries took place this weekend. The traditional ones included Ty Cathey versus Bob Bradley, and myself versus Jack Coleman. The Marriott twins would have battled it out as well, if it hadn't been for Tom being sick that weekend. This was the first Clark Lake regatta he has missed in many years.

Bob Bradley has a history of winning this regatta. Last year, Hank Boissoneault pulled off the impossible and beat him. This year, Ty Cathey, who always gives Bob a run for his money, pulled off the same feat. This really was a two-boat regatta for first place. If it wasn't for myself sneaking in just ahead of Bob in the fourth race, they would have tied. See, even sailors like myself can affect a regatta.

Jack Coleman and I also battled it out for our usual place in the "pecking order." It seems that we are always running into each other out on the racecourse, and I mean literally in some cases. But as usual, Jack always seems to get the better of our little competition.

Some new blood migrated to our fleet from the lasers this year. Brian Bradley and Kevin Bradley showed moments

of greatness throughout this regatta, with Bryan being the most consistent. A rough last day of racing caused some heartache on Kevin's boat.

Some encouraging news came from this regatta regarding a possible rebirth of the once popular Interlake fleet at Clark Lake Yacht Club. Michael Sharkey, a local club member, was telling me that they get three Interlakes out almost every week for their weekly race series. And, another person I talked to was interested in buying an Interlake and racing.

I believe that Michael is the only one who is a member of our class, so a little bit of work would be required to meet the three-member minimum requirement to start a fleet. I gave him some membership forms, and he said that he would do what he needs to do.

Our involvement in this regatta year-after-year is starting to take notice. The Interlake participation is up and all other classes are down. I've already seen some interest in our boat from Rebel sailors. We have a better-looking boat and we are a very friendly group of people. How can they resist?

Overall our participation has been up, but we were a few boats shy of last year's mark. They were all excellent excuses, but next year let's try harder. My goal is to get more boats from Columbus, to keep the traditional Jolly Roger, Portage and Sandusky boats company. This is a small lake, just perfect for those used to sailing at Leatherlips.

The lake (I believe) was named after two of our sailors, Clark Chapin and Jeff Clark. So, they should be here every year. It would also be nice to convince the Sandusky boats to race on Sunday.

Let's show this potential fleet what we can do. Show up next year and I can guarantee you'll have fun.

Place	Skipper & Crew	Boat #	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	Tyler & Felicia Cathey	1341	PYC	2	1	2	1	2	8
2	Bob & Betsy Bradley	1332	JRSC	1	2	1	4	1	9
3	Bryan & Jim Bradley	1376	JRSC	6	8	3	2	5	24
4	Tim & Brent Marriott	1268	JRSC	3	4	6	5	6	24
5	Jack Coleman & Ann Taylor	1286	PYC	5	5	5	7	3	25
6	Ron Gall & Jeremy Rapp	1325	JRSC	7	6	7	3	4	27
7	Kevin Bradley & Doug Rombach	952	JRSC	8	3	4	6	8	29
8	Michael Sharkey	677	CLYC	9	9	8	8	7	41
9	Brad Huntley	1399	SSC	4	7	DNS	DNS	DNS	44
10	Tom Gagnet & Mike Muhn	1371	SSC	11	10	DNS	DNS	DNS	54

Snow Flurries Regatta

Port Clinton Yacht Club
Port Clinton, Ohio
October 2, 2004

By Kathy LaValley
Captain, Fleet #17

Boats were scarce at the Snow Flurries this year, due in part to the Indianapolis Poltergeist Regatta being held on the same weekend. Also, the forecast was to have winds near 30. Racing was called off Saturday for the One-Designs. Sunday's weather had winds 5-12 mph. It was sunny but cold. Hopefully next year we will have a larger turnout of Interlakes.

Place	Skipper	Boat #	Club	Race 1	Race 2	Race 3	Total
1	Brad Balmert	1384	LSYC	1	2	1	4
2	Brad Huntley	1399	SSC	2	1	2	5
3	Dave Nighswander	1024	PCYC	3	3	3	9

Poltergeist Regatta

Indianapolis Sailing Club
Indianapolis, Indiana
October 2-3, 2004

Question????

After being installed as Captain for Fleet 20, I decided to make a big push to get some of our sailors (myself included) to travel some and also to get better participation at Port Clinton Yacht Club from abroad.

One idea that has received a lot of support was to promote a race that we do internally every August – the “Can Race”. This is an open water “distance” race of about 9-10 miles from PCYC to Catawba Island and back. It seems to me that this would be the only race of its type on the ISCA schedule and could potentially gather a lot of interest from the class members.

I'd be interested to hear your thoughts on the idea and any suggestions that you may have.

Thanks,

Kevin Kyle
krkyle@earthlink.net



Spinnakers meeting at the gybe mark. ...Photo Courtesy of Bill Kennedy

Poltergeist results and more pictures continued on next page

Place	Skipper	Boat #	Club	Race 1	Race 2	Race 3	Total
1	Scott Savage	1340	LYC	1	2	3	6
2	Hank Boissoneault	1382	SSC	6	1	1	8
3	Tom Ehman	1318	PYC	5	4	2	11
4	Ron Gall	1325	JRSC	3	8	6	17
5	Hans Haupt	1313	ISC	4	5	9	18
6	Jim Boucher	1178	LYC	2	3	14	19
7	Jamie Jones	1267	HSC	7	6	13	26
8	Don Wilson	1374	ISC	9	10	7	26
9	Jim McDonald	1383	ISC	10	12	5	27
10	Scott Graham	1280	LYC	11	11	8	30
11	Jack Coleman	1286	PYC	8	9	16	33
12	Clark Chapin	1317	PYC	16	7	11	34
13	Doug Koenig	1381	PYC	12	13	10	35
14	Dan Graf	1393	ILYC	14	26	4	44
15	David Remick	1300	ISC	17	19	12	48
16	John Nagle	1307	ISC	18	14	17	49
17	Alan Freeland	1305	HSC	15	17	18	50
18	Terry Harper	1304	ISC	13	18	21	52
19	Joe Vicini	1360	ISC	23	16	15	54
20	Pat Tynan	1385	ILYC	19	15	20	54
21	David Lemler	1137	ISC	22	22	19	63
22	Chip Wood	1187	ILYC	21	20	25	66
23	Steve Ross	1310	ISC	20	24	23	67
24	Bill Mullineaux	1275	ISC	25	21	22	68
25	Bryan Sarber	1270	ISC	24	23	24	71



Three Daves; Remick, Weimer, and Lemler; on the grill for the Poltergeist Regatta Dinner. ...Photos Courtesy of Bill Kennedy



Steve Ross ponders the mirror-like surface on Gesit as son, Jon, bails the boat in hopeful anticipation of Sunday races, which were voted down by regatta sailors as winds failed in the morning.

The Soul of the Interlake Class

By Clark Chapin
ISCA Chief Measurer

Marion Zaugg's comments regarding the ISCA Specifications and the merits of custom-built vs. Customflex-built components helps to highlight the ongoing debate within the class about just how "one-design" we want to be. Marion, Jeff Clark, and I are in a "state of violent agreement" in some areas; namely, that there are a number of different deck configurations being actively raced these days. The disagreements that arise are not over whether a boat "measures in," but over what to measure, where to measure, and how to measure. The answers lie in the Specifications, the Official Plans, and in the Interpretations of the Chief Measurer.

Background I – Non-original Decks

This is not a new issue. A decade ago, the class endured years of acrimony over the construction of replacement wooden decks or modified fiberglass ones. The issue was resolved by two actions:

- The passage of an Interpretation of the Chief Measurer regarding Deck Repair that contained words requiring equal flotation, equal appearance, equivalent materials, and equal shape for a repaired deck. A repaired deck must be capable of fitting back into its original deck mold.
- The passage of the deck specification that now appears in the ISCA Handbook. By approving the specification, the class members decided that a deck had to meet certain dimensional and material requirements. Within those limitations, customization for purposes of aesthetics or optimization is allowed.

Background II – Sharpened Chines

In more recent times, the practice of sharpening the chines of the hull appeared. In other classes, most notably the Snipe, this has been a feature of the boat for several years. Most new Snipes have very distinctly smaller chine radii in the aft third of the hull.

When the Executive Committee became aware of this practice, it decided after debate that the practice was harmful to the Class for one particular reason: It created the appearance that a stock hull was not "fast" and that, if these modified hulls were successful, the conclusion among Interlakers would be that chine modification was a necessary price of entry into the top tier of the Class. The response of the Chief Measurer and the Executive Committee had several steps:

- Modify the existing Interpretation to place the same must-fit-back-in-the-mold requirement on the hull as well as the deck.
- Create chine templates.
- Publicize the existence of the Interpretation and the templates,
- Measure boats before and at the Nationals.

I don't believe that this was a "specification or rule change to plug 'holes', real or imagined." I believe that it was an action by the Executive Committee as part of its duties where it "interprets the Constitution and Bylaws and determines operating policy of the Association."

What is "One-Design" Anyway?

One-design classes come in a variety of forms related to strictness. At one end of the spectrum are classes where development is not only allowed, but also expected. The Flying Dutchman, for example, was originally specified to a minimum weight far under that which the existing materials could support. A boat built to the minimum weight would fold up under the rig tension that had become the class norm. Even with the advent of newer, stronger, and more expensive materials, the class became so concerned that boats were being made eggshell-thin in

the ends that a minimum radius of gyration specification was developed along with the complex Lamboley swing test to measure radius of gyration. The belief in the FD Class was that the championships were being won on the drill press, not on the

water. Now, that's fine for them (it's their class, after all) but the Dutchman has lost much of its popularity and was dropped from the Olympics in 1988.

On the other hand, there is the Flying Scot. There are other manufacturer's classes that are stricter, but their experiences don't hold many lessons for us.

The Flying Scot has many weird engineering features that are fully embraced by the membership. Starting at the bow, there is the forestay-jib toggle thing. No other class thinks it's a good idea, but all the Flying Scots have it. All Flying Scots have the same quirks and foibles and the class members accept and live with them.

Interlake One-Design

The Interlake falls somewhere in between those two. We, the members of the Association, want to keep our boats even in racing potential, yet allow modifications and, yes, optimization for personal preference within the limits of the Class Specifications.

The experience of one-design classes in the US, with few exceptions, supports the concept of less variation rather than more. In other words, we don't have to be as

Measurer's article continued on next page

restrictive as the Flying Scot, but given a choice, we should opt for less variation between boats.

Any *perception* that modification of a stock boat, beyond hardware changes, is necessary in order to be competitive is corrosive to the one-design nature of the Class and therefore to the value of all our boats.

Optimization of a hull can mean applying filler to make a concave hull flat, but shouldn't include making it convex at all. The flatness tolerance takes into account sag of a true hull (Specifications Article VI Section 7). Modification of an already built centerboard trunk to move the bolt position aft of the nominal position may also fall afoul of Specifications Article I Section 8. The Soul of the Interlake Class is the commitment to equality in racing potential, real or perceived.

Defenders of the Soul

The Chief Measurer and the Executive Committee work to protect the value of all Interlakes by enforcing the Specifications and Bylaws. As the Chief Measurer, I support the work of my predecessors. I also depend upon the Executive Committee to not only question my interpretations and policies, but to modify and endorse them. We believe that is our duty.

Often, other Interlakers have a different view of the nature of the Class. They believe that more customization and optimization should be allowed. They are entitled to their opinion – anybody who pays their dues is entitled to an equal stake in the future of the class.

The history of the Class over the last 25 years including:

- Tightening restrictions on sidestay locations,
- Banning wooden masts and booms,
- Establishing a position for the centerboard bolt,
- Outlawing spade rudders,
- Establishing and enforcing deck requirements, and
- A host of others;

shows that the tendency to restrict variation is consistent and has preserved the nature of the Class and the value of its boats. I intend to continue that tradition.

ISCA MEMBER/BUILDER COMMITTEE

Created by the Executive Committee to promote a positive relationship with Customflex and assist members in resolving difficulties with service and parts. Members should contact one of the committee members for assistance.

Scott Savage – (614) 889-7729
Steve Wiseman – (734) 663-3217
Bob Bradley – (734) 243-0974

Hangover Regatta

Potomac River Sailing Association Alexandria, Virginia January 1, 2005

*By Doug Savage
Captain, Fleet #39*

Fleet 39 sailed into the New Year in style at the Nation's Capital. Four Interlakes joined 17 Lasers for the annual Hangover Regatta on the Potomac River.

While the Midwest was suffering boat crushing cold temperatures, our racecourse was a balmy 70°F, with gusty winds from 8-17mph. (OK, the crew did report that the 35°F water made the spray a little "spicy").

A six-race series resulted in a tie between # 384 (Bob Fleck/Bob Thomas) and # 1153 (Doug & Liz Savage, Matt Beckman). The Savages won the tiebreaker and regatta with a tight final race victory.

#1395 (Martin & Ashley Howell) were in the hunt all day, but were hamstrung by a series of mark rounding problems! (Beware the tidal current, you'll be sorry.....)

#443 (Hank Messick/Pat Williams) made their presence known before having to retire with damage in the third race.

Fleet #39 looks forward to hosting the 2005 Midwinters, March 19-20, and we hope to see you on the Potomac!



Hoover Sailing Club

2004 End of Year Report

By *Tim Lohner*
Captain, Fleet #24

“So you want to improve your racing and become a stronger sailor, but you keep getting sand kicked in your face at the windward mark? Well, we have the solution, join the Interlake Boot Camp and we’ll put hair on your sailing chest.”

This is how Interlake Fleet 24 in Westerville, Ohio, started its 2004 sailing season – with an Interlake Boot Camp! Drill Sergeants Steve “the Hammer” Aspery, Jamie “the Voice” Jones, and George “General Recall” Fisher ran the camp on May 17th and 18th to help the fleet improve its upwind and downwind sailing skills, mark roundings and starts. As advertised, it wasn’t just a clinic, but an adventure! Participation was excellent, with at least 12 boats participating. The on-the-water drills and “live fire” training exercises were followed with an on-shore review session during which the various sailing techniques were critiqued. The second day of the clinic was limited to additional on-shore demonstrations due to inclement weather (it may have been boot camp, but it wasn’t the real navy). A follow-up date allowed for additional training to help those Interlakers polish their sailing skills. Due to the great turnout, we are hoping that our “instructors” will conduct additional “camps” in the future.

While participating in the Sunday afternoon and Wednesday evening races and pulling early-season Race Committee duty, the Interlake Fleet hosted its annual Hoover Interlake Stakes Regatta on June 19th and 20th. Twenty-one boats participated in the regatta, which included the ever-popular seafood boil. Nine boats from the Hoover fleet participated in the regatta, with 3 of the boats placing in the top 5. Maybe that boot camp helped after all, even if these were the instructor’s boats.

This was also the year that the Interlake fleet was selected to host the annual Hoover Cup Regatta. This is a round-robin event during which the best skippers from each fleet in the club compete, with each skipper sailing each boat one time. In spite of very light air, we were able to complete 4 of the 9 scheduled races. While the Windmill team appeared to have the upper hand, an unfortunate DSQ tipped the scales towards the Interlake team of Steve Aspery, his daughter Melissa, and Jamie Jones. Unfortunately, the final scoring resulted in a win for the Windmill team, who took the regatta. It just so happens that this team was lead by Craig Tovell, a former Interlake National Champ (1991). Next time we’ll have to watch for these “turn coats.”

Following the completion of our fall series of Sunday afternoon races, the Interlakes continued to enjoy each other’s company during various social events. A Halloween Party brought out the best (and worst) of our fleet with Jeff Clark in his Spanish Buccaneer costume taking best honors. Our local dentist/skipper, Jim Cottle and his wife Sisi, sported real “fangs” with their Dracula costumes. The Aron Ralston “knock-off” by Scott Solsman was also popular (You remember Aron. He was the guy who cut off his arm to save himself while climbing in the Utah Mountains).



Jim and Sisi Cottle show off their real fangs during the Halloween Party. And you thought your doctor was a bloodthirsty scoundrel.

Our traditional Christmas Party and White Elephant gift exchange was hosted by John Reagan and his wife Sarah, at their home in historic Bexley on December 11th. Ever in the competitive spirit, awards were given for the best hors d’oeuvres (Steve Aspery) and dessert (Richard and Candy Witt). In addition, the awards for the year’s racing were presented (see table below). Twelve skippers received awards for their performances in the Spring Series, Fall Series, or Wednesday Evening Series races. In addition, the “most improved” award was presented to Scott Solsman and the Fleet Champion award was presented to Tom Eisert.

Following much arm-twisting and coercion, we were finally able to fill the positions for a new slate of fleet officers for 2005. They are as follows:

Fleet Captain – Tom Eisert
Racing Rep – Paul Sutton
Treasurer – Alan Freeland
Social – Sandy Peck/Lisa Aspery
Leadline Rep – Steve Kelly

These talented individuals will lead the fleet through another year of sailing and will surely begin preparations for the 2006 Interlake Nationals, which will be held at the

Hoover fleet report continued on next page

Hoover Sailing Club.

Having served as the fleet captain for the past 2 years, I have experienced many challenges and successes.

Through all of these, I have always been impressed by the resourcefulness and helpfulness of Interlake sailors. It has truly been a rewarding experience and I look forward to enjoying many more years sailing with the Interlake fleet.



A good number of Interlake Fleet 24 poses for a Christmas Party picture.

Interlake Fleet 24 2004 Fleet Racing Results		
Spring Series	Championship Division	Challenger Division
1 st	Steve Aspery	Steve Kelly
2 nd	Jamie Jones	Tim Lohner
3 rd	Tom Eisert	Paul Sutton
4 th	Alan Freeland	Jim Cottle
5 th	Jeff Clark	Scott Solsman
Fall Series		
1 st	Tom Eisert	Paul Sutton
2 nd	Alan Freeland	Steve Kelly
3 rd	Jeff Clark	Greg Brigham
4 th	Jamie Jones	Scott Solsman
5 th	Steve Aspery	Ron Berggren
Wednesday Series		
1 st	Tom Eisert	
2 nd	Paul Sutton	
3 rd	Scott Solsman	
4 th	Greg Brigham	
5 th	Jim Cottle	

Measurement Update

January 30, 2005

By Clark Chapin
ISCA Chief Measurer

Introduction

There has been much discussion lately about several measurement-related topics.

The 2005 Measurement Committee is composed of: myself as the Chief Measurer and members Jeff Clark, Scott Savage, Bob Bradley (all past Chief Measurers), and Dave Weimer from Indianapolis, site of the 2005 Nationals.

The Measurement Committee has discussed several of the important topics among themselves by phone and e-mail. To dampen some of the more hysterical rumors, President Boissoneault has asked me to summarize our actions and decisions thus far.

This update reflects discussions by the Committee, but not their unanimous agreement.

Centerboard Bolt Position

The Executive Committee discussed the question of centerboard bolt position at its meeting on 27-Nov at the Customflex facility (and Terry Kilpatrick's house) near Toledo. Skip Dieball was present and offered several points about the construction of Hull #1399. Skip stated that the centerboard bolt position was 1-1.5" aft of the "nominal" position. I have consciously placed "nominal" in quotation marks because that precise position in the mold is difficult to determine with great precision. In addition, Skip stated that he had no desire to move to the limit of the specification for several reasons, including the difficulty of the measurement. The net effect, according to Skip, was about three inches in the centerboard pennant (not the cable) at the same point of helm balance.

Brad Huntley, owner of #1399 and Skip both have indicated that the performance change by this modification is minimal.

With Terry's assistance, we leveled the hull mold, laid a straight edge across its length, and determined the nominal position of the centerboard pivot bolt.

By a mutual agreement with the Executive Committee, Terry agreed to place the bolt at that location until further notice. A measurement will be taken from the transom to this nominal bolt position so that individual boats can be measured without the similar necessity to laboriously level the boat. This measurement can be used reliably to determine the position of any boat built from the current mold, i.e. with a hull number >1220.

In my opinion, the three boats built in 2004 with the 1-1.5" rearward position are legal boats. Their centerboard bolts are within the tolerance band contained in the Class Specifications and Plans.

The original tolerance band was selected to handle the spectrum of existing boats because the process for locating the bolt was not as precise as the current Customflex method.

Although tightening the tolerance to reflect current manufacturing practice is a possibility, it is not contemplated this year.

On the other hand, Interlakers should know that relocating their CB bolt is emphatically not recommended because the integrity of the trunk can be compromised leading to water leakage, weight gain,

Interlakers should know that relocating their CB bolt is emphatically not recommended because the integrity of the trunk can be compromised leading to water leakage, weight gain, and the necessity of expensive centerboard trunk replacement.

and the necessity of expensive centerboard trunk replacement.

Jib Fairleads

At the 27-Nov meeting, the Executive Committee failed to approve an Interpretation of the Chief Measurer that fixed platforms that extend inboard for mounting jib fairleads are part of the deck and need to meet the maximum deck width requirement. The opinion was that if inboard jib sheeting is a serious issue, than a specification should be developed to handle the problem explicitly.

Measurement update continued on next page

The Measurement Committee has gathered some data and discussed a sheeting requirement similar to that used by the Lightning Class. The problem is complicated because the variety of deck styles is far greater in Interlakes than Lightnings.

Additional data and measurement techniques will be developed this year, but no specification is expected before 2006. Such a specification would have to be balloted to the Association members.

The Executive Committee will revisit this issue at its February meeting. The original Interpretation may be approved at that time and, if so, will be applicable immediately, including at the 2005 mid-Winters in March.

Hull Flatness

The data gathered at the 2004 Nationals shows several trends:

1. Most fiberglass boats exhibit flatness that is more consistent than the 3/8" tolerance.
2. Some boats have been constructed or modified to take advantage of the tolerance to provide convex hulls, i.e. that the hulls were built up beyond a flat surface.
3. Some boats are concave due primarily to age and poor support on their trailers or lifts.

Further action may include tightening the specification and making it one-sided. For example, instead of ± 0.375 ", the specification could be < 0.1875 " convex with no limit on concavity.

An Interlaker who knowingly constructs a foam core rudder would probably lose a measurement protest.

An Interlaker who knowingly constructs a foam core rudder would probably lose a measurement protest.

In my opinion, the Specification and Official Plans must be made to match, either by a Specification and Plans change to allow foam materials or by

Such a specification would also have to be balloted to the Association members.

I support a tighter, one-sided specification, but data acquisition, discussion on how to handle non-conforming boats, and the mechanics of the specification change process preclude changing this specification this year

Rudder Materials

The approval of the new Official Plans on 27-Nov highlighted one area where a long-standing requirement in the Official Plans was not included in the published Specifications. In this case, the rudder materials in the Official Plans have said for 40 years, "Material can be wood, metal, fiberglass, or any combination." Of course, the minimum mass requirement of 8 lbs also applies. Although the 8 lb limit appears in the ISCA Specifications, the material requirement does not.

Of course, after construction, core material is difficult to determine without a destructive test, but that does not alter the fact that the Official Plans have not allowed foam core rudders since at least 1963.

listing the currently allowed materials in the Specifications.

The Measurement Committee is not discussing a maximum rudder thickness, since we believe that this can be largely self-regulating because a thicker rudder adds underwater area and frontal area.

Reform, Olympics, and New Rules at US SAILING Annual Meeting

Controversy Amidst Celebration in Portland, Oregon

By Clark Chapin
US SAILING One-Design Class Council Rep and Michigan VP

250 sailors from all across the United States gathered in Portland, Oregon October 21-24, for the US SAILING

Annual Meeting. Most prominent were a dozen members of the US Sailing Team from the Athens Olympics and Paralympics, including gold medal winner Kevin Burnham (Men's 470) and bronze medal winner John Ross-Duggan (Sonar).

Clark Chapin represented the ISCA at the meetings of the One-Design Class Council, served as Secretary to the Inshore Committee, and completed a one-year term on the US SAILING Board of Directors.

At the meeting, ISCA Honorary Member George Fisher of Columbus was elected to the Executive Committee of the One-Design Class Council as a representative of the Lightning Class.

US SAILING Reorganization

Easily the most contentious issue of the meeting was the

US SAILING article continued on next page

report of the Structure Reform Task Force. Chaired by Ohio Thistle sailor Tom Hubbell and spearheaded by past Presidents Dave Rosekrans of Cincinnati and Bill Martin of Ann Arbor, the Task Force developed a radically different structure for US SAILING that would abolish the 57 member constituent-based Board of Directors in favor of a 12-15 member Board whose members would be selected for ability and experience rather than geographic area or type of sailing.

New Proposed US SAILING

Under the new proposal, which went through three numbered revisions in the two weeks prior to and including the meeting, the staff in Portsmouth would have a significantly expanded role rather than being limited to support for volunteer-led activities. This is similar to how the Red Cross operates today.

The third cornerstone of the proposal is direct election of the Directors through Internet voting.

There was near unanimous agreement that the current Board is too large, but the proposed structure met significant resistance on two fronts: The loss of direct representation on the Board, primarily by Regional Sailing Associations (RSAs); and fear of misuse of the direct election system. The proposal was hotly debated in the various committees and councils. In a contentious debate on Sunday, the Board narrowly approved a proposal to proceed with drafting the necessary bylaw changes.

For the latest information, see <http://www.ussailing.org/organization/taskforce/structure/index.htm>.

Olympics Past and Future

The recently completed Olympic and Paralympic Regattas in Athens marked the culmination of four years efforts by the Olympic Sailing Committee and its chair, Fred Hagedorn of Chicago. The reins of the Committee were passed to Dean Brenner of Connecticut. Fred's tireless efforts in support of the team, often at the expense of family time with his wife and two young children, were deeply appreciated by both the athletes themselves as well as the US SAILING membership.

The 2008 Olympics be sailed not in Beijing, but on the Yellow Sea near Qingdao. The selection of the classes of boats to sail will be made by ISAF at its annual meeting in Copenhagen.

New Rules for 2005

The new rulebooks were printed and mailed in October just prior to the meeting. Learning from the experiences of 2001 when new books were not in the hands of sailors until mid-April, ISAF and US SAILING moved the

schedule ahead to insure that sailors and race organizers have the books well ahead of their 1-Jan-05 effective point.

Much will be written in the coming months about the various changes, but three items stand out:

Rule 16.2, often called "the anti-hunting rule" was revised so that the maximum protection for port tack boats is limited to those that are passing astern of the starboard tack boat, not all those "crossing."

All appeals in the United States must now be mailed to US SAILING's office in Portsmouth, RI rather than to a local appeal committee. US SAILING will make certain that the appeal is directed to the appropriate committee. There is no fee for this service, but the local committee may require a fee to consider the appeal.

Rule 41 Outside Help has been rewritten and two new outside help exceptions added:

"(d) help in the form of information freely available to all boats;
(e) unsolicited information from a disinterested source, which may be another boat in the same race."

A seminar to discuss changes in the new rules will be held in Newport, RI on March 31, immediately prior to the 2005 Spring Meeting. The Rules Committee will host the seminar and feature rules guru Dave Perry.

Awards

At Saturday night's banquet, President Janet Baxter of Chicago and Past President Dave Rosekrans of Cincinnati were presented with autographed Olympic banners from the Sailing Team.

The Gay S. Lynn Award for service to sailors with special needs went to Robie Pierce of Newport, RI. Robie is one of the instrumental figures in the establishment of the Independence Cup as well as sailing as a Paralympic sport. Gay Lynn was a close personal friend, and so the award was deeply appreciated.

The St. Petersburg Trophy for excellence in race management was awarded to Indian Harbor and Riverside Yacht Clubs for their joint hosting of the Etchells World Championship that featured 93 boats from nine countries.

John Malatak won the Timmy Larr Award from the Training Committee. Chris Bedford, the Olympic Team's meteorologist and A.G.A. Correa & Sons received Presidential Awards.

The Spring Meeting will be held April 1-3, in Newport, Rhode Island.

Interlake

New Sails Expert Service Tuning Information

Looking for more boat speed?
Looking for an edge?
YOU'VE FOUND IT!

design
by Quantum
QUANTUMTM
SAIL DESIGN GROUP

Quantum Sail Design Group (Great Lakes); 10321 East Cherry Bend Road; Traverse City, MI 49684

Contact: Joe Richter Phone: 231.941.1222 Fax: 231.941.7770

For more information:

w w w . q u a n t u m s a i l s . c o m

ISCA Executive Committee Meeting Saturday, October 2, 2004, 5:00 pm Indianapolis Sailing Club, Indianapolis, Indiana

I. CALL TO ORDER

President Hank Boissoneault called the meeting to order. A quorum (at least 50%) of the voting members was present:

Hank Boissoneault (Pres) Clark Chapin (MI-VP)
Kevin Bracy (VP) Jeff Clark (Chief Meas)
Jamie Jones (Sec'y/Treas) Don Wilson (Past Pres)
John Nagle (IN-East Coast-VP) Ron Gall (Intercom)
Non Voting Members present: Terry Kilpatrick (Builder)

Also in attendance are the nominees for Regional VP: Alan Freeland and Doug Koenig

Hank opened the meeting with the nominations for Regional VP and Chief Measurer for the 2005 season. The following people were accepted unanimously for the following positions:

Alan Freeland (S OH-VP)
Doug Koenig (MI-VP)
Brad Balmert (N OH-VP)
Clark Chapin (Chief Meas)

II. REPORTS

A. Secretary-Treasurer

Membership: Active: 173 Money: Checking: \$4348.11

Associate: 13

FYF: 15

Honorary: 6

TOTAL: 207

Savings: \$8878.95

Beginning in the 2005 season, all Honorary Members (past and present) will be listed in the Class Directory.

B. Intercom

The Summer issue is out, and should be in the mail within the next 10 days. The next Intercom deadline is December 1, 2004. Ron will begin working on getting invoices together for the advertisements in the past season's Intercoms.

C. Webmaster

Jeff reported that the Traveler's Series scoring is up to date on the website. He also warned the Committee of an email scam that has been targeting people trying to sell items online.

D. Chief Measurer

Clark presented the Committee with an updated CAD drawing plan. After discussion, it was decided to make corrections, mark up the current copy and report findings back to the Committee at the November Executive Committee meeting.

E. Builder's Report

Terry presented the class with boat royalties for the 8 boats he built this season, totaling \$720. He has 3 on order for the 2005 season already, and reported that he can build a boat in about 3 weeks.

F: US Sailing

Clark will be attending the US Sailing Annual Meeting in

Meeting minutes continued on next page

Portland in October. He also alerted the Committee of a One Design Class Council's One Design Symposium in Newport, RI in November.

III. Regional VP Reports

A. Michigan

Doug Koenig deferred to Clark as outgoing Regional VP for his report. Successful regattas were held at PYC and GTYC, although attendance was down at GTYC.

B. Southern Ohio

Alan Freeland reported that HSC and LYC have picked up several new members this season.

C. Northern Ohio

Incoming Regional VP Brad Balmert was not in attendance, but Kevin Bracy reported that the Lorain regatta had 8 boats attend, while the PCYC regatta was poorly attended with only 3.

IV. ITEMS for DISCUSSION

A. 2005 Nationals

Don Wilson reported on the planning stages for the 2005 Nationals, to be held at ISC. He is well ahead of schedule and is planning a NRC meeting Sunday.

B. 2006 Nationals

Hoover Sailing Club has put forth a bid to host the 2006 Nationals, roughly the last week of July. A motion was made, seconded and passed unanimously to accept this bid. Alan Freeland will make a formal presentation this evening at the Annual Meeting.

C. 2005 Midwinters

Hank has contacted the Davis Island YC in Tampa, FL regarding the possibility of hosting out Midwinters there. They currently have 3 weekends open. After discussion, the topic was tabled until after the Annual Meeting this evening to get feedback from the membership about potential attendance.

D. Chief Measurer's Interpretations

Outgoing Chief Measurer Jeff Clark presented the Committee with 2 (two) Measurer's Interpretations. The first has to do with cutting away the end of spar extrusions; the second has to do with a deck opening measurement and affixing equipment/materials which extend the deck into the opening.

After plenty of discussion, it was decided to present these interpretations to the Membership at the Annual Meeting this evening to obtain feedback before ruling. The Chief Measurer will report back to the Committee at the November Executive Committee meeting.

Upon motion from Jamie Jones and second from Clark Chapin, the meeting was adjourned at 6:45 pm.

**ISCA General Membership Meeting
Saturday, October 2, 2004
Indianapolis Sailing Club,
Indianapolis, Indiana**

President Hank Boissoneault called the meeting to order at 8:30PM. He thanked ISC for hosting the meeting.

Secretary-Treasurer

Jamie Jones reported on the status of membership, as of October 1, 2004.

Membership: Active: 173	Money: Checking: \$4348.11
Associate: 13	Savings: \$8878.95
FYF: 15	
Honorary: 6	
TOTAL: 207	

Intercom

The Summer issue has gone to press and should be out shortly. The next Intercom deadline is December 1, 2004.

Webmaster

The Traveler's Series scoring has been updated through October 1.

Chief Measurer

Clark reported that the CAD drawings have been updated, and the Executive Committee will finalize the plans after the November Executive Committee meeting.

Clark also reported that the Chief Measurer is proposing 2 (two) interpretations, the first has to do with cutting away the end of spar extrusions, the second has to do with a deck opening measurement and affixing equipment/materials which extend the deck into the opening. Jeff Clark discussed these 2 interpretations in detail, and the Executive Committee encourages feedback prior to the November meeting.

Builder's Report

Terry Kilpatrick reported that he built 9 boats this season, with 3 more on order for 2005. A price increase is coming, due to the increase in prices in materials. Terry is hosting the 4th annual Open House at Customflex October 23. He encourages people interested in upgrading or building new to attend. Finally, Terry is considering an "Owner's Manual" in 2005.

Nationals 2005

Don Wilson reported that the planning is well under way for the 2005 Nationals, which will be held at ISC. The event will take place July 27-30, with Women's and Juniors on the 27th, and Nationals from the 28-30th.

Nationals 2006

Alan Freeland reported that the Executive Committee has accepted the bid from Hoover Sailing Club to host the 2006 Nationals July 25-30, 2006. He presented a video, and thanked Steve Aspery for his work producing the video.

2005 Midwinters

Hank has been in contact with the Davis Island YC in Florida about the possibility of hosting the 2005 Midwinters. There are still several weekends available in February and March. Doug Savage spoke on behalf of the PRSA, who hosted the event in 2004. While they welcome the idea of rotating the event through the different fleets, they are not opposed to hosting again in 2005 if that's what the membership wants. A final decision about where and when Midwinters will take place in 2005 will

Meeting minutes continued on next page

come at the November Executive Committee meeting.

New Honorary Member

Past President and ISC member Don Wilson presented W. Ripley Harrison with the classes latest Honorary Membership.

Regional VP Reports

The Regional VPs gave their annual reports, which highlighted regattas in each of their areas.

US Sailing Report

Clark Chapin will be attending the Annual US Sailing meetings in Portland, OR in October. He also encouraged fleet captains and other people in leadership positions to attend the One Design Class Council's One Design Symposium in Newport, Rhode Island in November.

Meeting Adjourned at 9:15 pm

ISCA Executive Committee Meeting Saturday, November 27, 2004, 9 am Terry Kilpatrick's house, Whitehouse, Ohio

I. CALL TO ORDER

President Hank Boissoneault called the meeting to order at 9:45 AM. A quorum (at least 50%) of the voting members was present:

Hank Boissoneault (Pres)	Doug Koenig (MI-VP)
Kevin Bracy (VP)	Clark Chapin (Chief Meas)
Jamie Jones (Sec'y/Treas)	Don Wilson (Past Pres)
Martin Howell (IN-East Coast-VP)	Ron Gall (Intercom)

Non Voting Members present: Terry Kilpatrick (Builder), Skip Dieball (North Sails), Denny Dieball (Dieball Boat Works), and Jim Bradley (Measurement Committee)

II. REPORTS

A. Secretary-Treasurer

Membership: Active: 173	Money: Checking: \$3627.88
Associate: 13	Savings: \$8878.95
FYF: 16	
Honorary: 6	
TOTAL: 207	

B. Intercom

Ron reported that the next issue will come out in December.

C. Webmaster

Jeff was not in attendance, no report given.

D. Chief Measurer

Clark presented the Committee with the slate for the 2005 Measurement Committee: Jeff Clark, Scott Savage, and Dave Weimer. A motion was made, seconded and passed unanimously to accept this slate.

E. Builder's Report

Terry has 3 new boats on order with 2 more coming by January. He asked that the measurement committee review the flotation

specification, as he feels that 13 cubic feet including the foam in the deck is inadequate. The measurement committee will report back to the EC at the February meeting.

F: US Sailing

Clark attended the US Sailing Annual Meeting in Portland, OR. The big news out of the meetings was the proposed restructuring of the Board of Directors of US Sailing. He also attended the One Design Symposium in Newport, RI. 120 people were in attendance sharing ideas about fleet and class building. Clark is contemplating hosting the event in Ann Arbor in 2005 and asked for volunteers to assist him.

G. Regional VP Nomination

Hank proposed Martin Howell as new Regional VP of Indiana/East Coast. A motion was made, seconded and passed unanimously.

III. Regional VP Reports

A. Michigan

Regional VP Doug Koenig had no formal report.

B. Southern Ohio

Regional VP Alan Freeland was not in attendance, no report.

C. Northern Ohio

Regional VP Brad Balmert was not in attendance, but forwarded a report to Kevin Bracy, which is attached to the permanent copy of these minutes. Port Clinton is proposing a distance race from PCYC to Catawba Point in August. The EC asked for safety feedback from the fleet and they will report back in February.

D. Indiana/East Coast

Regional VP Martin Howell is investigating the possibility of a new fleet in Shore Acres, NJ.

IV. ITEMS for DISCUSSION

A. 2005 Nationals

Don Wilson reported on the planning stages for the 2005 Nationals, to be held at ISC. Bryan Sarber will assume the position of co-chair of the event.

B. 2005 Midwinter's

Hank reported on the progress of locating a venue for the 2005 Midwinter's. Several locations were discussed, and Skip Dieball will assist by contacting the Y-Flyer class to see if we can hold our midwinter's with theirs at Lake Norman in March.

C. Measurement Committee

Jim Bradley has completed the CAD drawings, with only one correction of note (CB dimension was off by 1", which will be corrected). The plans will be posted on the website by the end of the year with the corrections. A motion was made, seconded and passed unanimously to approve the CAD drawings as drawn.

D. Chief Measurer's Interpretations

At Indianapolis, Jeff Clark presented the EC with 2 Measurer's Interpretations for approval. After discussion, these motions were tabled until the November EC meeting, at which time we would vote on them. The first had to do with spar extrusions and cutting off the ends. A motion was made, seconded and passed

Meeting minutes continued on next page

unanimously to prohibit this.

The second had to do with deck opening measurements and affixing equipment/materials which extend the deck into the opening. A motion was made and seconded to approve this interpretation as written. A second motion was made and seconded to amend the first to include the word "static" to equipment. This motion passed 6-0 with 2 abstentions. The amended motion was voted on and failed 4-4.

E. Nationals Sponsorship

Harken would like to help sponsor the 2005 Nationals in exchange for being able to send a representative to sail in the event. A motion was made, seconded and passed unanimously to allow this.

F. Foam Core Rudders

A request was made from a member refurbishing a boat to allow him to build a foam cored rudder. The specifications are clear that the only materials allowed in rudder construction were wood and fiberglass, so that request was denied. Don Wilson reported that several of these types of rudders exist at Indianapolis. The Chief Measurer will investigate.

G. Traveler's Awards

Kevin and Martin are going to present special awards in addition to the usual Traveler's series awards rewarding the people who travel the most miles in a season. Ron Gall is this season's winner with over 3500 miles logged. Kevin is looking into obtaining sponsorship for this award.

H. Scholarships

Martin and Denny will work on getting the scholarship that was established in Vince's name several years ago active again.

Upon motion from Jamie Jones and second from Kevin Bracy, the meeting was adjourned at 12:45 pm.

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 #270: with Gator tilt trailer (wheel hubs recently upgraded). Tires good including spare. I am only the second owner, purchased this boat in 1961. Wooden mast, boom and coaming all in very good condition. Fiberglass hull and deck all white. It has very adequate flotation. Lifting bridle included. It needs new bottom paint. Almost new Greiner main sail- excellent condition, 2 older mains, 2 jibs, in water boat cover (Sailor's Tailor), good condition, and also traveling cover. I will consider any reasonable offer for delivery this Fall or next Spring. John Rechsteiner, Springfield, Ohio, josh@erinet.com. 937-399-7057.

Interlake # 626: in good condition. Has full set of sails just back from Doyle for reconditioning. Main and Jib were cleaned and re-stitched and added telltales. Spinnaker, white and green with pole look like brand

new. Hull is in good shape with a couple places of dock rash. Needs port shroud. Centerboard lifting needs work. Trailer included but needs work as well. Located in Kent Island MD (45 miles from DC). 800.00. Wayne Sweeney - 410-643-0760 evening, Cell 703-989-4739, wsweeney@esri.com

Interlake #848: Blue with a white deck in good condition. Includes full boat cover and trailer. Cut down trunk. Three sets of sails and 2 spinnakers. The price is \$2000. ssolsman@columbus.rr.com or 614-771-9081. Columbus, Ohio.

Interlake #934: White Hull & Deck. Rear deck, bench seats. New Running rigging. Trailer new tires and bearings. Original sails. Located in Ft. Myers FL. Pictures avail. \$1700. Ph 239-287-7495 E-mail chris.beal@comcast.net

Interlake #1013: White hull, cut down centerboard trunk. Newer cover; old Thomas sails, including spinnaker. Includes trailer. Asking \$2,000 contact Tim Kohr at tkohr@columbus.rr.com for photos. Tim Kohr 614-488-8317 (home) 614-480-4368 (office) See at Hoover Sailing Club, Columbus, OH

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.

Please call **Diane** at 248-624-4030. sailasi@comcast.net / www.sailasi.org

Advertising Rates

1/4 Page 3-3/8 X 4-3/4.....\$15.00/issue
1/3 Page 3-3/16 X 6-3/4.....\$25.00/issue
1/2 Page 4-3/4 X 6-3/4.....\$30.00/issue
2/3 Page 6-3/8 X 6-3/4.....\$45.00/issue
Full Page 6-3/4 X 9-1/2.....\$60.00/issue

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

Personal Sailmaker

You can have yours.



2004 Midwinters 1,3,4*,5,6,7,8,9,10

2004 Cattail Regatta 1,2,3,5

2004 Chief's Regatta 1,2,3*,4,5,6,7,9,10

❖ Interlakes powered by North sails are dominating the 2004 Circuit!
For complete information on our designs, go to www.OneDesign.com/class/interlake.
* partial North inventory

Making fast sails is what sailmakers do everyday.
The North difference is that when you become our client
you also get a personal sailmaker. Call Greg, Skip or Scott Today!

One Design Midwest 419 729-4777
Skip Dieball Skip@od.northsails.com

On the Circuit
Scott Savage (614) 889-7729

One Design Chesapeake 410 280-3617
Greg Fisher Greg@od.northsails.com

www.OneDesign.com
All About One Design Sailing.



The Intercom
c/o Jamie Jones
581 Braxton Pl. E
Westerville Ohio 43081

PRSR STD
U.S. POSTAGE
PAID
PERMIT NO. 64
SYLVANIA,
OHIO 43560