

The
Intercom

Official Newsletter of the Interlake Sailing Class Association



www.interlakesailing.org

June 2014



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From the President

By Steve Aspery, Interlake #1402



Reading through this issue you will see many well attended regattas, even when many of the regulars don't make it. This is a great indication of the activity in our class and a positive sign. We just attended the George Fisher Memorial Regatta at Hoover and sailed with 25 fellow teams of Interlakers. It was a lot of fun to sail and we really enjoyed seeing so

many old and new friends who enjoy this sport and the camaraderie of the Interlake class.

We often talk about the benefits of belonging to the ISCA and I recognize that if you get this Intercom I would be preaching to the choir on this one. But I am struck by a benefit that is not used enough; one fleet helping another grow and stay strong. We have many fleets thriving and others struggling with membership and activity. How can we help each other? Attending a regatta is one easy way. There is a buzz when there are many boats at an event and it often infects the local fleet members as well as visitors. But we can also inquire to the fleets that are growing for what is working and use it elsewhere. Next time you are with Interlakers from other fleets, ask what they are doing, what is the key to their success?

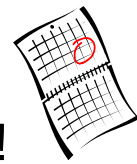
We each enjoy this sport and this boat. We need to keep our fleets strong to ensure that we have an infrastructure for new sailors to learn. We have seen an increasing number of new owners that have no affiliation with any fleet. These are folks who clearly want to sail but are trying to do this on their own. The fleet provides support and guidance to a new sailor as well as some people to hang out with who share a common interest.

Think about your fleet. What can you do to make it stronger or more fun? What did you used to do that has become lost? What idea can you borrow from another fleet to make your own?

I will see you on the water soon!



Bryan and Tiffany Parker



Save the Dates!

Interlake National Championships
July 16 – 19, 2014
Portage Yacht Club
Pinckney, MI



Bill Sanderson, Cara, & Oliver

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Cover photo: A great start photo taken by Sandy Parker at the Sandusky One-Design Regatta.

Photos this page by Jeff Jones at the GFM Regatta

Intercom Feature

Dreaming of an Interlake

By Otto S. Shill, III, Interlake #549

I have wanted a sailboat for as long as I can remember. I love all kinds of machines. I have built cars and airplanes and many smaller things. I particularly enjoy flying. But there has always been something about the allure of white sails standing tall against the breeze that fires my imagination and draws me to the water. Finally, 35 years after my first sailing experience, I am fulfilling my dream. I just finished the restoration of Interlake #549 and yesterday was the test cruise.

I live in Arizona and you might wonder what I am doing with an Interlake all the way out in the western desert. It all started back in the mid-1960s when some folks living in Arizona wanted to bring Ohio sailing traditions here and tried to start an Interlake sailing class in the Phoenix Arizona area. They formed a company called Desert Products and ordered hulls 541-550 from Customflex. My first sail boating experience was with my uncle in hull # 545, which he then owned. He had pulled that little boat all over the country and had sailed it in places like Mexico, the Potomac River, and on Lake Pleasant Arizona. He even left a motor at the bottom of the Gulf of California. I loved listening to his tales, which created in my young mind's eye visions of adventure on the high seas.

I still remember the day my uncle invited me to sail with him on Lake Pleasant, a reservoir north of Phoenix known for windy conditions. We skimmed across the water as if on wings. I remember the wind in my face and the snap of the sails in the breeze. It was exhilarating! In the years that followed I would look at the boat and wonder about it. I would clean it and polish it. But it rarely if ever left the farm. Over the years the boat went unused and the hull was given to someone and disappeared. Somehow I ended up with the rudder and the sails. Every now and then I would look at them in the garage and consider how I was going to find a boat with which to use them.

One day at work I was browsing the website for the Arizona Sailing Foundation and there it was; an Interlake that just needed a little TLC. My mother was just home from the hospital and my father was now a full time caregiver and could use a break once in a while. Sailing might be just the thing. So, "knowing" that I could spend a few weekends cleaning and polishing, add my sails and rudder, and be on the water in just a few weeks, I bought the boat and started dreaming of sailing by the summer. Boy did I ever get that wrong. Yesterday was the test cruise after nearly three years of restoration work. There are a few little things to finish, but finally, three years on, I will be able to take my Dad sailing!

This is the picture of my purchase. I was so proud as I



trailed it across Phoenix.

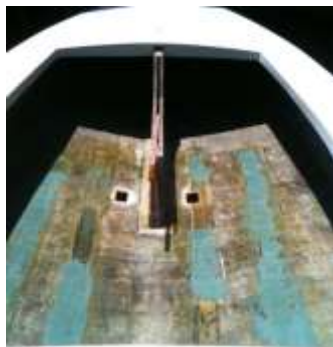
My dad was excited too as I started planning the work that needed to be done. I contacted Terry Kilpatrick of Customflex and developed a plan for evaluating the boat. A closer inspection indicated that this project might take a little longer than anticipated. The balsa floor was rotted and would have to be removed. The trunk needed to be cut out and redone and the floor had plywood stringers glassed in longitudinally that Terry said would just rot and ruin any fiberglass work. The floor ribs had been partially installed, and had all rotted. With the boat came an old boom and a blank mast extrusion, a variety of wires, two halves of a rudder that someone had formed out of aluminum. There were no deck or hull fittings installed anywhere. The plastic insert for the old rub rail housed so much dirt that every time I washed the boat, the sides were streaked with mud. The deck was covered with fiberglass weave non-skid whose gel coat covering was chalky and rough. The gel coat was discolored where someone had shoved foam pads between the boat and the trailer wheel wells. A drain hole was drilled off-center just aft of the centerboard trunk. I was beginning to see that this was going to require a little more than some spit and polish.



I have now ground more fiberglass than I hope ever to do again in my lifetime! I initially had hoped to simply cut the centerboard trunk down, but Terry and I decided it would be better to replace it all together. So, reluctantly, I cut it out.



There were many places that were rotten through the hull, along the lines of the wooden stringers. So I next had to turn to fiberglass work inside to repair the damage.



With the inside of the hull done (I thought) I turned to the outside. I pushed the boat from the trailer onto two tractor tires, and then tipped it on edge on the grass and laid it down upside down on a dolly I had built.



I thought that I would now be able to polish the gel coat on the bottom and get the boat finished. But the next lesson was about fiberglass blisters. I spent weeks grinding and repairing the bottom of the boat. In some places, I ground through to the repairs that I had made from the inside. So in those spots, I completely re-glassed the bottom of the boat. In the picture below, you can see the new fiberglass laid up on the inside of the boat showing through to the outside where I ground away the old gel coat. Then I had to re-fiberglass the holes I had made and fair the bottom of the boat so that it was uniform. Did I mention that I now *hate* sanding! Next came the new trunk. Terry Kilpatrick made it at his shop and shipped the trunk, centerboard and a bunch of other parts to me. Things were starting to take shape. Finally I was building instead of tearing things apart.



As you can see from the photos, the floor was not perfect and the prospect of grinding more fiberglass was not attractive, so I elected to install a floor in the boat. Terry patiently made floor ribs and sent them to me for installation.



With the bottom repairs, preserving the old gel coat was no longer an option, so I set about learning how to spray gel coat. And naturally, I decided to change the color. It took about three applications of gel coat to complete the task. Applying gel coat on the outside of a surface rather than in a mold is difficult at best. I sanded through to the old white color several times. Color matching was not easy. Because of the summer heat, I had to wait until the right time in the middle of the night to spray the gel coat. And then there was the endless sanding. Did I mention that I *hate* sanding? But finally the hull started to shape up. Then, back to the tractor tires to turn the boat over and start on the top. I thought a nice shiny top would be nice so I filled in the non-skid and finished the deck. Finally it was ready to go back on the trailer. I looked at it for hours thinking, "what beautiful lines."



Continued on page 6

Then I noticed the imperfections in the deck. Not just little defects but large ridges that ran laterally across the deck. I considered grinding the deck and leveling the defects, but I was concerned about whether I could make it good enough outside a mold. Ultimately, I elected to restore the original non-skid pattern with a product called KiwiGrip from Jamestown Distributors.



Terry sent more parts and I started installing chain plates, the bow eye, the furler, and many other parts. It would have been too difficult to install fiberglass flotation tanks with the deck in place, so Terry suggested using Styrofoam sheets glued together. I made bags out of gray sunscreen material to hold the blocks and made attach points for strapping to hold them in place. For forward flotation, I am using water bags designed to add more weight to wake boarding boats. They have never been used for that, but they are perfect for my flotation needs. Then there was all the machining work on the mast that had to be completed by hand. Terry kept sending parts for that project. Finally, the day came a few months ago when we got the mast up for the first time. It looked great even if we had to improvise a bit pending parts installation.



Things were really starting to come together, so it was time to build the floor. Terry and I had discussed just using fiberglass and plywood painted gray. I elected to build a teak floor instead for three reasons. First, I calculated that the cost would be similar. Second I *really* didn't want to do more fiberglass work at that point. And third, I love wood and I thought that an old fashioned wood floor would look great! I used teak so that I could oil instead of varnishing it and so that it would match the trunk trim. I bought two large teak boards, milled them to size and made spacer blocks out of the scraps. Here is the result.



So finally, with much help from Terry Kilpatrick my "mail order" boat is complete. After almost three years of working Saturdays and many weeknights, May 3, 2014 was the maiden voyage to test the systems. After a few minutes of getting everything adjusted, we were off and sailing here in the Arizona Desert. Many thanks go out to Terry Kilpatrick for his tireless assistance in helping me complete this project. He sent parts, offered advice, made drawings and shared in all the small successes and completions along the way. It is a good thing that cell phone plans don't have separate long-distance charges anymore!

The next voyage will be with my Dad. He too offered encouragement and helped along the way. Sometimes he would just shake his head and wonder what I had gotten myself into. Now we are both really proud of the result. We'll go to the lake here in town, just 15 minutes from the house. He is still taking care of Mom and a little time on the water will be a great respite.

As for me, I have finally achieved my dream. I love everything about my boat. Its long beautiful lines, the tall sails, the color, the beautiful teak floor (sometimes I put more oil on it just to see the grain of the wood better), and leaving motors and noise ashore. The best part is that now, I can spend my time sharing my Interlake with my family and helping them appreciate a peaceful day with the wind in our faces, and the joy of manipulating the boat and the wind with precision and grace, free from every day pressures for a little while.

My uncle passed away in January. He would have loved this. I still have the old sails from # 545, the Interlake that started this whole journey for me. Now, every time I go out with my boat, I will remember that first time on the water long ago sailing with him in the Arizona desert.

By Otto S. Shill, III, Interlake #549
Mesa, Arizona oshill@cox.net

...but wait – there's a little more! See page 15

Intercom Tips and Techniques

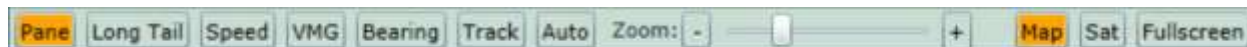
Race Tracking – Some Nuts and Bolts

By Tom Humphrey, ISCA Secretary, Interlake #1417



In last September's *Intercom*, the ISCA introduced its new race tracking web page, visible at interlakesailing.org/tracking. That article showed a screen shot replaying the first downwind leg of race 5 in the 2013 Nationals. Here is that race again. This article goes into some of the finer points of viewing and controlling a race replay.

You can click and drag the map to the desired position for best viewing. Furthermore, you can use the buttons below the map to control how it displays:



The "Pane" button displays or hides the data pane to the left of the map, which lists each competitor and their various data (see below).

The "Long Tail" button toggles whether there are long or short tails on each boat. The "Speed" button displays the speed of the boat next to its name. The "VMG" button displays the velocity of the boat relative to the straight line track of the current leg (i.e., the rhumb line). The "Bearing" button displays each boat's bearing.

The "Track" button can be used to track the map with one of the competitors. Just click on the competitor in the data pane, and then click on track to track that competitor and the map will move with them.

The "Zoom" bar and buttons allow you to zoom in or out on the boats in the map display. Relating to this, the "Auto" button will auto-zoom to an appropriate distance to show the race action near to the boat you are

tracking.

The "Map" and "Sat" buttons select the background for the race replay. "Map" displays the replay on a nautical map, as shown in the screenshot above, whereas the "Sat" button displays the replay on a satellite image of the area – which is interesting for understanding land features that may be affecting wind flows.

Finally, the "Fullscreen" option displays the tracking on the full extent of your computer's screen, so there is more room to look at things.

Below these buttons, there is a Timeline bar, which looks like this:



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In this bar, you can start and stop a replay, control its speed, and even scroll backwards and forwards in time. The left area which says “4x” is the replay speed, which you can speed up and slow down as desired. Next to it is a “play” or “pause” icon you can use to run or pause the replay. Next that is a timeline with a boat icon representing the competitor you selected in the data

pane: you can drag that boat icon left or right through the prestart, race legs, and post race action, and see the race play out on the map as you do so.

Most interesting for race analysis, you can expand the data pane by dragging the orange half circle at the right edge of the data pane, to make it wider and show lots of extra data:

Leg03 Run

Trackee	Distance(m)	Time(h:m:s)	VMG ▾	Knots	Min Knots	Max Knots
Frissell-186	887	00:05:32	5.03	5.19	3.78	6.11
Boissoneault-1426	897	00:05:42	4.92	5.10	3.41	6.41
Vanderhorst-1418	886	00:05:42	4.91	5.04	3.00	6.05
Aspery-1402	888	00:05:52	4.76	4.90	2.51	6.43
Ward-1425	929	00:06:05	4.65	4.95	3.33	5.84
Fisher-1174	911	00:06:06	4.65	4.84	3.79	6.16
Parker-923	891	00:06:03	4.59	4.77	2.35	6.28
Savage-1340	894	00:06:07	4.56	4.73	3.05	5.75
S. Dieball-1428	909	00:06:16	4.51	4.70	3.31	5.65
E. Dieball-473	906	00:06:14	4.48	4.71	2.73	6.44

Here I have expanded the data pane and chosen the “Legs” tab at the bottom to show the expanded data for the run leg of the fifth race of the nationals. Here you can see the distance sailed by each competitor, the time they took to sail the leg, and most interesting, each competitor’s average speed (Knots) and VMG. Knots is simply the distance sailed for the leg divided by the time over which it was sailed, expressed in nautical miles per hour. More interesting, VMG is a measure of the average speed of the boat relative to the straight line path down the leg, and is the best measure of a well sailed leg. Also visible are the minimum and maximum speed of each competitor, useful for bragging rights.

You will see a surprising variation in the distance sailed and time sailed by each competitor in a leg, and often the best leg is not sailed by the boat in first place! This is a great way to evaluate whether your boat is going fast, sailing a short course, doing both, or doing neither. A high VMG is the goal, which often means sailing the shortest distance, but not always – note in the illustrated leg that Vanderhorst, Aspery and Frissell sailed the shortest distance -- nearly identical at 886, 887 and 888 meters. However, Frissell sailed that

distance ten seconds faster than Vanderhorst and twenty seconds faster than Aspery, so had a far superior VMG. No surprise that Frissell pulled to a commanding lead in race 5.

The trackers create lots of useful data to unpack. I will try to have the trackers at every traveler’s series event this year; pick one up and see how much you can learn!

To view the race replays on your PC or Mac browser, you will need the Microsoft Silverlight browser plug-in – which is available for free by pointing your browser to microsoft.com/getsilverlight.

You can also watch replays from interlakesailing.org/tracking using an iPhone, iPod Touch or iPad, but you won’t have all of the detailed data I show above. Also, you’ll need to install the TackTracker app, which is available for free in the Apple App Store.

Portage Lake – 2014 Nationals Site

By Clark Chapin, Interlake #1317

Portage Lake, site of the 2014 Nationals on July 16-19, is a spring- and stream-fed glacial lake near Ann Arbor, MI that has been the site of the Nationals twice before: 1994 and 2003.

Mooring Area

The mooring and launching area at Portage Yacht Club is sandy and quite shallow – only 12-24" close to shore and gradually deepening toward the end of the dock. Those with fixed rudders may have to walk their boats out to the C-Dock or D-Dock to get their rudders installed before sailing away.

A word of warning to our Ohio and Indiana friends: When approaching the mooring area, just because you can see the bottom doesn't mean that it's shallow enough to walk. Tim Cullenen found that out in 1994 to his great surprise!

Sailing Area

The average depth of the lake is about 50 feet, but there is one area near the center of the southern "bowl" (just east of where the two red lines cross) that is only about 5' deep. The other shallow areas are near shore.

A good guide to water depth, besides changes in color, is the presence of diving rafts near the cottages and homes. REMEMBER: You cannot sail between a raft and the shore, but the rafts will show you the approximate limits of navigable water.

There is no noticeable current.

Winds

As in much of the Midwest, the prevailing winds are from the southwest, but on any given day they can blow from anywhere.

When the winds are westerly or southwesterly, several locals tend to carry starboard tack from the starting line to the shore and wait for the geographic shift, then short tack up the shoreline before making a run for the weather mark. Unfortunately, this often means approaching the mark on port tack.

The best courses are when the wind is a little east of north or its reciprocal. These directions allow the longest legs, but care must be exercised near the eastern shore where the lake narrows, because there are shallows in that area.



Schedule

This year's schedule is designed to provide plenty of racing over a three day period while allowing time each day to relax and enjoy the sandy beach and shady picnic area.

In addition, if the Women's and Junior Championships aren't completed on Wednesday, additional attempts can be

made on Thursday and Friday after the conclusion of the Championship and Challenger races.

Weeds

Weeds grow around the shallow areas. If you hit your centerboard on the sand, the bad news is that you sailed through weeds to get there and the worse news is that you have to sail through more to get out. Usually, a quick raising and lowering of the centerboard will rid you of the pesky vegetation, but you should still check to make certain they didn't get hung up on the rudder.

Social Events

The dinner cruise on Thursday night will offer an opportunity to see the lake shore at your leisure and with suitable refreshments.

Register NOW

Register on line at <http://www.ms-pyc.com/ilncs>. Registrations submitted or postmarked after 3-Jul must pay a hefty late fee.

Chief's Regatta

Leatherlips Yacht Club, Powell, OH

May 3 - 4, 2014

By AJ Savage, Interlake #1293

A fleet of 16 boats showed up for the 2014 Chiefs regatta despite a forecast of 20+ mph winds. If these sailors were looking for an early season challenge, they found it in spades in the form of massive wind gusts and a tricky starboard rounding at the weather mark. Not one spinnaker appeared all day.

Despite conditions that worked muscles and mainsheets to the core, the resilience of the Interlake and the sailors who crew them was apparent. The Thistle-fleet race committee was amazed that the fleet was not decimated by the puffs, and the long reaches provided some excellent planning fun!

Excellent camaraderie followed racing, and dinner and the bar helped sooth sore bodies. Steve Aspery received applause for what was quite possibly the quickest Class meeting in Interlake history.

Sunday morning appeared to be much more benign as the sailors headed to the start, but the winds quickly resumed the cannonball-like puffs that sent several boats over. In the end, awards went to the sailors of the top three Interlakes who showed a mastery of boat handling and sailing skill.



Top 3 teams – photo by Lisa Aspery



Sailing at the Chiefs – photo by Bill Kotys

Skipper	Crew	Boat	Boat name	R 1	R 2	R 3	R 4	R 5	Total
Scott Savage	Rick Savage	1340	Mad Cow	1	1	1	1	2	6
Jamie Jones	Joe "The Animal" Hurst	1267	Fresh Balsa!	3	3	2	2	3	13
Steve Aspery	David Aspery, Mark Allison	1402	Soft Serve	2	4	4	5	1	16
Carolyn Tanner	Dick Evans, Cindy Elmore	1240	Three's Company	5	2	5	6	4	22
A.J Savage	Meaghan France	1293	Whac-A-Mole'	4	7	3	3	6	23
Jeff Clark	Tim Cullenen	1370	R	7	6	6	4	7	30
Mark Presley	Nick Burke, Christie Stouffer	1382	Elvis	9	10	8	8	5	40
Thane Morgan	B. Marriot	1360	Knaughty Boy	6	8	10	9	13	46
Steve Nearing	Bailey Haggis, Scott Graham	810	White Mist	10	5	17	7	8	47
Jeff Tyndall	Charlie V., Steve S.	1298	Scuba Doo	11	9	7	10	17	54
Mark Boucher	Jim Boucher	1178	Molar Marauder	8	17	17	7	8	57
Ben "The Terror" Terrien	Liz Terrien, Brad	799	No 'Prop' lem	12	17	9	14	9	61
Bill Sanderson	Cara Bown, Mike Hoy	1433	Go-For-It!	17	11	17	11	10	66
Mike Mirachi	Kurt Andrews, Konnor Kenneweg	1209	Italia	17	17	17	12	12	75
Clark Chapin	Bill Kotys	1317	Mid-cycle Enhancement	17	17	17	17	17	85
Tom Humphrey	Jason Humphrey	1417	Patronus	17	17	17	17	17	85

Note: In an effort to make the race matrix appear complete, boat names were assigned to teams that did not provide them. We don't like blank spaces.

SSC One-Design Regatta

Sandusky Sailing Club, Sandusky, OH

June 7 - 8, 2014

By Bernie Ashyk, Fleet Captain, Interlake #1166

The Regatta was sailed on June 7th & 8th at the Sandusky Sailing Club in near perfect conditions on Saturday afternoon. The wind filled in to 12-15 knots for the sunny noon start in the Bay west of the shipping channel. The 13 Interlakes, 12 Thistles sailed from the same starting line. However the Thistles were on triangle courses as compared to the windward / leeward courses for the Interlakes. Fair courses were set up by SSC's first class Race Committee lead by PRO Jim Keane. Three very competitive races were sailed. ISCA Secretary / Treasurer Tom Humphrey provided "Trackers" to plot the courses sailed by all 25 competitors. The crews got their money's worth in the heavier winds for the ride back to the Club. They were ready for dinner.

The SSC volunteers served a roasted chicken dinner prepared by our good neighbors at the Pier 684 Restaurant.

The well-rested crews were disappointed Sunday morning by the steady rain with no relief in the forecast. The Race Committee abandoned the 4th and 5th races. Based on the Saturday results, awards for the skippers and crew were presented about 1030. The competitors packed up and hit the road for home.



Winner Peter Frissell, Bernie Ashyk, and Peter's crew Bill Frissell

Place	Sail	Skipper	From	R 1	R 2	R 3	Total
1	186	Peter Frissell	NCYC	2	6	2	10
2	1174	Matt Fisher	HSC	1	2	8	11
3	1399	Brad Huntley	SSC	5	3	3	11
4	1417	Tom Humphrey	SSC	13	1	1	15
5	1374	Don Wilson	ISC	9	4	5	18
6	1426	Sackett Lee	EWYC	4	5	9	18
7	1424	Mike McClinchie	HSC	8	10	4	22
8	1382	Mark Presley	HSC	3	9	11	23
9	1433	Bill Sanderson	MSC	7	11	6	24
10	1338	Philip Montgomery	SSC	6	8	10	24
11	558	Rob Fox	NCYC	11	7	7	25
12	1360	Thane Morgan	ISC	10	12	12	34
13	1400	Brian Malott	SSC	12	13	13	38

Cattail Regatta

Jolly Roger Sailing Club, Toledo, OH

May 31 – June 1, 2014

By Ron Gall, Fleet Captain, Interlake #1325

Because of recent weather difficulties, the Cattail Regatta was changed this year to a two-day regatta. The thought was that if Saturday got blown out, we'd still be able to get races in on Sunday, and vice-versa. Ironically, we enjoyed two perfect days of racing.

With winds at a consistent 10 mph and occasional gusts to 15 mph, the Interlakes raced three lengthy races on Saturday. Peter Frissell was unstoppable on Saturday, as he was all weekend, with two bullets and a second. Philip Montgomery, newer to the Class but very familiar with the Interlake, dominated the first race. Rob Fox also took advantage of the great racing conditions by scoring two seconds on Saturday.

Sunday looked perfect as well. Team Frissell continued their winning ways with two bullets. The second race of the day gave the rest of the boats a chance to win. A 180 degree wind shift shuffled the fleet but Peter Frissell turned out to be too fast and took the race.

Thanks to all that participated, especially those from out-of-town.

Place	Skipper	Crew	Club	Sail	R 1	R 2	R 3	R 4	R 5	Total
1	Peter Frissell	Andy Frissell	NCYC	186	2	1	1	1	1	6
2	Philip Montgomery	David Smith	SSC	1338	1	3	3	3	2	12
3	Kevin Bracy	Matt Blecke	SSC	1248	4	4	5	2	4	19
4	Ron Gall	Peter Clay, Aubrey Gall, Emma Gall	JRSC	1325	3	5	4	4	3	19
5	Rob Fox	Nancy Fox, Spencer Fox	NCYC	558	5	2	2	DNS	DNS	21

George Fisher Memorial Regatta

Hoover Sailing Club, Westerville, OH

June 14 - 15, 2014

By Matt Fisher, Interlake #1174

This past June 14 & 15 The George Fisher Memorial regatta was held at Hoover Sailing Club. 25 boats turned out to a beautiful weekend in Columbus. The wind was shifty and somewhat unpredictable, but the skies were blue and Interlake Fleet 24 put on a great regatta. The local Highlander fleet led by Bob and Sue Bauer were the race committee for the regatta and often had as many challenges as the competitors. They did great work and got 5 races off in efficient fashion.

The wind forecast for Saturday was 5-10 out of the Northeast. There was more 5 than 10, but there is a picture of Scott and Rick Savage hiking out flat, so it is possible there was at least one bigger puff. The wind also spent as much time out of the Northwest as it did out of the east. In the first race we got a great start near the committee boat and stayed on starboard for the first half of the leg, with several tacks to the right to take advantage of some puffs coming from that side. Craig Tovell sailed a good beat and stayed in 2nd for entire race. Lots of position changes took place up and downwind. Scott and Rick Savage sailed a good race to come back to 3rd. Thane Morgan sailed a nice last lap to finish 4th and the Parkers were 5th.

I am very lucky that my daughter Amanda and her husband Eddie drove down from Chicago so that Amanda and I could sail together for Father's Day/weekend and my Dad's memorial regatta. I try to sail with one or both of our kids in this regatta each year; my Dad would have loved that. It is a very special event for our family.

The second race seemed to start similar to the 1st race except that we had a bad start and Steve and Lisa Aspery, the Savages, and Brian and Tiffany Parker were launched well ahead of the rest of us at the first mark. I believe the Parkers were first at the first mark, but it was hard to see because we were 6th or 7th. The race saw the wind die several times and actually pick up from the left, northwest side of the course. Steve and Lisa went left on the second beat and had a good lead at the second weather mark. After seeing that, on the second run we were able to go from 6th to 2nd by staying on that west side of the course. We lost Scott up the last beat, and the finishes were Asperys, Savages, Fishers, Jeff Clark and Tim Cullenen and Parkers again in 5th.

The 3rd race saw Craig Tovell get a great start and have a good lead at the weather mark. The fleet was very tight after Craig with Don Wilson, Jeff Clark, and the Parkers in the top part of the fleet. At the leeward mark, the wind died significantly. We all know that when that happens on a small lake (or anywhere) you better start looking for a side for the next puff. 800 yards up the reservoir you could see a puff brewing on the left



The top 5 crews at Hoover

and the Asperys found it and led by quite a bit at the weather mark. We fortunately bailed from the right and were able to get to second at the mark. Craig could not get away from a big, light, port lift and went back to 8th after sailing a great first lap. The Savages were 3rd, Don Wilson 4th, and Team R in 5th.

Saturday evening had a great cocktail party, appetizers, and a brief chalk talk. I don't know if everyone was looking forward to the chalk talk, because sometimes we start saying the same things. It was a tough light air day. You had to sail towards the puffs, but there wasn't a rhythm to the wind. Downwind seemed especially hard, and the puffs actually didn't fill in from behind, but sometimes on the edges way forward. Anyway, we had fun and it was a good way to start Father's Weekend/day.

Sunday was forecasted to blow out of the southeast at 6-10, and that was the direction we were greeted with at the 9:00 start. The tallest trees along Hoover are where the Big Walnut Creek used to be on the east side of the reservoir. These trees seem to make exiting the weather mark quite a challenge. The start was on the west side and the first beat was almost directly across the reservoir, heading toward the sailing club. The velocity was 6-8 at the start and likely 2-4 at the weather mark.

We were able to get clear of the start again, and rounded the weather mark second behind Jeff Clark.

We made what was possibly a risky move and jibed away from Jeff at the offset mark to try to get in the breeze quicker. It worked and we were able to get by Jeff, who was sailing very well. The Asperys also got by and held onto second for the race. They were followed by the Parkers, Mark Presley, and Jeff Clark.

We weren't sure if there would be one more race or two more races. We approached the last race like it was the last. We were basically tied with the Asperys. We had a better throw out, but if the Asperys finished either 1st or were 2nd and we were behind, they would win.

The starting line for the 5th and final race was very leeward favored. Mike McClinchie, sailing with Bill Smith in 1424, timed his start perfectly and was able to tack at the gun. They sailed an outstanding race and led wire to wire, stretching out to a big lead at the end. I actually love to see people who are putting time in the boat start winning races in regattas. They sailed a smart race. It also is very key to tack to port at the gun when the wind has gone left at the start. We get this a lot in small lakes, where the wind goes left at or near the gun, and it becomes difficult to make the leeward pin on starboard. Some people want to hold the group below them on starboard. For this start the left shift was also a good puff. Mike had a 5 boat length lead 2 minutes after the start because he did not

Continued on page 14

Place	Skipper	Crew	Club	R 1	R 2	R 3	R 4	R 5	Total
1	Matt Fisher	Amanda Davis	HSC	1	3	2	1	2	6
2	Steve Aspery	Lisa Aspery	HSC	7	1	1	2	3	7
3	Scott Savage	Rick Savage	HSC	3	2	3	4	15	12
4	Bryan Parker	Tiffany Parker	LSYC	5	5	6	3	5	18
5	Jeff Clark	Tim Cullenen	HSC	8	4	5	5	7	21
6	Craig Tovell	Graham Alexander	HSC	2	6	8	6	8	22
7	Mike McClinchie	Bill Smith	HSC	6	9	18	13	1	29
8	Don Wilson	Brent Marriott	ISC	13	7	4	9	9	29
9	Mark Presley	Alan Freeland	HSC	20	8	10	10	4	32
10	Dick Evans	Carolyn Tanner, Cindy Elmore	LYC	11	13	16	8	6	38
11	Mark White	Lisa Kreisler	HSC	10	11	13	12	10	43
12	Thane Morgan	Joe Novak	ISC	4	12	14	16	22	46
13	Dwight Robertson	Nicholas & Dylan Robertson	HSC	18	20	7	14	11	50
14	Bill Sanderson	Cara Bown, Oliver Davies	MSC	12	21	15	11	12	50
15	Mark Boucher	Jim Boucher	LYC	14	14	11	15	18	54
16	Steve Nearing	Mark Hess	LYC	9	17	12	22	20	58
17	Jeff Tyndall	Rob Kerr	HSC	15	15	17	18	13	60
18	AJ Savage	John Scilabba	LYC	16	10	9	26	26	61
19	Tom Fee	Scott Benngton	HSC	23	19	20	7	16	62
20	Charles Vasulka	Steve Jones	HSC	19	16	22	20	14	69
21	Tim Lohner	Bruce Tran	HSC	17	18	21	19	17	71
22	Ben Terriern	Liz Terrien, Ken Fallon	LYC	22	22	19	17	19	77
23	Rob Ciccotelli	Jessi Walker	HSC	21	23	23	21	21	86
24	Bill Kotys	Lorin Ranbom, Susan Silcott	HSC	24	24	24	23	26	95
25	Michael Scott	John Muller		25	25	25	24	23	97

DNS

DNF

June 2014 Marketing Report

By Bob Sagan, ISCA Marketing VP, Interlake #1411

Included in this year's membership packets are ISCA magnets. Each member was given multiple with the hopes that they could keep one, give one to crew and give one to prospective/future Interlakers. The idea is that a picture is worth a thousand words and that these magnets will remain visible vs. being stuck in a drawer. Large versions were given to Fleet Captains for posting at clubs and at key sailor intensive areas around town.

The US Sailing Junior National Three-handed Championship (SEARS CUP) is fast approaching the Grand Traverse YC and Traverse Area Community Sailing. With the exception of one boat being brought by Terry Kilpatrick, all boats will be from North Western Michigan (TC and Ludington). Terry will also be staying to lend builder support to the event should it be required. Area K qualifiers will be held July 14-15 at GTYC in Interlakes as well. The finals will be Aug 5-8.

GYTC is using this massive event as a springboard in dramatically building Race Committee and acquiring equipment for continued hosting of National events on an annual basis. GTYC is honored and proud



to be able to host the 2015 ISCA Nationals and looks forward to putting on a first class event. One worthy of the ISCA and the venue that is Grand Traverse Bay.

Most importantly, go sailing. Go often. You don't have to race to have fun. Try the other side of the fence. If you always race, take a friend (or solo) with a cold one and just go. If you seldom race, join in. You will probably learn a ton, make new friends and have fun. Go sailing some more. See ya out there ☺

Continued from page 13 – George Fisher Memorial Regatta

hesitate and tacked at the gun.

We were doing well up the first beat and the Asperys were actually well behind us 3/4 of the way to the weather mark. We crossed the Asperys on what felt like the approach to the weather mark, feeling like we were on a big lift. As the adage goes, sail shifts in heavy air and go for puffs in light air. Steve went further on port, picked up beautiful breeze tacked to starboard and rounded the weather mark 2nd or 3rd, and we were 4th or 5th. Dwight Robertson sailed a great first leg and rounded first. I felt very stupid letting the Asperys pass us after we crossed them before the weather mark. Amanda truly pulled us together downwind and politely told her whining Dad that it was a long race and we could pass them. We got to 3rd at the leeward mark and after a couple tacks we were able to split with the Asperys, and get to their right. Steve and Lisa went to the left, which is closer to the tall trees. We were 5-8 boat lengths below McClinchie, on port, and going the same speed as Mike, but the two of us were going twice the speed as the Asperys in great breeze and no trees

on the right side. We were able to catch Steve, get second in the race and win the regatta.

There is a little irony in this regatta from a timing standpoint. We were tied with the Asperys going into the last race, beat them by one point, but in 5 races, we never got within 5 boat lengths of them, other than the very last leeward mark. 6 years ago, the regatta was actually 3 or 4 days before my Dad passed away, and I was sailing his 1174 for the first time in this regatta which was then called the Interlake Stakes. The regatta was nearly identical in that we were tied with Asperys (I believe Steve was sailing with his kids, as I was sailing with Amanda and my son Stu) going into the last race, and the only time we saw Steve and family was when they got us at the very last leeward mark to win the regatta!

We laughed about it, and it seemed like everyone had a very good time at the George Fisher Memorial regatta. Come next year for a good size fleet and great hospitality.



More photos from Otto and Joanna in Arizona

A Note from ISCA Historian, Mike Muhn:

Realizing that he might need a crash course on sailing an Interlake Terry Kilpatrick convinced Otto that possibly the best approach might be to schedule a visit to Ohio. Otto decided to take Terry up on his offer and he and his lovely wife Joanna flew into Detroit on Friday, June 6, and were greeted by Terry. Saturday, the Shills and Kilpatricks came over to Sandusky (home of the Interlake). Otto got to meet many of the participants competing in SSC's One Design Regatta, and Mike Zuilhof graciously gave Otto and Joanna a crash course sailing his boat (1262) on Sandusky Bay with winds ranging from 8 - 12 MPH. [from the editors: Mike! Would you stop saying crash! ?]



Builder Terry Kilpatrick (right) doing what he does best – in this case, helping Tom Humphrey (center and son Jason – left) with his spinnaker rigging at the Chief's Regatta. Photo by Bill Kotys



You write it, we share it.

Intercom deadlines for 2014:

<i>Deadline:</i>	<i>Publish:</i>
August 15	Sept 1
Oct 15	Nov 1

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

2014 INDIAN LAKE REGATTA JULY 12-13

INDIAN LAKE YACHT CLUB
246 CHASE AVE, RUSSELLS POINT, OH

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REGISTRATION SATURDAY 10-12:00 ~ FIRST RACE 1:00 PM
SATURDAY NIGHT FISH DINNER 6:00 (FRY/BROILED)
SUNDAY CONTINENTAL BREAKFAST ~ FIRST SUNDAY RACE 9:30 AM

Tent Camping available at the club
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Wednesday - Saturday, July 16-19, 2014
NOR and On Line Registration are at:
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EARLY REGISTRATION ENDS July 3!

2014 Lorain One Design Regatta

July 26 - hosted by Lorain Sailing & Yacht Club
Interlakes, Jet 14s & any other one design class that
registers with 3 or more boats prior to July 19th

Important Regatta Information:

- Registration: \$45 (Includes 1 ticket for dinner Saturday night @ LSYC)
- Pre-pay Registration: \$38 if received by July 19th
- Make checks to: LSYC
- Mail to: Tim Parker, 4215 Tallwood Ct., North Olmsted OH 44070



Saturday, July 26th

8:00 am	Breakfast
8:30 am - 10:30 am	Registration
11:00 am	Skipper's Meeting
12:00 pm	Start
6:00 pm	Dinner - \$10.00 each additional

For further information, please contact Tim Parker (timdparker1@yahoo.com)

Lorain Sailing & Yacht Club
108 Alabama Avenue - Lorain OH 44052
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INTERLAKE - Great White Northern Championships

August 2nd & 3rd, 2014

Come sail on Beautiful West Grand Traverse Bay!

Grand Traverse Yacht Club, Traverse City Michigan, 13653 S. West Bay Shore Dr. 49684

Saturday: Registration 10-Noon, Skippers Meeting Noon First Race 1pm, multiple races to follow.

Sunday Racing: 1st Race: 10am, multiple races planned

Awards: 1-3 plus Masters (skipper 60+), Junior Skipper (19 or younger), Lady skipper (huh, means "female" eh?)

The Race Committee may use VHF radios to communicate with Interlake competitors on the water as allowed by Article III Section 14 of the ISCA Specifications.

Accommodations: **1-800-TRIVERS** connects you to the traveler's center. They can help you search for accommodations, camping, book rooms & even tee times. Upon request they will send a free 80-page color visitors guide. Camping available at club. Courtesy Housing also available.
<http://www.michigan.org/property/traverse-city-convention-visitors-bureau/>

Questions? Directions? Contact Bob Sagan, c: 231-409-1299 email: bsagan1411@charter.net
www.gtyc.org

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Hot-to-Trot

Interlake Regatta



Portage Yacht Club
SATURDAY
AUGUST 23, 2014

SCHEDULE OF EVENTS

0900 Coffee/Juice/Rolls
 Registration and launching
 1045 Skippers Meeting
 1100 Lunch
 1200 First Warning Signal
 1700 The Last Leg (post-race social hour)
 Awards and Dinner

Come back to Michigan!

Info online at:
<http://www.ms-pyc.com/regattas>

Contact Fleet Captain Tom Kimball:
 kimballs@geocities.com 734-576-6000

Portage Yacht Club
 8930 Dexter Pinckney Road
 Pinckney, MI 48169
 734-426-4155, sail@charter.net



Chief's 2014

2014 ISCA Travelers' Series

April 12-13	Midwinters	Dangerfield Island YC, Alexandria VA
May 3-4	Chief's Regatta and Spring Meeting	Leatherlips YC, Powell OH
May 31	Cattail Regatta	Jolly Roger SC, Toledo OH
June 7-8	One Design Regatta	Sandusky SC, Sandusky OH
June 14-15	George Fisher Memorial	Hoover SC, Westerville OH
July 12-13	Indian Lake Regatta	Indian Lake YC, Russells Point OH
July 16-19	ISCA National Championships	Portage YC, Pinckney MI
July 26	One Design Regatta	Lorain S&YC, Lorain OH
August 1-3	ILYA Bay Week	Put-in-Bay YC, Put-in-Bay OH
August 2-3	Great White Northern	Grand Traverse YC, Traverse City MI
August 23	Regatta formerly known as Hot-to-Trot	Portage YC, Pinckney MI
September 6	Haphazard Regatta	Mohican SC, Lucas OH
September 20-21	Clark Lake Regatta	Clark Lake YC, Clark Lake MI
October 4-5	Poltergeist Regatta and Fall Meeting	Indianapolis SC, Indianapolis IN
October 11	George Fisher Snowball Regatta	Buckeye Lake YC, Buckeye Lake OH
October 11	Fall Blowout	North Cape YC, LaSalle, MI

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mike1424@me.com

Classified Ads:

Interlake – 1266 - 1983; good to excellent condition; very clean kept in garage; rigged for racing with good record (former National Champion); extra set of sails; galvanized tilt trailer and many accessories. Set to sail. Asking Price: \$4,500 Contact Rich Rokisky at or via email at rikrok58.rr@gmail.com

Interlake 1257 – Good condition, used sails, seated deck with built in flotation, spinnaker rig and pole, with trailer, located in Toledo, Ohio, e-mail if interested. Asking Price: \$3,500.00 Contact Renata DeLaney at or via email at renata_delaney@owens.edu

Interlake 1192 – Built in 1980. Good condition, Includes 2000 LoadRite trailer with less than 100 miles. Two complete sets of sails in good condition, main jib and spinnaker. Newer set I-Lake Main-AP North sails 5/22/2002. Boat is white on white, with a cut down centerboard, lifting rig, furling jib, EEZ-In outboard motor mounting bracket, built-in flotation, new cockpit cover – Sailor Tailor 6/24/2010 (never used) I purchased the boat in 9/19/2009. Boat was not used in 2008 or 2009. I purchased the boat to sail on a small private lake (Cinnamon Lake – 130 acres) which turned out to be too small to sail this boat comfortably. The boat was sailed on 4 occasions in 2010 and has been garaged since this time. Asking Price: \$2,700 Contact Ken Mallory at (419)606-6609 or via email at sharonshine1@frontier.com

Interlake 1037 – Everything is included and ready to sail. Boat and trailer are registered, boat has clean title. All standing rigging is complete, main sail, jib, and spinnaker. Teak center board cap, kick up rudder, ash tiller, tiller extension, lift harness, boom vang, new hiking straps, and weather vane. Boat can be seen in LaGrange OH. Asking Price: \$2,500.00 Contact Dan Cutter at (216)333-0785 or via email at dgcutter@iCloud.com

Interlake 1013 – 1974, Good condition, trailer included. Asking Price: \$1,700 Contact Pawel Kurek at or via email at pawel011@msn.com

Interlake 608 – Race rigged (completely re-rigged in 2013), 2 sets of sails, cut down trunk, kick up rudder, cockpit cover, medium blue, seated deck. Available for viewing at Hoover Sailing Club (Columbus, OH). Pictures on request. Asking Price: \$2750 Contact Jamie Jones at (614) 216-2679 or via email at jjone45@columbus.rr.com

Interlake 473 – Completely restored with modern Dieball rigging and layout. Raced and trophyed in every event sailed. Ocean Blue with White bottom. Many pricing options and pics available. Asking Price: \$3800 Contact Ernie Dieball at (419) 392-6862 or via email at edieball@yahoo.com

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