



The  
**Intercom**

Official Newsletter of the Interlake Sailing Class Association



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

**November 2007**



**Fall  
Regatta  
Reports  
Inside**

# BACK TO BACK!!! NATIONAL CHAMPIONSHIP SPEED NATIONAL CHAMPIONSHIP QUALITY The Shift is here.



## 2007 Results:

- 1st - ISCA Nationals Championship Division
- 1st - ISCA Nationals Presidents Division
- 1st - ISCA Nationals Women's Division
- 1st - ISCA Nationals Junior Division
- 1st - ISCA Midwitner Championship
- 1st - Jolly Roger Cattail Regatta
- 1st - Sandusky Summer Regatta
- 1st - Great White Northern Championship
- 1st - Catawba Green Can Race

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# From the President

By Alan Freeland, Interlake #1305



Sailing in our part of the country seems to magnify the natural rhythm of the seasons. For me, the drive home to Columbus from the Poltergeist contains all the mixed emotions of the fall; the sensual pleasure of fall days enjoyed outdoors on the water, reminiscence of spring and summer days spent at regattas, accomplishment in

completing another full season of sailing competition, loss at the passage of another year, and anticipation of more time to devote to other responsibilities and interests for a few months. Packing up the boat and sailing gear with the objective of storage and readiness for a winter regatta five months away and involving a drive to Tampa is a different state of mind than earlier in the year. I recall pulling the boat from the barn through the snow with a friend's four wheeler last February. I find as the years of regatta traveling accumulate it becomes harder for me to recall the specifics of the year's events. They meld into a pleasing kaleidoscope of the personalities of each of our fleets and home clubs that draw me back year after year through a comfortable circle of friends. The National Championship regatta is an exception, each year retaining at least some distinct images because of the size and energy of the event. Nationals serves as an identifying stamp for the year's sailing experience.

Winter presents the opportunity for a change of pace. I've found two basic approaches taken by Interlakers. The first is to explore other sailing experiences, usually a

*Aaron Stange with crew Brent Marriott sailing to a top-ten finish at Nationals*



*Our apologies – we labeled this photo incorrectly in the last issue.*

winter charter in a sunny location. Personally, I have continued to dream and talk about this but have yet to make it happen. There is still time to plan for this winter. The idea of combining the trip to Midwinters with a charter in Florida or farther south has some appeal. Exploring the library for sailing literature to be read in front of a winter fire can take one on a "mental cruise" that the summer is too busy to accommodate. Last winter I read Two on a Big Ocean by Hal Roth, about a Pacific circumnavigation he and his wife made in the 1960s on a thirty-five foot boat. I have others on hand for this winter. A second approach is to take a break from sailing and focus on other activities. A holiday party in early December is usually one of the highlights of Fleet 24's social calendar. Others plan skiing outings with sailing friends or get fanatic about college basketball.

Inevitably, by the middle of April I'm once again eager for a sunny day and a steady breeze in anticipation of the first weekend of May at Leatherlips Yacht Club. Leaves are still budding on the trees and the breeze is chilly but a beginning is in the air once again.

I would again like to encourage your attendance at the US SAILING One Design Sailing Symposium in Columbus, November 16-18. The Executive Committee is prepared to offer a \$75 (\$100 for Fleets 38 & 39) reimbursement toward expenses for fleet captains or their fleet designee. I would also be happy to arrange home hospitality for anyone who comes to Columbus. More information will be forthcoming to fleet captains.

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**On the Cover** – Bob and Betsy Bradley at the Hot to Trot Regatta

Photo by Steve Schewe

# *Intercom Feature*

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## **Customflex Open House**

*by Lisa Aspery, Interlake #1402*

Terry Kilpatrick and Karen Foy opened their home and Terry's shop for the annual Customflex Open House on Oct 20, 2007. Karen started everyone off with a filling lunch and snacks throughout the day. The weather even cooperated this year, giving us sunshine and pleasant breezes.

Terry invited Skip Dieball of Quantum Sails and Greg Fisher of North Sails to share their sailing tips with the Interlakers in attendance. Skip talked about tuning Interlakes for speed, then Skip and Terry described all the latest go-fast hardware and improvements available on new Interlakes. We moved inside where Greg led the group in a "chalk talk" about starting – determining the favored end of the line, establishing a consistent approach while being flexible, accelerating at the right time, and more. Brad Balmert added his insight to the subject as well.

Next, center stage moved to the boat shop. Terry gave tips on storing a boat outside for the winter and how to wire a trailer and replace the bunkers. Also in the shop was a boat that had been in a serious collision that broke through the chine in the front quarter of someone's boat. I'm sure that Terry advises against such collisions, but I know that Customflex will make that hull as good as new.

Terry and Karen sent everyone home with North, Quantum, or Harken gear (another sponsor), or seasonal goodies. Our carload took home 2008 Harken Ultimate Sailing calendars.

The Customflex Open House is a great way to wrap up the sailing season. When the date is published next year – mark it on your calendar – I urge you to get together with a few sailing friends and make the trek to Whitehouse. You'll learn a lot about the boat we sail, and Terry will be glad to spec out the Interlake of your dreams.



*Skip Dieball*



*Greg Fisher*



*Terry Kilpatrick*



*Open House photos by Tim Lohner*

# *Intercom Tips and Techniques*

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## **Basic Sail Care for the Boat Owner**

*by Dan Dickison*

Almost every sailboat owner understands the vital need to care for and maintain his or her boat and its attendant gear. And most know that maintenance can be broken down into three general areas. Those tasks that must be regularly attended to throughout the year, those tasks that need to be addressed on a seasonal basis, and those that arise out of unexpected, often emergency situations. The care of sails can fall into either of these areas, but if a boat owner doesn't heed areas No. 1 and No. 2, he or she will likely suffer the fate of No. 3, which will almost certainly be more costly, and can often be dangerous.

With most sails, putting them away properly after they've been used is all that's required in terms of regular maintenance. That means hosing them down with fresh water and allowing them to dry thoroughly if they've been saturated with salt spray. (Salt crystals are abrasive and corrosive to the sail cloth, and if left in the sail, they tend to absorb water, which can foster the growth of mildew.) Any veteran sailmaker will tell you, keeping your sails clean is a lot easier than getting them clean once they're soiled.

When stowing sails, it's always better to roll a sail rather than to fold it with heavy creases because those creases can damage the fibers that make up the cloth. Putting sails away properly also means getting them out of damaging UV sunlight by way of a sail bag or a cover, or taking them off the boat and storing them indoors. If you do this, the use of some kind of sail bag is always preferable because that way you can ensure that animals or insects will not nest inside the sail while it's stowed. (One caution here, if you live in a hot climate, don't store your sails where they're apt to get hot during the day as the heat itself can damage the sail cloth over time. Temperatures of 160 or more will cause Dacron to deform. While it's unlikely that most storage areas will get that hot, the underside of a metal roof on a hot day in the deep south can get pretty close.)

Of course, you'll want to examine your sails from time to time to make sure that things like the hanks, battens, stitching, reinforcement patches, and attachment hardware aren't worn or suffering from corrosion. That task should be conducted on a schedule derived from how often you use the boat. If you sail every weekend, you'll want to examine the sails—particularly those you've had for a longer time—about three or four times a year. That doesn't mean that you shouldn't give your sails a quick look every time you hoist or unfurl them. By all means do this.

The seasonal care of sails can be as involved as taking your sails to a facility expressly designed to wash and dry them, or as simple as airing them out and inspecting them for wear and tear yourself. Some of the steps you take in maintaining your sails on a seasonal basis will depend on what the sails are made of. Say you've got a Dacron mainsail with full battens. You'd want to start this process by removing the battens and examining them, as well as the batten pockets and boxes along with the retaining and tensioning hardware (if the sail has any). Are the batten ends worn? Are there cracks or splits in the battens? If the answer is yes, you'll want to replace the battens. Now is the time to get this done, not when you're out for a daysail with friends, or worse yet, heading up the coast on your first offshore jaunt of the season.

Also, look at the batten pockets. Are they worn? On most sails, these tend to chafe where they contact the shrouds. If that's the case, you'll most likely want to have them replaced. If your boat has partial length battens, these are usually built with elastic in the forward part of the pocket. You'll want to check the condition of the elastic by inserting something longer than the batten that lives in that pocket. If the elastic doesn't resist very well, you know it also needs replacing, and that's something you'll have to get a sailmaker to do.

As you continue your examination, look carefully at the stitching in the seams, leech, and luff, and reinforcement patches; and examine the bolt ropes (or slides); and the hardware at the three corners. If your sails have bolt ropes or luff tapes that are hoisted through luff grooves, it's likely that the top of the bolt rope or luff tape will experience damage. Look closely at this area during your periodic inspections. Some of the problems you find you'll be able to repair yourself, but for any that need the attention of a sailmaker, mark them with masking tape so that you'll be able to find them more easily when you take the sail in for repairs.

Lastly, most sails can benefit from periodic washing. You can do this yourself, but it's important to treat the sailcloth gently so that you don't damage it. Avoid using caustic cleaning agents, particularly chlorine bleach if you're cleaning sails made of nylon, or sails that have been built using laminated construction, because these agents can damage the cloth quickly. Simply lay the sail out on a clean, dry, preferably smooth surface, and use water and mild soap, like Woolite, along with a scrub brush with soft, pliable bristles to remove the stains and dirt from the sail. For those sails with windows, use a soft cloth instead of the

*Continued on page 6*

# The Winning Workout – Sailors are athletes too!

By Karl D. Felger, *Thistle sailor, Quantum Toledo*

It amazes me how many people take the athletic side of sailing for granted. Few and far between do we see individuals that exercise as a way to win sailboat races, but it really is critical to the success of any regatta and/or campaign. Sailing is a physically and mentally demanding sport. The most successful sailors are the ones that remain relaxed, confident and resilient in all conditions; whether it is a fun one day regatta or Day 5 of a National Championship. The best way to achieve these goals is to be physically ready for any conditions that you are presented with.



## Set Personal Fitness Goals:

Define how you want to become physically stronger in sailing. Do you want to be able to hike longer and harder? (Applies to everyone) Do you need to develop more upper body strength? (Common in smaller forward

crews) Do you need to increase your stamina to remain relaxed on the last leg of a 3 race day? (Applies to me!) By identifying what you need to work on you'll have an easier time developing a workout to achieve these goals.

## Be flexible:

Stretching is vital to avoid injury while racing and while exercising. It should concentrate on your legs, stomach, arms and back to insure proper flexibility. As someone who has trouble physically getting out of bed in the morning... you cannot take your body working body parts for granted. Sailing demands anaerobic and aerobic exercise, endurance over a 1.25 mile beat, lightning quick reflexes at mark roundings, and quick recovery time in between races. Flexibility equates to boatspeed.

## Ease, Hike, Trim... Walk?

To ensure a proper work out make sure you're doing it for an appropriate amount of time each session; anywhere from 40 to 60 minutes. This will enable your muscles to develop properly. If possible, you should work out 4 to 6 days a week, but you must identify that if anything is better than nothing if you cannot. It's funny, but as a former college sailor most people associate college sailing with superior athletes. It's not because they necessarily work out more, but in fact it's because they WALK everywhere! Try walking to work and back a few times a week and if that's not possible walk to lunch. Take the stairs instead of the elevator. Anything you can do to be more active!

Don't forget to make it fun. Cross train when you can. Play basketball, go swimming, etc. Any activity is better than none especially if you can involve your friends and teammates. And remember, if you're worn out after a day of sailing; imagine what the team that doesn't work out feels like.



## Basic Sail Care continued...

brush so that you don't scratch the vinyl or polycarbonate surface. When you're finished, it's best to hang the sail until it's dried, but not if it's windy.

If it's mildew you're trying to clean, you can try several approaches. On Dacron sails, some sailmakers advise using a solution of household bleach diluted heavily with water (say 3 to 5% bleach). You can also try diluting water with hydrogen peroxide. Just be sure to get the sail thoroughly dry after the treatment or you'll be inviting more mildew down the road.

Proper sail care requires a little effort on an ongoing basis, but it's time and energy well spent. The better

you care for your sails, the longer they should last, and that's good news for your wallet.

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*About the Author: Dan Dickison is known throughout the sailing community for his in-depth articles on a variety of sailing topics. His resume includes stints as a staff editor at Sailing World, Editorial Director of SailNet, and Editor of Practical Sailor. In those capacities he has written principally about racing, sail handling, and maintenance. He has also written over 50 freelance articles that have appeared in major sailing publications around the world.*

# Class News

## Haphazard Regatta Mohican Sailing Club, Lucas OH September 8, 2007

By Joe Murr

The Haphazard Interlake Regatta 2007 was a completed event on Saturday. Joe Murr, as fleet captain, organized the assistance of many club members to help make the day successful.

It was astonishing that even with the weather radar showing solid bands of rain coming from the West, that eleven boats traveled from area clubs to partake in the regatta. Mohican Sailing Club had nine boats participate! We were greeted with 0 winds at 11am and I sent race judge Chris out to check the middle of the lake at 11:45 to find a slight breeze. I told Chris that if there was even a hint of wind that we owed it to our visitors to at least try and race. The fleet left the docks and by 12:30 we were

racing in winds of 3-5 knots. There were a few gusts in the second race as the skies to the west turned black.

Then during the start sequence for the third race we saw lightning to the north and Chris postponed the race. All the boats made it to the dock before a thunder storm struck the club and one bolt hit too close. A large pine behind the boat house was split open near the top sending splinters to the ground and knocking one participant who was in the parking lot to the ground. No one was hurt and no boats were affected. We were able to move up the dinner to 4:00 so that the participants could eat before going home. We had a wonderful catered lasagna dinner. Thank you to everyone who participated.

Place	Skipper	Boat #	Race 1	Race 2
1	Marion Zaugg	1299	2	1
2	Brad Balmert	1384	1	5
3	Bryan Parker	923	5	4
4	Jim Boucher	1178	8	2
5	Bob Bradley	1332	3	7
6	Bill Regan	1355	4	6
7	Stewart Fitz Gibbon	1316	10	3
8	Bill Sanderson	1333	7	8
9	Dennis Dieball	191	6	9
10	Alan Freeland	1305	11	10
11	Mike Fulton	1100	9	14
12	Ron Gall	1325	14	11
13	Mike Mirachi	1209	13	13
14	Duane Moser	760	12	16
15	Tom Wills	902	17	12
16	Lynn Blodgett	1224	16	17
17	Joe Murr	1261	18	15
18	Tim Parker	766	15	19
19	Ian Jansing	350	19	18
20	Marty Larsen	688	20	20



*Downwind at the Hot to Trot  
Photo by Steve Schewe*



*Hot to Trot winners Bill  
O'Donnel and Brian Hawkins  
Photo by Michael Ehnis*

# Hot To Trot Report

## Portage Yacht Club, Pinckney, MI

### September 15-16, 2007

By Michael Ehnis & Steve Schewe, Interlake #1160

This year's event was counted as part of the traveler's series as single score which was only scored on Saturday for this purpose. There were a total of 14 boats registered including 6 boats from visiting clubs. The weather was in the mid-50's with it feeling more like late October than the middle of September. It was nice to see once again former club member and Interlake racer Dick Barker as he dutifully came back as PRO for this annual event even in the face of uncooperative lake winds (imagine that on Portage Lake!).

The first race of the day proved to be the most challenging as the wind went from the West, to the North back to the Southwest and then back to the North (did you follow that? – the race committee sure had a hard time doing so). The sailor who seemed to understand what it was doing more than any others was Bob Bradley #1332 as he masterfully took all the right shifts and tacked about half as much as everyone else. He did so well and made it look so easy that he had the committee questioning mark placement the whole race.

Race two went smoothly while race three had its small controversy. It appeared to be a clear victory for Tyler & Felicia Cathey #1341 as they crossed in first place. A short time later, coming across the line with their red flag a flying was Andy Nixon and Kirsten Petro #1318. They were protesting #1341 at the start for having to duck them to prevent a collision under the rules of racing #10 and #14. They hailed protest, but apparently #1341 didn't hear the hail. After sitting down with local and unbiased arbitrator Clark Chapin, it was agreed that Tyler would take a 50% scoring penalty to

resolve the penalty. This opened the door for the winner of race #1, Bob Bradley, to get in the top three for the event.

Day 2's highlight was race #2. First Ela Sliwerska was given the opportunity to take the tiller from Kevin Bracey in #1248 for her very first time skippering an Interlake (to the authors fear that drinking the Interlake cool aid may have her thinking about hard chines and not rounded bottoms). In only her 10th week of skippering and never in the Sweisguth designed boat, she stayed with pack around the gybe and downwind marks after making up ground from the windward mark. She held in tight and ended up getting a 6th and all the while beating out the and first day regatta champ Bill O'Donnel and the always animated Tyler on #1341 (who prior to the race was chuckling quite hard when he saw her behind the tiller).

This race also had the incredible journey of first year sailors Greg Harrison and Elona Van Gent #1168 who on leg one went so far right that we figure the only possible reason for doing so was because they must have seen a floating object with a lot of cash. When the wind died, they were so far behind that it looked as though they would finish a week from Sunday. It was at this point they appeared to have thrown a switch in their boat and turned on the wind because they caught a breeze and over the course of the next three legs went from off the map into third place. They ended up with a very respectable 5th and look to be on their way up the ladder in the fleet.

Congratulations to PYC skipper and crew Bill O'Donnel and Brian Hawkins for pulling out this year's event on day 1 and Clark Chapin and Barb Johnson for winning the event over the two day period. A big thanks to Steve Schewe who could not participate due to an eye surgery but for his contribution of pictures for the slide show.

DAY 1 RESULTS		Day 2 results at <a href="http://www.ms-pyc.com/sailing/2007_racing/results/regatta_results_htt_07.htm">www.ms-pyc.com/sailing/2007_racing/results/regatta_results_htt_07.htm</a>					
RANK	SKIPPER	CREW	SAIL#	POINTS	1	2	3
1	Bill O'Donnel	Brian Hawkins	836	7.75	4	1	3
2	Steve Aspery	Alan Freeland - David Aspery	1402	9.00	5	2	2
3	Bob Bradley	Betsy Bradley	1332	9.50	1	8	1
4	Joe Smyk	Michele Smyk	1322	16.00	2	9	5
5	Clark Chapin	Bill Chapin	1317	16.00	7	5	4
6	Andy Nixon	Kirsten Petro	1318	17.00	8	3	6
7	Tyler Cathey	Felicia Cathey	1341	17.75	3	7	7
8	Brook Smith	Colleen Hughes	1380	21.00	9	4	8
9	Jack Coleman	Ann Taylor	1286	22.00	6	6	10
10	Bob Sagan	Loren Newton	1411	30.00	11	12	7
11	Greg Harrison	Elona Van Gent	1168	32.00	12	11	9
12	Ron Gall	Ray Gall	1325	33.00	10	10	13
13	Kevin Bracy	Ela Sliwerska - Johan Dahm	1248	37.00	13	13	11
14	Stuart Spencer	Meghan Spencer	1199	40.00	14	14	12

q = DSQ, OCS, RAF c = DNC f = DNF s = DNS

# The 2007 Tim Dowling Memorial Regatta

Clark Lake YC, Clark Lake, MI

September 22-23

by Uncle Al (Al Schonborn, Rebel sailor)



I like to picture our late friend and fellow-sailor, Tim Dowling (*left*), smiling down at us as he watched the action at his beloved Clark Lake YC Fall Regatta held September 22-23. Given the perfect weekend of weather, one could well imagine Tim checking in with

the Big Boss up above and putting in a good word for us sailors. Be that as it may, we did get warm sunshine with temperatures in the 70's F (20's C) and lovely mid-range winds that made the sailing attractive to both beginners and experts alike.

As always, we visitors were warmly welcomed, whether we arrived Friday night or Saturday morning. The beer keg was certainly very operational (courtesy of Dan Hockenberry) by the time Marc and I arrived about 2030 hrs on Friday night - a welcome and refreshing change from the more than an hour we had spent hanging around at the bridge in Detroit, waiting for the very lackadaisical U.S. customs officers to do us the gigantic favour of selling Marc his green \$6 visa. To be fair, I must say that after numerous border crossings, I suppose we were bound to have a bad experience sooner or later after having received nothing but friendly, efficient and courteous welcomes into the U.S. on previous occasions.

For this, the 2nd annual Tim Dowling Memorial Regatta, the Dowlings once more attended in serious numbers. As always, our Clark Lake hosts looked after us all superbly. By the time registration was complete, there were 42 entries: 18 Rebels, 13 Interlakes, 8 Sunfish and 3 Wayfarers (plus Uncle Al who was sailing a Rebel). PRO Mike Smith gave up his weekend of Rebel racing to run our races, and a fine job he and his helpers did, too!

With 5 to 10 knots of breeze coming more or less from the west, Mike confirmed the usual 1300 hrs start time and his hopes to complete three Saturday races.

Mike had us sail a nice, challenging course of 5-1-2-3-4-finish, and did indeed give us three races as planned with nary a hiccup. Well, perhaps one or two tiny glitches. The race 2 start line was a tad confusing with the RC raft being more or less equidistant from two possible start marks, one to either side and the first class (Interlakes) had half the fleet start on one line and half on the other before the race was duly abandoned and the confusion cleared up. At the end of race 3, the photography boat got its prop tangled in the anchor line of the finish mark and began to tow it away. Fortunately no close finishes were about to happen and order was soon restored.

Not too much after a fine dinner, most sailors opted for an early night after the wear and tear of three exciting races. After a cool, clear night, there was little early evidence of breeze but as the day warmed up, the predicted 10 to 15 knots of ESE breeze began to fill in just nicely in time for the first of the final pair of races to start on time at 1000 hrs.

Mike Smith sent us on a beat towards #4, followed by free legs to #3 and then to #5 before a final beat to the finish. In the finale, the course was simplified to 4-5-4-5-finish. These course choices pleased everyone: club-based spectators could see all of the action, while the racers were happy to stay away from the west end of the lake which tends to calm in an easterly breeze.

Racing was completed by about 1300 hrs, and the kitchen team had another great lunch ready for us soon after that. Well nourished, we proceeded to the awards ceremony in the main hall of the Clark Lake YC, and all too soon, another one of Clark Lake's deservedly famous Fall Regattas was history. Those who needed to, were able to leave by 1500 hrs., while those of us who were more fortunate, lounged in the lovely afternoon sunshine a bit longer before we reluctantly hit the road.

Place	Boat #	Skipper	Crew	Crew	R1	R2	R3	R4	R5	Total
1	1340	Scott Savage	Jamie Jones		1	1	1	2	1	6
2	1380	Brook Smith	Colleen Hughes		2	5	2	5	5	19
3	1402	Steve Aspery	David Aspery	Claire Savage	4	4	5	4	4	21
4	1332	Bob Bradley	Betsy Bradley		8	2	7	1	6	24
5	909	Tom Marriott	Mike Judd		3	8	8	3	2	24
6	1318	Andy Nixon	Kristen Petro		5	3	3	7	7	25
7	1268	Tim Marriott	David Branson		6	6	6	6	3	27
8	161	Craig Spear	Joe Schardt		7	11	9	8	10	45
9	1376	Bryan Bradley	Jim Bradley		9	7	4	DNS	DNS	48
10	1374	Don Wilson	Ben Wilson		10	11	10	9	8	48
11	1248	Kevin Bracy	CeCe Smith		12	10	9	10	9	50
12	968	Mike Sharkey	Tim Imber	Felix Artmann	13	13	12	11	11	60
13	1371	T. Gagnet	Muhn		11	12	DNS	DNS	DNS	65

# 2007 SMSA Fall Invitational

## Southern Maryland Sailing Association

### Solomons, MD September 22-23, 2007

By Martin Howell, Interlake #1395

Just three Interlakes descended upon the waters of the Patuxent River for the annual SMSA Fall Invitational regatta.....I guess that means about 1400 Interlake's missed out on a great weekend of racing!!!! Your loss. Local sailors Robert Herbig and Joy Dorethy in #472 were great hosts and competition on the water, while John Herbig (#265) chose not to sail but came through with finding the out-of-towners a nice boat to sleep on. Chuck Collins (#1049) worked on the Race Committee. Coming down from Potomac River Sailing Association were Mike Magee (#384) with Doug Savage (usually sailing #1153) as crew, and Martin Howell (#1395) with Matt Blecke (usually sailing #203) as crew.

The weather was great – light winds on Saturday....but enough to keep the boats moving....and fresher breezes on Sunday. With only three Interlakes, we were competing with other boats in the Portsmouth 'A' Fleet. Two Frontrunners and a Mobjack rounded out the rest of our competition. It was pretty much an Interlake show in this mixed fleet. Only rarely did the other types of boats crack the top three. Among the Interlakes, all of the boats were fast

and evenly matched, and each team had their moment to lead the pack. But in the end, Matt Blecke and I were able to be ahead at the finish where it mattered a little more often than the others.

This was a great event for me personally. Robert and Joy on #472 are always fun to be around, both on and off the water. I hope we'll see more of them on the Traveler's Series in the future. Mike Magee on #384 was my most recent regular crew, and we've had a blast sailing together the past few years. But it's great to see him out there on his own boat. And although he hasn't had much time steering his own Interlake, his years of sailing in other classes are certainly helping him to be fast right out of the box. And the chance to sail with Matt Blecke again was a real treat. Matt was one of my first regular crew when I first got my own Interlake many years ago. Like several others, he went on to get his own boat. It had been several years since Matt and I sailed together, but this particular weekend it was as if we had sailed together all season. Everything clicked. I think there might be plans in the works to reunite the "Dream Team" once again next March in Tampa.....excellent!!!!

	Boat	Class	Sail#	Helm	Crew	Club	USPN	R1	R2	R3	R4	R5	Tot	Pts
1st	Screamin' ECHO	Interlake	1395	Howell, Martin	Blecke, Matt	PRSA	89.1	1	(2)	1	1	1	6	4
2nd		Interlake	384	Magee, Michael	Savage, Doug	PRSA	89.1	3	1	3	(4)	2	13	9
3rd	No Patience	Interlake	472	Herbig, Robert	Dorethy, Joy	SMSA	89.1	(4)	3	2	2	4	15	11
4th	Lemiwinks	Mobjack	498	O'Hara, Brian	Wingate, Paine	SMSA	91.4	(6)	6	4	3	3	22	16
5th	Vitamin Sea	FrontRunner	204	Spicuzza, Brian	Eaton, Cindi	SMSA	87.1	2	4	(7 DNS)	7 DNS	7 DNS	27	20
6th	Never Never Land	FrontRunner	112	Karn, Mike	Walters, Shannon	FBYC	87.1	5	5	(7 DNS)	7 DNS	7 DNS	31	24



# Poltergeist Regatta

## Indianapolis SC, Indianapolis, IN

### October 6-7, 2007

PLACE	BOAT	SKIPPER & CREW	R 1	R 2	TOTAL	BOAT	PLACE
1	1340	Scott Savage Rick Savage	1	1	2	1340	1
2	1293	A J Savage John Scialabba	2	5	7	1293	2
3	1178	Jim Boucher Mark Boucher	5	4	9	1178	3
4	1370	Jeff Clark Brian Boelk	3	7	10	1370	4
5	1380	Brook Smith Colleen Hughes	4	6	10	1380	5
6	1374	Don Wilson Jane Wilson	8	3	11	1374	6
7	1383	Tom Kling Doug Korinek	11	2	13	1383	7
8	1313	Hans Haupt Jo Delano	9	11	20	1313	8
9	1300	David Remick Stephanie Remick	13	8	21	1300	9
10	1408	Scott Hicks Mark Hicks	6	16	22	1408	10
11	1341	Ty Cathey Felicia Cathey	7	19	26	1341	11
12	1325	Ron Gall Travis McConnell	14	12	26	1325	12
13	1168	Greg Harrison Elona Van Gent	12	14	26	1168	13
14	1248	Kevin Bracy Sean Jackson	17	10	27	1248	14
15	1305	Alan Freeland Aimee Barcus	10	17	27	1305	15
16	1270	Bryan Sarber Paul Kirkpatrick	19	9	28	1270	16
17	1307	John Nagle Bob Butsch	15	15	30	1307	17
18	1360	Joe Vicini Mike Sullivan	18	13	31	1360	18
19	1401	Jim McDonald Brian McDonald	16	18	34	1401	19



Hot to Trot Regatta, photo by Steve Schewe

# Fall Blowout

North Cape YC, LaSalle MI  
October 13, 2007

	Skipper	Sail #	Club	Race 1	Race 2	Total
1	Balmert	1384	LSYC	1	1	2
2	Bradley, Bob	1332	JRSC	4	2	6
3	Everson	952	SSC	2	6	8
4	Mackay	191	NCYC	6	4	10
5	Bradley, Bryan	1376	JRSC	8	3	11
6	Ward	466	SSC	3	9	12
7	Bracy	1248	SSC	7	5	12
8	Marriot, Tom	909	JRSC	5	9	14



Fall Blowout photos by Amanda Foeller



Brooke Smith and Colleen Hughes



Ben Wilson takes the helm from Dad

**Clark Lake**

Photos by Mike Smith

**ISCA Executive Committee Meeting  
Wednesday, July 25, 2007  
Interlake National Championships  
Sandusky Sailing Club, Sandusky, OH**

**CALL TO ORDER**

President Martin Howell called the meeting to order at 9:30 pm. A quorum (at least 50%) of the voting members was present:

Martin Howell (President)  
Kevin Bracy (Past President)  
Alan Freeland (Vice-President)  
Ron Gall (Secretary-Treasurer)  
Bob Sagan (VP Marketing)    Clark Chapin (Chief Measurer)  
Steve Aspery (Intercom)    Don Wilson (IN-East Coast VP)  
AJ Savage (S-OH VP)    Doug Koenig (MI VP)  
Also present: Terry Kilpatrick (Builder)

**REPORTS**

**A. Secretary - Treasurer**

Ron Gall reported:

Membership:	2007	2006 (at this time)
Active	175	183
Associate	29	24
FYF	21	13
Life	7	7
	===	===
	232	227

Money:

Checking	\$8608.02	as of 7/25/07
Savings	\$8908.39	as of 7/25/07
	=====	
	\$17,516.41	

**B. US SAILING**

US SAILING One-Design Symposium will be held in Columbus on November 17-18. Clark would like each Fleet Captain to attend as a minimum. They are trying to get Dave Perry as the key note speaker, as well as Greg Fisher and Skip Dieball. Topics discussed will be newsletters, fleet promotion, etc...

**C. Chief Measurer**

Clark Chapin stated that there were very few hiccups at Nationals measurement and weigh-in this year. One set of sails had to be re-cut. The sails in general were easy to measure.

**D. Builder**

Terry Kilpatrick built nine boats this year and has six on order already for next year.

**E. Intercom**

Steve Aspery asked for more "How To..." articles for the next issue.

**F. Marketing**

Bob Sagan reported that the Midwinter's article did not appear *Sailing World* this year, as anticipated.

Bob is also working on revamping the old Interlake tuning and handling video/DVD by adding a "Heavy air" section, at no cost.

Bob brought up the idea to possibly add bumper stickers to our boats that say "Interlake" to tell others what are boat is. The question was raised of whether this infringes on our advertising limitations.

Bob would like more help next year in scheduling the Travelers Series, to more evenly distribute the regattas.

**G. VP Reports**

**Northern Ohio:** Ron Gall reported that the Toledo area Interlakers were out in force for the Nationals. At least 9 boats from this area were registered.

**Michigan:** None

**Southern Ohio:** Alan Freeland reported Hoover Sailing Club now has 40 Interlakes.

**Indiana/East Coast:** Come to the Poltergeist Regatta in October.

**DISCUSSION**

**A. 2008 Nationals**

Next year's Nationals will be in Traverse City. More will be reported at the Annual Meeting.

**B. Fall Executive Committee Meeting**

The next Executive Meeting will be at Terry Kilpatrick's house during his annual Open House. This year that will be October 20, 2007.

**C. Upcoming Events**

- Catawba Can Race will be in two weeks.
- Unofficial West Coast Championship will be August 11.

**D. Other Items**

- Looking into a 501C3 IRS tax status for the ISCA.

Meeting adjourned at 10:00 pm.

**ISCA Annual Meeting  
Thursday, July 26, 2006  
Interlake National Championships  
Sandusky Sailing Club, Sandusky, OH**

**CALL TO ORDER**

President Kevin Bracy called the meeting to order at 6:15 pm. Kevin introduced the SSC Commodore, and Interlake life members Norm Winkel and Paul Koch.

**REPORTS**

**A. Secretary - Treasurer**

See exec meeting above

**B. Chief Measurer**

Measurement went well, with the exception that one sail had to be modified. No boats/hulls had issues.

**C. US SAILING**

The US SAILING One-Design Symposium will take place this year on November 16-18 in Dublin, Ohio. There will be plenty of ideas exchanged at this venue. Clark Chapin stated his desire to get a representative from each fleet to attend. Stuart Walker and Dave Perry will be key-note speakers. Skip Dieball, George and Greg Fisher will also speak.

**D. Builder**

Terry Kilpatrick reported that he had built ten boats from fall to Nationals. The last one was 1418. This has been a challenging year with all of his supplier's price increases. Terry will work this out in the fall.

**E. Intercom**

Steve Aspery reported that he needs more articles, especially "How To..." articles.

## F. Marketing

Bob Sagan announced that he was revamping the Interlake boat handling DVD, by adding a "heavy-air" section.

Bob also reminded the Class that the 2008 Interlake Nationals will take place at Grand Traverse Yacht Club in Traverse City.

## G. VP Reports

**Northern Ohio:** No report.

**Michigan:** No report.

**Southern Ohio:** No report.

**Indiana/East Coast:** No report.

## OTHER ITEMS

### Slate of Officers

Alan Freeland, Jim Bradley and Ron Gall were approved as ISCA President, Vice-President and Secretary-Treasurer respectively by a unanimous vote, including "31 for" by proxy. Martin Howell turned the position over to Alan. Alan thanked Martin for his service to the Class.

Meeting adjourned at 6:31 pm.

## Classified Ads:

**Interlake 1331** built in 1996. It is well maintained with a proven race record. This race ready interlake has a jib furler, spinnaker, floatation tanks, and a racing deck with a cut down trunk, a new mooring cover and a Cooper trailer with new tires. ASKING \$5,000.00, Located in DAYTON OHIO, Contact NORM SPEAKS HM.(937) 885-7541 OFF.(937) 433-7976

CELL (937) 902-3642

E-MAIL NORM.SPEAKS@SBCGLOBAL.NET

**Interlake 1330** This rigged for racing Interlake has a jib furler, 2 suits of sails (North & Shore) including 2 spinnakers, floatation tanks, a racing deck with a cut down trunk, SS board, a new trailering cover, mooring cover, adjustable forestay, lifting bridle and trailer. Great condition. ASKING \$4,250.00 :Located in Indianapolis, IN. Contact David HM.(317) 818-1259 CELL (317) 402-7433 E-MAIL dfriggs@hotmail.com

**Interlake 1266** needs younger skipper. Two sets of sails. Tilt, galvanized trailer. Miscellaneous equipment. All in very good condition. Boat was former National Champion. \$4495. Galvanized drysailing boat lift with extra winch. \$800. Call Greg. 330-896-4200.

**Interlake 1257** Proven racing record. Very good, dry condition. Tan hull. Molded seats and floatation tanks. 2 sets of sails. Spinnaker, pole and rigging. Jib furler. Stainless steel cut down centerboard trunk. Working bailers. Kick-up rudder. Hoisting bridle. New, never out of box, heavy canvas mooring cover. Trailer in good condition. Asking \$3,750. Contact Mike at mike@wholehan.com or (419) 473-2323.

**Interlake 1255** It is well maintained. This race ready interlake has a crisp jib, and main, the spinnaker is in good shape with a whisker pole. She has floatation tanks, and a racing deck with a cut down trunk, and a stainless steel center board with a mirror finish. A light weight racing rudder goes with her. There is a hoist bridle too. The trailer with new tires and bearings. ASKING \$3500.00, Located in Toledo, OHIO, Contact George Reis (419) 729-2983 or dreis@pop3.utoledo.edu

The deadline for the next *Intercom* is  
**January 15, 2008**

Please contribute!

Send articles and photos to:

**LAspery@columbus.rr.com**  
**(614) 841-1846**

**Interlake 1228 RACE READY..** white hull, seats, floatation tanks, stainless board with cut down trunk, all new standing rigging with adjustable side and head stay, have furler if you want it, much new running rigging, good newer (3 yrs light use) north sails plus cruising sails (5 sails total), on board gear bags, cockpit summer cover, great winter oiled canvass cover, trailer is ok, and hoist bridle, more tweaks. Proven easy to right...This boat will race with the best. \$3600 .....it's a good boat, Call Andrew Wilson 440-452-6305 andjill@adelphia.net

**Interlake 1116** Good dry boat. Yellow hull, 3/4 length seats, molded floatation tanks. Stainless steel centerboard, cut-down trunk, working bailers. Kick-up rudder. Jib furler. Includes 2 sets of sails (one set is decent). Spinnaker, pole and rigging. Hoisting bridle. Heavy canvas mooring cover is in fair condition. Pamco tilt trailer with updated lights and new tires. Asking \$2800. Columbus OH . Contact Doug Webb 614-657-3628 (after 6) or wdwebb@earthlink.net

**Interlake 1109 RACE READY..** white hull, stainless board, cut down trunk, Dieball rudder, furler, trailer, hoist bridle, cover, much new running rigging, North main & jib w/ 2 years of use, extra sails, \$3100 - offers welcome, contact Mike Zuilhof, (419) 621-8070, mzuil@accelogy.com

**Interlake 886** w/trailer and sail tube. Storage box and cover. Asking \$1,700 obo - Jim at 614-226-8442. Columbus, OH.

**Interlake 765** Hull is yellow with a white deck. Boat is in good shape and ready to sail. Included is a 2000 "Cozy Cove" trailer and a 2 HP Mariner outboard motor. This daysailer served its purpose wonderfully. We have now moved up to a larger boat. May be willing to drive part way for delivery. Asking \$1950.00 For more information call 906-774-3026 or 906-396-4871

**Interlake 668** fiberglass red hull, white deck. Raced in Nationals. Has cut down centerboard and re-gelcoated by Dennis Dieball in 2006. Rigged for spinnaker, also has a whisker pole. Comes with trailer. Two sets of sails, one spinnaker. One set of sails reconditioned by Sail-Care in 2006. Working bailer. Mooring cover top and trailering cover. Two rudders. Asking price \$2000. Located in lower Michigan. Phone (847) 662-2701 or e-mail at jcjmboylan@yahoo.com.

**Interlake 592** Extensively updated and fast by Craig Trovell who won NA's in this boat. New 2005 sails rarely used, light, and ready to go in Sandusky for 07 NA's. \$2400. Call Steve at 419 626 0179 or sroshon@northcoastcancer.com.

Continued...

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fax 419-875-5109  
Customflex@netzero.com

### Webmaster

Jeff Clark 614-487-8787  
Jeffc1370@yahoo.com

**Interlake 473** for sale. This is the hull and sails only, 2 mains, and 2 jibs. The hull is in great shape other than some discoloration, it has not seen water since the mid 70's and has been stored inside for the past 30 years. I saved it from the junk yard and am willing to entertain any offer or donation. Boat is in SW Ohio, email for contact info or photos shapirrl@gmail.com, Ryan Shapiro.

**Interlake 412** with sails, very good condition. Entire boat re-gelled in '92. Includes custom made trailer. Boat trophied at Portage Lake Yacht Club, Ford Lake Regattas, North Cape Regattas. Boat located in Michigan, Ann Arbor area. Asking \$3000, for more information call 734-769-8096, leave message for Roger or email karenmaki@hotmail.com. Pictures available to email.

**Interlake sailboat lift.** This is a custom made "shore-station" type lift. It was originally built for use by the Portage Lake Yacht Club in Akron. The lift will raise the boat 4 feet high from its base. It can be placed on concrete blocks for greater depth. The lift is galvanized steel. It can be used for either head-in docking, or side docked with the included winch adapter. The lift is located at Indian Lake Ohio. Asking \$450 or best offer. Contact Evan at 937-684-7060 or interlake1123@gmail.com for more information or pictures.

**WANTED:** Cheap, worn out jib for my tired, old, boat. May be interested in main also if better than what I have. Contact Brad @ bklaty@hotmail.com



*Your editors have received numerous requests to publish this photo of our boat sailing away on its own at last year's Clark Lake Regatta. If it could just learn to roll its own sails!*



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