

The  
**Intercom**

Official Newsletter of the Interlake Sailing Class Association



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

September 2014



**Congratulations to Stu & Matt Fisher  
2014 Interlake National Champions!**



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# From the President

By Mark Presley, Interlake #1382



Greetings and welcome to another promising and successful year of Interlake sailing. Our past President and Board has left the ISCA in great shape fiscally, and with very little in the way

of old business. I trust, we as board, can carry on with the same efficiency. Thanks Steve.

If you did not make it to the annual ISCA National Championship, you missed a great venue, and a very well organized event. I think the kids won the event as they played in the water, on the slides, and on the beach. This family atmosphere really carried out throughout the event. I have never seen that many tents and campers at an Interlake event!

I personally had not been to Portage Yacht Club, but can assure you that it is a first rate facility. Albeit light air racing shortened the racing to two days, the PRO, Thomas Ehman Jr., and his team, along with legendary rules man Dick Rose on down the line were very professional.

Congratulations go out to our new 2014 National Champion Stu Fisher sailing with his Father/Crew and former National Champion Matt Fisher. The Fisher name is certainly prominently engraved on the trophy, and Stu can proudly accept the honor. He was not only consistent but very fast off the line in every race!

Watch out for another upcoming prominent family name among the Interlakes in Meghan Dieball as she and her multi-time National Championship father Skip won the Challengers Division. It was certainly a proud moment for grandpa and former National Champion Denny Dieball who also won with his son Ernie.

Congrats to all who won or trophied in the Championship.

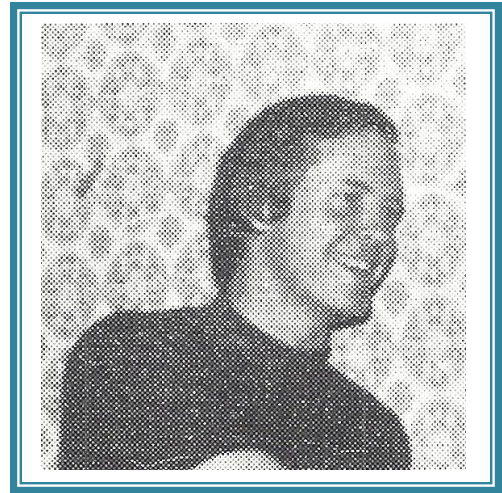
A special thanks goes out to the chef and all of the PYC members and workers. With that said, one cannot go without thanking Clark Chapin for going well above and beyond for being "The Point Man" in charge. His organizational skills are exceptional down to every detail.

Our fall season still has a few events left for the Traveler's Series of which I encourage all to try and attend.

Next year promises to be a banner year with some great venues, kicking off with Midwinters in Tampa at Davis Island in March. The date has been confirmed and will be announced here shortly.

The winning bid for Nationals has also been confirmed and will be held the first weekend in August, in Traverse City, MI. I for one look forward to seeing new faces as well as reuniting with familiar friends and class members.

See you out on the water!



## Who is this Interlaker?

Find out on page 17!

Do you have a good old photo of a current Interlake sailor? Send it to us with a short write-up about the person and we will include it in a later issue.

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Cover photo: Stu and Matt Fisher consistently led the way at 2014 Nationals.

Photos by Steve Schewe

# *Intercom Feature*

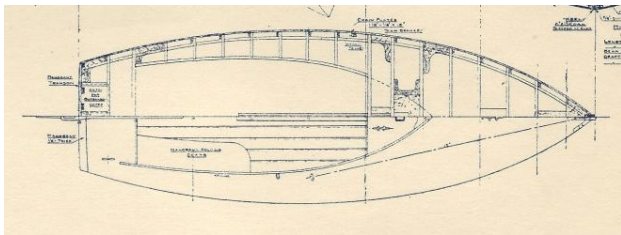
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## The History and Evolution of the Customflex Fiberglas Deck

by Mike Muhn, I.S.C.A. Historian, Interlake #1242

Over the years when showing the Interlake to prospective new fleet members, I have often been asked "why are does the boat have so many different deck configurations" or phrased differently, "which deck is the real or standard Interlake deck?"

The answer can be found in the original plans detailing the boat that were created by Francis Sweisguth back in 1933. Dimensional description of the deck is quite simple. The deck crown shall be consistent with a maximum dimension of four inches on a seven foot length. The cockpit **opening** shall not exceed the dimensions of four feet by eight feet and shall be positioned between stations eight and sixteen. (In other words, the forward edge of the cockpit opening must be at least eight feet from the bow of the boat while the trailing edge must be at least two feet from the transom) Cockpit shape, coaming, seats, splash boards, as well as floor boards, are **optional**.



Suggested cockpit opening shown in the original drawings

Thus, based upon the original specifications, there is no standard Interlake cockpit shape. However, as early boats were being constructed in 1934 and 35, it became quite apparent that virtually everyone building the boats had decided to take advantage of the maximum cockpit opening dimensions. As the original plans called for the decks to be covered with cotton canvas, wood coaming, (mahogany) was a natural choice to trim out the edges of the cockpit.

Floor boards quickly became more or less standard for a couple of reasons. Wood boats leak if you attempt to "dry sail" them. Thus, nearly all the boats were wet sailed, but even after swelling, which naturally eliminated much of the leaking, boats were often found with water in the bilge due to rainy days. Floor boards kept the feet dry and also reduced the distance from the inside edge of the deck to the bottom of the boat. Floor boards also effectively reduced the relatively high height of the closed centerboard trunk making it easier to get from one side of the boat to the other.

Mahogany splash boards became the "norm" in an attempt to protect the cockpit opening from the steep chop that often materialized on Sandusky Bay.



Interlake #1 and its replica shown above, were built with a maximum cockpit opening. The current class historian, whose first boat was 164, will attest that splash boards not only effectively deflected water away from the cockpit, but in his opinion, also added to the boat's classic look.

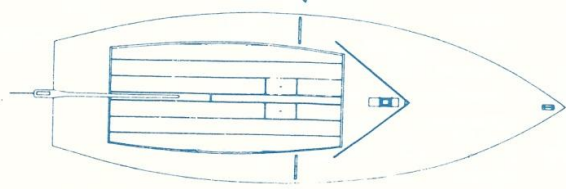
In 1957, Interlake sailor Vince DiMaio, and his new company Customflex, manufactured the first Fiberglas - Plastic Interlake. The boat's number was 160 and the deck configuration matched what could be considered more or less the "standard" found on most of the previously built wood boats.



While Interlake 160's hull was Fiberglas, the deck was wood. Boat 161 was the first boat with a Fiberglas deck.

In fact, verbiage found in the Interlake Specifications printed in January of 1963 now stated a minimum of 20 square feet of cockpit flooring is required, material

optional. Cockpit coaming must be made of wood, size and shape optional. Splash boards continued to be optional.



Drawing showing the cockpit opening of the Customflex "Wide Deck" Model

The main reason floor boards became mandatory is that the specifications also called for Fiberglass hulls to be built with stiffness equal to that found in wood hulls. Lateral wood stringers placed under the floor boards greatly aided in providing the stiffness required and prevented the hull from "oil canning".



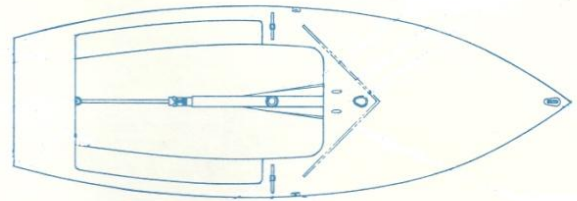
Customflex Wide Deck with Mahogany coaming, floor boards and splash boards. This picture was taken in 1959 or 60. Aluminum spars became the Customflex Standard in 1961

In May of 1964 Customflex announced to the class that they "wanted to change wood coaming to glass and incorporate its construction into the deck mold". In the summer of 1965 after examining the prototype, the chief measurer approved the change and the executive committee quickly endorsed his decision based on the fact that the cockpit opening did not exceed the standard 4' x 8' dimension and fell between stations 8 and 16. On December 1, 1965 the Dues Paid Members of the I.S.C.A. voted to approve two new features that were incorporated into the new model of the Customflex Interlake.

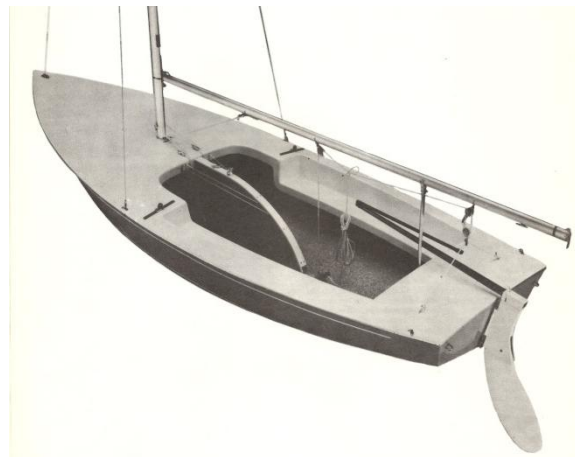
The first was the elimination of the mahogany coaming and installation of integrally molded seats

as part of the deck. The second was the elimination of floorboards and supports by utilizing the lamination of hardwoods and balsa over the entire bottom of the boat. Customflex had previously been using this method of construction on Flying Scots for the past eight years and on Interlake decks for the previous five years.

Vince DiMaio was convinced this method of construction resulted in a hull that was tougher, stiffer and quieter. He also claimed the new design had more room and the chair height seats provided increased comfort. DiMaio stated "the elimination of the wood coaming will make hiking much easier on the back of the legs. The new deck is actually 6" wider forward of the jib tracks where water normally splashes and consequently should be drier. The elimination of the woodwork will reduce maintenance." Vince stated the old "wide deck" model would still be offered at a price of \$1,875.00 (less sails) and the new model would be sold for \$1,775.00 reflecting savings in manufacturing costs.

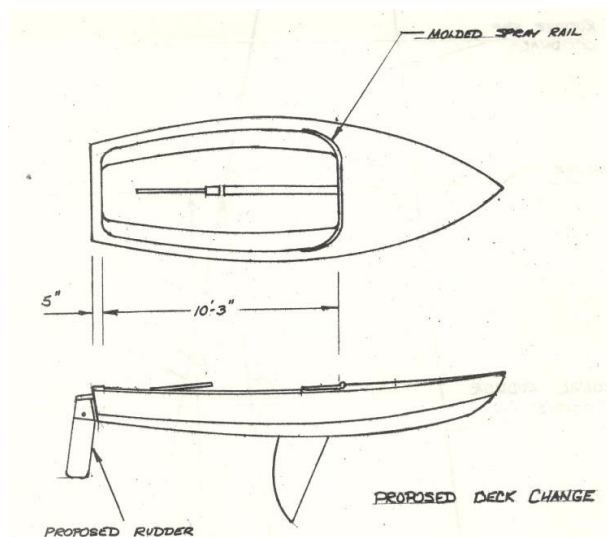


Customflex marketed the new seated deck as the "Narrow Deck Model" as the cockpit opening was narrower.



Some of the first boats built with the Narrow Seated Deck continued to utilize splash boards to divert water away from the cockpit. However, when the Elvstrom Bailer was introduced to the world, and Customflex started offering it as an option, splash boards disappeared quite rapidly. The first boat with the new deck was 489 and the last boat manufactured with the old deck was 567.

In January of 1973 Customflex presented the following drawing to the I.S.C.A. for approval.



Along with the drawing, Customflex offered the following reasons for the change:

- *Easier access to the spinnaker pole, etc. (Spinnakers were accepted by the class in 1967)*
- *Easier access to install the rudder.*
- *More room for people with greater capacity.*
- *A stronger, lighter, simpler rudder; easily built at home.*
- *Improved floatation.*
- *A simple, efficient, rugged traveler (ball bearing).*
- *Competitive sales advantage with other new classes.*

To put it mildly the proposal was not well received by the class. The biggest objection seemed to be centered on the changed shape of the rudder from the traditional “beaver tail” shape to a “spade” shape. Not only was there concern over possible sailing characteristic changes attributed to a new rudder shape, the new profile combined with the ball bearing traveler, necessitated the tiller to be routed through an opening that would be cut in the transom of the boat (similar to the arrangement found on a Thistle). Obviously the specifications would have to be changed to allow the fore and aft dimensions of the cockpit opening to be increased, dramatically changing the “traditional” look of the boat.

The proposal was rejected by the membership at the 1973 spring meeting, but after a very intense lobbying effort by Customflex, the proposal passed at the annual meeting. Once again, Vince assured everyone that Customflex would continue to provide both models as long as there was sufficient demand.

The new model became known as the “Long Seat Deck”. The first boat utilizing the Long Seat Deck was 990. In 1974 DiMaio reported that sales of the Long Seat Deck outsold the Narrow Deck Model (short seats) by a ratio of approximately 4 to 1.

Several very competitive Interlake racing sailors, including past National Champions bought boats constructed with the “Long Seat Deck and others built one-piece spade shaped rudders to fit onto existing hulls in an attempt to gain a possible advantage. However, as boats with the Long Seat Deck began to infiltrate the racing scene, a couple of unforeseen issues quickly became apparent - both involving the configuration of the spade rudder.

Issue number one was that boats with the spade rudder did not seem to tack as efficiently as boats equipped with the beaver tail shaped rudder often resulting the boat going into irons, especially in higher winds and rough water. Some claimed that the shapeless aluminum kick-up blade of the spade rudder supplied by Customflex was also a contributing factor.

Issue number 2 was found by those who were unfortunate enough to experience a capsize. The boat was difficult to bail as water rushed through the tiller opening in the transom. Thus, as evidenced by pictures shown in Customflex’s promotional brochure, the spade rudder, ball bearing traveler and transom tiller cutout quickly went away and was replaced by the traditional beaver tail design and conventional bridle to control movement of the boom. In 1979 the class outlawed the spade rudder, but grandfathered existing spade rudders either previously supplied by Customflex or built at home. (Just last week it came to the class historian’s attention that George Newell is still sailing “Old Red”, boat 858, with his home built mahogany spade rudder built almost 40 years ago)



Long Seat Deck



Note that the transom opening and roller bearing traveler have disappeared

Sales of the Long Seat Deck cooled dramatically in the next five years and in August of 1979, after building boat 1187, Customflex discontinued its offering.

For the next 10 years, the only deck being manufactured by Customflex was the narrow short seat deck.

Like many things in life, the old adage of "what goes around comes around " seems to hold water with regard to the Interlake, as vocal demand and actions by some existing boat owners started clamoring for a wide deck, less coaming. In 1990 Customflex responded by offering a new wide deck on boat 1310.



New "Flat - Racing Deck

This deck configuration took advantage of the cockpit opening specification change necessitated by the Long Seat Deck that allowed the forward edge of the deck to go to station 7 (seven feet aft of the bow). Thus, setting, jibing and removing the spinnaker pole became easier for the crew to accomplish. Along with this new deck, that quickly became known as the "Flat -Racing Deck", Customflex continued to offer the old standby Narrow (Short Seat) Deck.

In 2002, Customflex combined the seated portion of the old Narrow Deck mold with the forward end of the new Flat Deck Racing mold. This modification resulted in the "New Seated Deck".



New Seated Deck

The first boat built with the New Seated Deck was 1374. Customflex now offers the same rigging options on both decks.

So, what is the answer to the question of which deck is the "Standard Interlake Deck? If your answer is all of the above, or none of the above, your answer is correct.

Over the years, Customflex has offered Fiberglass decks in five different configurations:

	First year	Hull #s
Flat Deck with Wood Coaming	1957	
Seated Deck - Short Seats	1965	489 - 1373
Seated Deck - Long Seats	1973	990 - 1187
New Flat Deck with no wood coaming	1990	1310 -
New seated deck	2002	1374 -

**Coming soon:**

Mike Muhn, our historian and veteran Interlaker, recently had a new deck put on his 1982 Interlake hull number 1242.

Did he think it was a wise choice when it was all said and done? Tune in next time...

# *Intercom Tips and Techniques*

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## IMPROVING RULES COMPLIANCE

*By Dick Rose on SailingWorld.com posted Oct 9th, 2002*

*Reprinted with permission of Sailing World and Dick Rose*

I have received copies of two letters from competitors that raise questions about rules compliance. One, from Marc Fountain, appeared on the Internet in "Scuttlebutt" and a second, from H. C. Pierce, was sent to the US SAILING Racing Rules Committee. Both letters report a lack of compliance with the rules. Mr. Fountain writes, "The use of the 720-degree Turns Penalty continues to decline and the percentage of people racing without respect to the rules continues to rise." Mr. Pierce complains that port-tack boats in his fleet are brazenly breaking Rule 10, the fundamental port-starboard rule.

My observation is that rules compliance varies widely from fleet to fleet and, even within a fleet, it can be excellent one year and then very poor two years later. Several factors may contribute to the deterioration in rules compliance within a given fleet in a particular year: 1. A few competitors refuse to admit fault and do 720-degree Turns Penalty when they break a rule. 2. Competitors refuse to take the time to protest even flagrant fouls. 3. The race committee sets courses that result in heavy concentrations of boats at the favored end of the starting line or at marks. 4. A protest committee is unwilling to dig out the facts and penalize appropriately those who break the rules, especially those who break them repeatedly. 5. A number of new competitors have not learned the rules.

Let's assume that your race committee and protest committee are doing good jobs and that your fleet members know the rules fairly well. In that case you must somehow change the behavior of those who flaunt the rules and fail to do their 720s and of those who do not protest when they are fouled.

There's a technique for improving rules compliance which I have seen work well. Those who sail by the rules and who want to improve rules compliance should meet. Do not invite to the meeting those fleet members who repeatedly break rules. At the meeting, get the members present to agree that when they're fouled they'll immediately hail "Protest" and, if the boats in the fleet are more than six meters (20 feet) long, fly their protest flags. Also--and this is the key to this technique's success--get an agreement from everyone at the meeting to watch out for fouls and, when they see an incident between two boats and hear the hail of "Protest" from one of the boats, to yell loudly "I'll be your witness." I think you'll be surprised how quickly rules compliance improves.

Note that the key ingredient here is social pressure.

As soon as those who are ignoring the rules learn that a number of fleet members recognize what they're doing and want it to stop, you'll probably see a change in their behavior. You may not even have to hold many protest hearings. A sailor who's protested will get the message if he or she immediately hears several hails from other boats offering witness. They'll recognize that the deck is stacked against them and probably take their 720-degree Turns Penalty rather than try to defend themselves in the protest room.

Here's an example of how this technique worked. One young dinghy sailor consistently rocked and pumped his way around the course in the prevailing light to moderate winds. He was obviously breaking the propulsion rule (Rule 42) with great regularity and scoffed when individuals asked him to clean up his act. One day several of those who had complained about this fellow met and agreed to watch him and to hail "Protest" whenever they saw him clearly breaking Rule 42. Right after the start of the first race, as he was fanning his way into the lead, four boats simultaneously hailed "Protest." He stopped rocking for a while and then resumed it a few minutes later, at which time a second round of "Protest" hails rang out. The young sailor left the course in tears. He didn't return for a couple of weeks, but then he came out and sailed by the rules. He was welcomed back, and nothing was said about the past.

Marc Fountain complains that the rules introduced in 1997 have hurt the sport by removing onus provisions. In fact, only two onus provisions were removed in 1997--the onus involving close tacks and jibes and a rarely used onus in the tacking-at-an-obstruction rule.

The old tacking and jibing onus rule stated that a boat that tacked or jibed had the onus of satisfying the protest committee that she did so far enough from nearby boats that they could keep clear without having to change course until after the tack or jibe was completed. It was removed because it was simply too easy for a dishonest competitor to use it to disqualify an opponent. I admit that it's now a bit more difficult to win a protest when someone tacks too close to you, but it's hard to imagine that the sport has been hurt now that there are fewer inequitable DSQs.

H. C. Pierce complains that some aggressive skippers are flaunting the port-starboard rule. He reports that they brag, "If I'm on port and may or may not just barely be able to cross a starboard tacker, I hail

*Continued on page 17*



# 2014 Nationals Trophy Winners



**Championship Fleet**



See page 12



**Challenger Fleet**



**Women's**



**Juniors**

Skipper  
&  
Crew  
Names  
  
Race Scores  
  
next page

# 2014 ISCA Nationals Results

Championship Division					Race Number				
					Thu 17-Jul			Fri 18-Jul	
Pos	Skipper	Crew	Boat #	Score	1	2	3	4	5
1	Stuart Fisher	Matt Fisher	1174	6	1	2	1	3	2
2	Steve Aspery	Alan Freeland	1402	10	3	15	2	1	4
3	Lee Sackett	Dave Kerr	1426	17	20	1	9	6	1
4	Peter Frissell	Bill Frissell	186	17	2	5	6	4	12
5	Scott Savage	Rick Savage	1340	17	14	3	3	8	3
6	Bob Bradley	Betsy Bradley	1332	32	5	6	12	9	14
7	Tom Ehman	Tom Kimball	1318	35	10	8	4	13	13
8	Jeff Clark	Cara Bown & Tim Cullinen	1370	36	9	4	21	2	23
9	Brad Huntley	Jay Austin	1399	38	4	13	16	14	7
10	Bob Sagan	Mike McClinchie	1411	40	11	10	7	12	15
11	Brook Smith	Colleen Hughes	1380	45	6	12	19	22	8
12	Tyler Cathey	Felicia Cathey	1341	46	13	7	11	15	20
13	Don Wilson	Brent Marriott	1374	46	15	21	10	11	10
14	Andy Nixon	Laura Beck	1000	49	16	22	6	27	5
15	Ken Hopkins	Andrew Hopkins	1334	49	8	19	15	10	16
16	Philip Montgomery	Dave Smith	1338	52	19	16	8	19	9
17	Clark Chapin	Bill Chapin & Mitch Kimball	1317	53	7	14	13	20	19
18	Mark Presley	Michael Ehnis	1382	54	12	25	14	17	11
19	Thane Morgan	Joe Novak	1360	61	21	9	25	25	6
20	Kevin Bracey	Ron Gall	1248	63	24	11	23	7	22
21	Joe Smyk	Tom Crosby	1322	68	17	18	17	16	25
22	Ben Terrien	Liz Terrien	799	73	26	24	20	5	24
23	Tom Humphrey	Bruce Tran	1417	74	25	17	18	18	21
24	Jack Coleman	Ann Taylor	1286	77	18	20	22	21	18
25	Ron Seiter	Erin Seiter	1405	90	23	26	26	24	17
26	Rob Fox	Nancy Fox & Spencer Fox	558	93	23	23	24	23	26
Challenger Division									
1	Meghan Dieball	Skip Dieball & Mallory Dieball	1428	4	1	1	1	1	
2	Tom Wills	Sue Wills	902	11	3	3	3	2	
3	Rick Jarzembowski	Mitch Kimball & Steve Schwanski	1292	13	2	2	4	5	
4	Stuart Spencer	Gretchen Spencer	1199	13	4	4	2	3	
5	Edith Nickel	Bruce Hartman & Carl Grolle, Jr.	910	19	5	5	5	4	
		= Masters Division							
Women's Championship					Wed 16-Jul				
1	Ann Taylor	Jack Coleman	1286	4	1	1	2		
2	Betsy Bradley	Chris Davis	1332	5	2	2	1		
Junior Championship									
1	Andrew Hopkins	Ken Hopkins	1334	4	1	1	2		
2	Jake Kingsley	Andy Nixon	1000	5	2	2	1		

## Challenger Division Champions Meghan, Mallory & Skip Dieball



Photo by Steve Schewe

Our plan to sail the nationals came about in the fall of '13 when we sailed together in the Lightning. We had so much fun and Meghan truly showed great control with the helm that we scanned the schedule and made the decision to go to Portage. We had great plan of practicing, but didn't really have a lot of time with both Meghan (11) and Mallory (8) doing race team (C420 and Opti respectively) and Skip's schedule with other sailing. Nevertheless, we did sail together as a full family on the J24 out of Grosse Ile and Meghan got some valuable tiller time against the PHRF gang.

Our team was very extended. Laurie (mommy) and Max (9 months) were our shore crew and made sure all the lunches were ready and that we had sunscreen on. They also were our cheerleaders and being at Portage together provided great memories!

The racing couldn't have been more perfect for our crew configuration. The light-ish winds made it an easier task for Meghan to tackle the heavy-helmed Interlake and also allowed Mallory a stable platform to work the spin pole that was more than double her height! Skip could observe and coach where needed without too much chaos. Really, perfect conditions in every way.

We had good sailing and results for a number of reasons:

1. Sailing in the Challenger Fleet was wide open in terms of boat traffic. Being young/new, it helped

having space and limited conflicts with other boats. This allowed for a good learning environment.

2. Sailing behind the Championship Fleet, we could see which side was winning, how the shifts were rolling through the course and position ourselves for the best wind.
3. Our combined crew weight was about 310lbs. Though not the lightest, we certainly weren't the heaviest team either. This helped acceleration through the variable winds.
4. We sailed with 30-50% of the Centerboard up. This helped Meghan handle the helm with ease and ultimately kept weeds from catching the CB and Rudder (we rarely had any weeds).
5. Our lunches were fantastic! Cookies were the best!

On a personal note, we all would like to thank everyone for the encouragement throughout the week. We had so much fun sailing together as a family and doing well was just icing on the cake. The sailing, racing, swimming, ice cream, beach...everything made this the highlight of the summer. And although Skip has had the good fortune of competing and placing at the highest level of the sport this summer (Ettchells Worlds), nothing can compare to the memories made during the 2014 Interlake Nationals.

# 2014 Interlaker of the Year

## Tom Humphrey

*By Steve Aspery as approved by the ISCA Board of Directors*

I am pleased to present Tom Humphrey as the 2014 Interlaker of the Year. Tom has been in the class a relatively short time but quickly volunteered to help. He has great ideas but more importantly he demonstrates a willingness to spend the time and energy to do the work to make them happen.

Tom purchased a set of GPS trackers at his own expense and graciously shares them with the class for use at regattas. Even more importantly, he has put the time into preparing the units for each event, distributing them, and then spends hours downloading and setting up the data for viewing by participants. Many Interlakers have enjoyed seeing the data and have learned from it because of Tom's efforts.

Tom became class Secretary-Treasurer last year and has instituted online membership renewal, developed and offered online payment capability for class events, and developed the Interlake hotline for reporting scores and events for the website. Tom's efforts have not only made things easier for members, but also directly increased the number of active members of the class.

Tom has demonstrated a willingness to step up and do whatever is needed to improve the class and its operations. There are many people with good ideas but too few willing to put in the effort to make them happen. Tom is one of those few.

Thank you Tom for your work on our behalf; I can't wait to see what you can do next year.



GPS trackers



Tom takes camping up a notch!

# Scenes from Nationals

By Steve Schewe, more photos at [www.interlakesailing.org](http://www.interlakesailing.org)



# Lorain Sailing and Yacht Club 2014 One Design Regatta

or

## Duel at Diablo, Showdown at the OK, Ficker is Quicker

Lorain Sailing and Yacht Club, Lorain, OH

July 26, 2014

By Tim Parker, Fleet Captain, Interlake #766

Two Interlakes registered for 2014 Lorain Sailing and Yacht Club's One Design Regatta along with a bunch of Jet 14s and Stars. The Race Committee graciously gave Bill Sanderson and myself a start for the match racing event of the century. Truth be told it was maybe not an event worthy of ESPN, but Bill and I and our crews had a good time. The wind blew 8-12 out of the SSW oscillating as much as 15 degrees in

one to two footers. Bill and I traded places quite a bit. Bill however came out ahead in all 4 races. Bill sailed with his brother Dick and daughter Cara. My son, Will sailed with me.

I was very lucky to have pictures from my sister-in-law, Debbie Parker, to accompany this article. With only two boats, there is not much to write about.

Place	Boat	Skipper	Crew	R 1	R 2	R 3	R 4	Total
1	1433	Bill Sanderson	Dick Sanderson, Cara Bown	1	1	1	1	4
2	766	Tim Parker	Will Parker	2	2	2	2	8



Photos by  
Debbie  
Parker

PHOTO BY DEBBIE PARKER

# Great White Northern Championships

Grand Traverse Yacht Club, Traverse City, MI

August 2 – 3, 2014

By Bob Sagan, Fleet Captain, Interlake #1411

The GTYC held its annual “Great Whites” on West Grand Traverse Bay and we planned the first start in the afternoon to enjoy the sea breeze. Mother nature delivered in spades! Racing started at 2 PM in 6 knots from the NNE and gradually built to 12 knots over the afternoon. Gentle 5 degree oscillations were the rule as were “puffs” that added 1-2 knots building and fading gently over wide areas.

The race committee (lead by Vice Commodore, Jordan Owens, for the fourth consecutive year) set a perfect four-leg WL course with a length of .75 miles. What fun. The third race started in the best wind until the last fourth of the 3<sup>rd</sup> leg when a 15 degree leftie with pressure and dying breeze on the right occurred. This tightened up the fleet as a couple leaders were on the right. It was real painful getting back with bad angle and diminishing pressure while Tom Young with crew Thane Morgan leading the charge out of the left

to take the lead and win the last race.

GTYC held true to form with fantastic food, and more than we could finish along with more free beer than we could finish.

Sunday had the similar conditions. Which means sun, warmth and gentle northerly in the afternoon, but none in the morning. Since we were scheduled to finish racing by noon...no races Sunday.

Notables include Jack Coleman & Ann Taylor extending their “Perfect Attendance” since this regatta began in 1998. Marialice Sagan (Mom) doing registration (again) while Frank Sagan (Dad) & brother Stan continue to man the mark boats.

Champions for each Division:

Open Champion: Bob & Marija Sagan, Jason Masseroni

Master's: Bob Clark, GTYC

Junior: Brooke TACS

Ladies Champ: Alex Anderson, TACS



Marija Sagan displays her dessert creation



Those who got inside position at the chow line

PLACE	TEAM	Boat #	CLUB	R1	R2	R3	TOTAL
1	Bob & Marija Sagan, Jason Masseroni	1411	GTYC	1	1	2	4
2	Tom Young, Thane Morgan	1377	GTYC	2	5	1	8
3	Jeff & Kat Bodie	1229	GTYC	3	2	4	9
4 M	Bob Cornwell, Loren Newton	1290	GTYC	5	6	3	14
5 M	Jim Menzies, Bubba Poppa	1363	GTYC	4	4	7	15
6 M	Chris Branson, Louis Rodriguez	730	GTYC	9	3	5	17
7 M	Jack Coleman, Ann Taylor	1269	PYC	6	7	8	21
8	Scott Zimmerman, Eric Geiser	1131	GTYC	8	8	6	22
9 M	Dick & Jim Heirtieter	1372	GTYC	7	9	10	26
10 L & Jr	Alex Anderson, Brooke	TACS9	TACS	10	10	9	29

Jr Also Junior competitor

M Also Master's competitor

L Also Ladies competitor

# Indian Lake Regatta

Indian Lake Yacht Club, Russells Point, OH

July 12 - 13, 2014

Place	Skipper	Club	Hull	R 1	R 2	R 3	R 4	R 5	R 6	Total
1	Mike McClinchie	Hoover SC	1424	2	3	1	3	3	2	14
2	Lee Sackett	Edgewater YC	1426	1	2	2	2	5	3	15
3	Tom Humphrey	Sandusky SC	1417	3	13	3	1	1	1	22
4	Steve Aspery	Hoover SC	1402	4	1	5	5	4	5	24
5	Mark Boucher	Leatherlips YC	1178	5	7	8	6	2	4	32
6	Bill Sanderson	Mohican SC	1433	6	5	4	4	7	6	32
7	DanGraf	Indian Lake YC	1393	8	9	7	10	6	8	48
8	Chip Wood	Indian Lake YC	1427	9	10	9	9	9	9	55
9	Steve Nearing	Leatherlips YC	810	7	4	6	7	DNS (16)	DNS (16)	56
10	Ron Seiter	Indian Lake YC	1405	13	12	12	8	8	7	60
11	Ben Terrien	Leatherlips YC	799	10	6	11	11	10	DNS (16)	64
12	Jon Echels	Indian Lake YC	1114	14	11	10	13	DNS (16)	DNS (16)	80
13	Pat Tyman	Indian Lake YC	1385	11	8	14	DNF (16)	DNS (16)	DNS (16)	81
14	Bill Monsma	Indian Lake YC	1329	12	14	13	12	DNS (16)	DNS (16)	83
15	Mike Lewis	Indian Lake YC	592	15	15	15	14	DNS (16)	DNS (16)	91



# Hot-to-Trot Regatta

Portage Yacht Club, Pinckney, MI

August 23, 2014

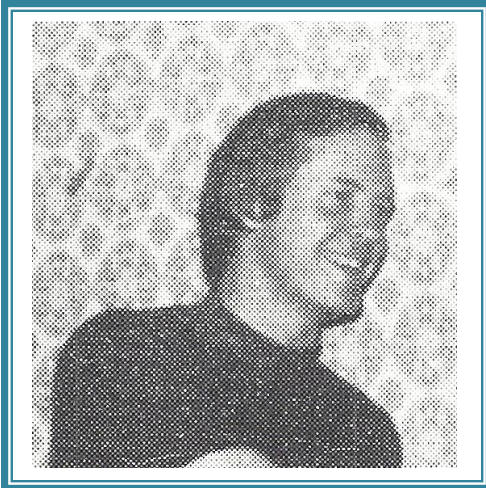
Place	Boat Name	Skipper	Sail #	Points	R 1	R 2	R 3
1	Mareen Tex	Craig Kivi	1046	3.5	2	0.75	0.75
2	Mid-Cycle Enhancement	Clark Chapin	1317	9	4	2	3
3	1402	Jamie Jones	1267	13.75	0.75	3	10q
4		Bob Sagan	1286	14	8	4	2
5		Tom Ehman	1318	14	5	5	4
6	Farkleberry Too	Tyler Cathey	1341	16	3	7	6
7	Tailhook	Brook Smith	1380	17	6	6	5
8	Cassandra	Todd Willford	1109	27	7	10c	10c
9	ERacer	Bruce Hartman	910	27	9	8	10q



## Sears Cup at GTYC - Teaser

By Bob Sagan, ISCA Marketing VP, Interlake #1411

The SEARS CUP finals were a complete success. Special thanks to our builder, Terry Kilpatrick (with Tom and Dick) for being on hand and Skip Dieball for an excellent clinic to the competitors. A complete article will be in our next Intercom. In the meantime, visit the Interlake website or Facebook group for links to great videos, write ups from US Sailing and more pics.



## Who is this Interlaker?

Answer - It's Tom Ehman Sr. This picture was taken in 1972 as Tom accepted an award from the I.S.C.A. on behalf of Huron Portage Yacht Club (Fleet #23) recognizing the fleet's growth to 70 boats. Over the years Tom has served the class in many capacities, including I.S.C.A. president in 1970 & 1971. At 83, he is still sailing an Interlake, and although he complains about his sore knees, he is still obviously quite agile in the boat as evidenced by his 7th place finish at this year's (2014) Nationals.

Thanks to Mike Muhn for the photo, the write up, and the idea!

# HAPHAZARD REGATTA

## Mohican Sailing Club

\$10 Registration per boat

\$5 Lunch per person

\$15 Steak Dinner per person

## September 6, 2014

Registration 10-11:30 a.m.

Lunch served 11-11:45

Skippers meeting 11:45

First gun 12:30

Dinner with trophies 5:30



Visit our website at [www.MohicanSailingClub.org](http://www.MohicanSailingClub.org)  
Set your GPS for 2187 TWP Rd 1265, Lucas Ohio

Continued from page 8

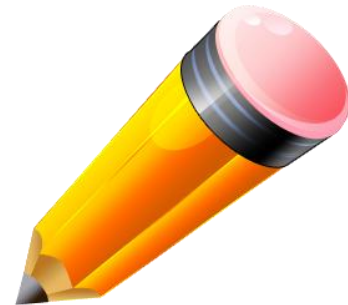
'Hold your course!' and go for it. If he hits me I can get him disqualified under Rule 14. If he avoids contact and protests, I'll say it wasn't really that close. What's more, if the starboard boat heads up at all, I'll claim that he broke Rule 16."

I suggest that Mr. Pierce call a meeting of those in his fleet who would like to eliminate these aggressive violations of Rule 10 and proceed with protests as I described above. Note that the hail "Hold your course!" is not mentioned in the rules. There is no rule that requires a starboard-tack boat to hold her course if a port-tack boat is trying to cross ahead of her. The starboard boat is always permitted to change course in a direction that makes it easier for the port tacker to cross. In order not to break Rule 16 while port is crossing ahead, starboard must not change course if doing so would result in port needing to have to change her course to continue keeping clear or if it would deprive port of room to keep clear.

Here's a strategy that members of Mr. Pierce's fleet can use to change the aggressive behavior he described. When one of the problem skippers is on port tack approaching a rules-abiding sailor on starboard, the starboard boat should hail "Starboard" quite loudly to call the attention of nearby boats to the developing situation. Then, when starboard is within two lengths of port, starboard should not change course until it is clear that there is risk of collision. At that point, starboard should ease sheets and bear off hard to avoid contact, while simultaneously shouting "Protest." Nearby skippers who hear the first hail of "Starboard" should try to watch the incident and, as soon as they hear the hail of "Protest" yell to starboard that they will witness for her. Faced with this scenario, port may concede and make a 720-degree Turns Penalty. If she does not, the protest should be an easy one to win. If one skipper is protested repeatedly under Rule 10 and repeatedly provides evidence that is at odds with that given by several witnesses, then the protest committee should consider taking action under Rule 69.1 for a gross breach of sportsmanship.



Camping at Nationals



**You write it, we share it.**

**Last Intercom for 2014:**

*Deadline:*                      *Publish:*

Oct 15                              Nov 1

**First Intercom for 2015:**

Jan 15                              Feb 1

Please send articles and photos to  
[LASperry@columbus.rr.com](mailto:LASperry@columbus.rr.com)

### 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	Hot-to-Trot Regatta	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
<b>MARCH 13-15 2015 MIDWINTERS in TAMPA</b>		<b>Davis Island Yacht Club</b>

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## Classified Ads:

**Interlake 1333** – Maroon with racing deck and trailer. The boat was repacked in 2012, and is in great shape. The price includes (1) set of practice sails. (1) set of very lightly used sails, and (2) spinnakers. This boat is located in Columbus OH. Asking Price: \$4,750 Contact Adam Fitzwater at (740) 405-6651 or via email at fitz3747@yahoo.com

**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 999** – 1975; Boat is located at 750 Beach St (Egan Hwy) on the south shore of Wamplers Lake, Onsted/Brooklyn, MI area.. Asking Price: \$2,000 Contact Owen Grant at (313)244-8424 or via email at obiegee@sbcglobal.net

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

**Interlake 942** – with trailer. Fully rigged with sails. New painted hull and refinished tiller. Trailer is registered with historical plates and in great condition. 1972 build by Customflex. Sailed at PLYC, Portage Lakes in Akron, OH since 2000. Asking Price: \$2,500 Contact Jim Carlton at (330) 668-3839 or via email at jimn8uay@gmail.com

**Interlake 857** – This boat was refurbished by Customflex about 1995. It has a jib furling device, and spinnaker (red and white). All sails were bought about 1996 and have been well cared for. The boat also is equipped with floor bailers. Can be seen at 2266 Parker Drive Wayland MI 49348. Photos are available. Asking Price: \$3,500.00 Contact Richard Milligan at (269) 205-2359 or via email at rjmilliganp@gmail.com

**Interlake 473** – Completely restored with modern Dieball rigging and layout. Raced and trophied 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

**Interlake 466** – Good-great condition. Completely restored by Denny Dieball in 2003. Light gray fiberglass hull in fantastic condition with a beautiful varnished mahogany deck and transom. Teak floorboards and four built in cup holders. Teak could use a sanding and refinish. Newer rudder with carbon fiber cap, ALL Harken carbo blocks, Maffioli main, jib and sheets from 2007. Decent trailer, cut down centerboard with stainless steel board. Sails = 2006 North Sail Main, 2007 North Jib. \$3,200.00 Contact Matt Bond at (614)747-2672 or via email at mbond@bobbyd.com



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