

The Intercom

Official Newsletter of the Interlake Sailing Class Association



www.interlakesailing.org

June 2015



From the President

By Mark Presley, Interlake #1382



Summer is finally here; time to get on the water!

Some great ideas out on display by the local Hoover Sailing Club. Good food for thought for all programs

to help promote Interlake Sailing. Tarps off and rigging help. I can't recall seeing so many folks out stepping their masts and rigging their boats so early in the year. With help by all.

Race, Rules, and Tactics Seminar with Multi Class National Champion, including winning in the Interlake, Skip Dieball, Matt Fisher, and the racing rules expertise of Jamie Jones. This is a great way to get all of the Club involved and engaged in a spirited discussion.

The Annual Spring meeting and Regatta was well attended, with now perennial Triple Crown winner winning the Kentucky Derby. If you missed the racing on and off the water, you surely should enjoy the ever favorite Bogey Inn!

Lots of Regattas and long summer nights.
Enjoy the time out on the water!

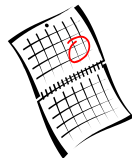


Who is this Interlaker?

Find out on page 10!

Do you have an 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.

Save the Dates!



Interlake National Championships
August 1 - 4, 2015
Grand Traverse Yacht Club
Traverse City, MI

Interlakesailing.org/nationals



What's Inside

3 From the President

Features

3, 9 Get Smart and Tarps Off at HSC

Tips & Techniques

4 - 5 Listen to your Helm

Class News

6 Chief's Regatta

7 Cattail Regatta

8 One Design Regatta

9 - 10 ISCA Board Meeting Minutes

10 Who is this Interlaker?

11 ISCA Officers and Fleet Captains

10 - 11 Classifieds

Cover photos: The 2015 sailing season got off to a great start at the Chief's Regatta at Leatherlips.

Photos by Lisa Aspery

Photo at left: Mark rounding at Sandusky

Photo by Chris Malott

Intercom Feature

“Get Smart” and “Tarps Off” Clinics Get Hoover Interlake Fleet Started

By Tim Lohner, Interlake #1274

If you are an Interlake sailor at the Hoover Sailing Club, you really have no excuse not to be up and sailing when spring comes around. That is particularly true when Interlake sailors such as Jamie Jones and Matt Fisher organize and coordinate both on-shore and on-the-water seminars and clinics. Even though the events were for all sailors at Hoover, they were run, and heavily attended, by Interlake sailors.



To begin with, Jamie Jones, who is not only an Interlake sailor, but a US Sailing Regional Race Officer, hosted a pair of “Get Smart” seminars dealing with club race management on April 15th and 22nd. Among the many topics he addressed, were the following:

- elements of success and what makes a good race committee;
- responsibilities and how to run a race;
- pre-race preparation;
- starting line and course set up;
- safety boat operation;
- getting the fleets underway; and
- shortening, abandoning and finishing races.

With water temperatures still in the upper 30s, it was not possible to conduct any “on the water” rescues, but a portion of the clinic was done on the docks to review rescue boat operation. The seminar was well attended and many Hoover Interlakers, as well as other club members, were able to improve their knowledge of how to run and navigate sail boat races.

On April 29th, Jamie and Matt Fisher, former Interlake National Champion, hosted a rules and tactics seminar, which featured Skip Dieball (another National Champion) of Dieball (now North) Sails. Jamie and Skip took the audience on a virtual race around the course, posing several situations and offering their advice on how to manage them. The audience got into the act, proposing their own situations and asking Skip or Jamie how they would have handled their circumstances. More often



than not, both recommended using the rules as a tool to get around the race course and not as a “weapon” to achieve an advantage over a competitor. Needless-to-say, the conversations went on long after the seminar was officially over, but due to the efforts of Jamie, Matt, and Skip, Interlake sailor confidence is higher than it has been in a long time.

Matt Fisher helped organize the sailing clinics, but he also arranged for a “Tarps Off” event. Matt invited all the Hoover members to come to the club on May 6th, a Wednesday evening, to help get the covers off their boats and step their masts. The idea was to help people prepare their boats for the season and get them on the water. Matt also arranged to have Nick Turney of Quantum Sails conduct an on-the-water clinic. Individual fleet captains, such as Joyce Lohner of the Interlake Fleet, coordinated the onshore activities, while several others helped people get their masts up and boats on the water for the clinic.



Matt Fisher (far left), Nick Turney (second from left) and others attending the evening's events

For some members, this was the first time they had put their masts up and launched their boats on the water. For others, it was a time to discover problems, such as learning that a flooded tank is causing that annoying list to one side. Fortunately, many of the more experienced members brought their tool boxes and helped everyone make whatever repairs were necessary.

Continued on page 9

Intercom Tips and Techniques

Listen to your HELM!

By Skip Dieball, Interlake #1434

For many years, I have been giving clinics and helping folks try to get more out of their Interlake sailing experience. We do this sailing thing for fun and the easier it is to sail your Interlake, the more enjoyment you'll receive.

One particular facet of sailing Interlakes that is tough to master is managing the helm. Too often I'll see a team that has excessive helm (myself included!), that is when the driver is driving/working against the boat's natural course. I attribute this, partly, to the Interlake being relatively heavy-helmed. There are plenty of boats out there that have a light helm, so when you come to an Interlake, the relative tug on the tiller is so much more that sometimes you just don't recognize what the boat is communicating.

Weather helm is what we generally experience when going upwind. Here's a picture of 13-time National Champ George Fisher. Look closely at how far off centerline the tiller is. Granted, this could be a situation where George is footing to get through some waves, etc., but the point here is that he is fighting the boat a bit and therefore dragging the rudder through the water.

What contributes to excessive helm? There are generally three main factors:

- 1) Sail Trim,
- 2) Boat Balance/Heel,
- 3) Position of CB.

For the Interlake we can zero in on each factor and try continue to use points of reference to reduce the amount of helm the boat has, and thus go faster in a straight line (and arguably higher with added hydrodynamic lift).

Sail Trim. Generally speaking if you understand the concept of how the sails affect the way the boat goes through the water, you are already ahead of the game. For many, we do understand, but we don't always use the sails to help us listen to the boat. In its basic form, the jib pulls the bow down away from the wind and the mainsail, when trimmed, lifts the bow up to the wind. On a perfectly balanced boat, you will be able to feel any change in helm by just a click or two of trim on either the main or jib. Because the Interlake is so "mainsail driven", we need to focus more on the mainsail as it contributes to the helm. Constant adjustment will directly affect the helm of the boat. That is why some have considered taking off their mainsheet cleats, to force you to hold onto the mainsail and adjust the main as it relates to the tug of the helm. I have a

Continued on page 5



mainsheet cleat and always will...just my style. But for those that have sailed any of my boats, you'll know that the cleat is set low enough that you have to work hard to place the mainsheet in the cleat, and conversely it is easy to uncleat...this is the same as not having a cleat, though my hands are grateful that I do!

So when you are on your close hauled course with the jib trimmed just with the battens in lined with the centerline of the hull and the top tell tail flowing, you are now working the mainsail as an extension of the helm. Trim the main harder and the helm will increase. Ease out and the helm goes more neutral. Find this range, mark your mainsheet, look at the spread between the pulleys @ the transom...do anything you can to gain better understanding of the range and create a point of reference that you can then quickly check when the boat seems slow. Take this knowledge and then plug in the depowering factors (vang sheeting &/or traveler adjustment) to fine tune the balance through main trim!

Boat Heel/Balance. The Interlake is a stable dinghy. More so than many other smaller one design boats. For this reason you have to have good communication with your team about your fore/aft weight placement and, as it relates to the helm, the side to side balance. When I was a Jr. Sailor my coaches always preached sailing the boat flat and that the rudder was a brake if you didn't. Not for a number of years after did I "get" the concept. If you think about the amount of heel you are carrying upwind and then correlate that to the tug on the helm, you'll quickly understand this concept. The question always asked is "how flat do I need to sail"? The answer, as we have witnessed in GPS tracks of sail testing and boathandling, is that the flatter the faster. I like to challenge Interlake Sailors to find the transition point of helm (the point where the helm goes from windward to leeward). That is as flat as you'll want to sail. In some cases (especially lighter winds), you'll want and need a little windward helm to gain hydrodynamic lift off the blades. When you gain a slight increase of helm, you should work on managing that with sailing flat and regaining neutral helm. This is an important range of

balance that you need to work with your crew to perfect. It all translates into faster sailing!

One quick note about fore/aft weight placement. A common error I see is that when the boat is "loaded up" people tend to sit too far forward. If you are going to error, this is a good place to be, but just keep in mind that you'll want to slide back and together as your feet slide into the hiking straps. If you are sailing 2-up, be sure that the forward crew is about one body-width aft of the shroud. If you are sailing 3-up, that should be ½ a body width.

Position of Centerboard. Fortunately for us in the Interlake Class, the Centerboard down position is pretty standard (leading edge perpendicular to the hull). Most of the tuning guides talk about having relative marks on your CB pennant so that you know exactly where the board is set up for a given wind range. I like to mark mine so that I know exactly when it is perpendicular (for 0-5 knots), up a few inches (5-10 knots), up 6" (10-15 knots) and up 1' (over 15 knots). I rarely set it and forget it...rather I see how the boat feels through the helm, check the relative position and adjust accordingly. Knowing where you have it set and then fine-tuning is really important in the Interlake. An example is sailing in waves. You'll need a little more board up to free up the helm to drive around the waves. The point here is that there are a number of One Design boats out there that have CB's that are integral to the balance of the helm. Be sure to read the tuning guides and ask the experts if you have a question as to whether you could reduce the helm by moving the centerboard. In the Interlake Class you'll find that some folks do and some don't. That is why we practice and experiment at the club races!

In conclusion, the purpose of this article was to get you to think about helm. As I already mentioned, too often I'll see a boat sailing upwind with too much helm. By easing the main (or depowering), balancing the boat or goofing around with the CB position, you will find the boat's sweet spot and recognize better upwind performance.

Reprinted from The Intercom - June 2010



Awards for the 2014 Travelers' Series were distributed at the Chief's Regatta

Class News

Chief's Regatta

Leatherlips Yacht Club, Powell, OH

May 2 – 3, 2015

By Steve Nearing, Fleet Captain, Interlake #810

The Chief's regatta was greeted on the weekend of May 2-3 with sunny skies and very light winds. 24 boats came from Portage YC, NCCYC, Mohican YC, Sandusky SC, Hoover SC, and Leatherlips. The LYC race committee made up of our Thistle fleet members did an outstanding job of getting off four races. Congratulations to the team of Tim Boucher and John Dunham winning the regatta without winning a single race. They sailed a consistent series - well done!

Once again Jan Savage put together a great dinner on Saturday night. I can't imagine anyone going home hungry.



Boat #	Skipper	Crew	Club	R 1	R 2	R 3	R 4	Total	Pos
1291	Tim Boucher	John Dunham	LYC	8	2	2	2	14	1
1435	Steve Aspery	David Aspery	HSC	5(redress)	5	3	8	21	2
1240	Cindy Elmore	Dick Evans/Carolyn Tanner	LYC	2	3	10	9	24	3
1340	Scott Savage	Rick Savage	HSC	17	1	1	7	26	4
810	Steve Nearing	Dave White	LYC	1	13	11	3	28	5
1433	Bill Sanderson	Cara Bown/Oliver Davies	MSC	6	12	12	5	35	6
1267	Jamie Jones	Joe Hurst	HSC	9	21	6	1	37	7
1332	Bob Bradley	Betsy Bradley	NCCYC	7	11	4	16	38	8
1209	Mike Mirarchi	Kurt Andrews	LYC	4	10	20	6	40	9
1280	Scotty Graham	Erin Kreitler	LYC	19	8	9	4	40	10
923	Bryan Parker	Tiffany Parker		13	7	5	18	43	11
1293	A.J. Savage	Jill Savage	LYC	20	6	8	10	44	12
1370	Jeff Clark	Tim Cullenen	HSC	21	4	7	15	47	13
1382	Mark Presley	Rob Cicotelli	HSC	12	15	13	11	51	14
799	Ben Terrien	Rocky Flood	LYC	10	9	19	17	55	15
1305	Alan Freeland	Rob Miller	HSC	3	19	14	21	57	16
1338	Philip Montgomery	David Smith	SSC	5	23(OCS)	16	13	57	17
1	Wes Blazer	Paul McCallister	SSC	11	16	18	19	64	18
1317	Clark Chapin	Mitch Kimball/Zach Nerod	PYC	16	18	17	14	65	19
1178	Mark Boucher	Jim Boucher	LYC	18	14	22	12	66	20
1424	Mike McClinchie	Bill Smith	HSC	14	17	15	20	66	21
1333	Rob Frink	Heather Parsons	HSC	15	20	21	23(DNS)	79	22

Cattail Regatta

Jolly Roger Sailing Club, Toledo, OH

May 30, 2015

By Ron Gall, Fleet Captain, Interlake #1325

A beautiful day greeted the seven Interlakes who ignored the weather forecast and ventured to Jolly Roger Sailing Club for the Cattail. The high winds and heavy rain held off until later in the day. But since the potential was there, PRO Barb Shaffer promptly got the races started.

The first race was started in 12-15 mph winds. Wes Blazer and Bob Bradley quickly moved to the front, but everyone except myself were within striking distance. On the second weather leg, it paid off to be on the right side as a large windshift mixed things up. I had caught up to the pack and rounded just behind the two leaders. Bob and Wes quickly adjusted and made it look easy finishing first and second respectively. Tom Marriott passed me on the downwind leg and Tom Humphrey, Rob Fox, Kevin Bracy and I finished within seconds of each other.

The second race had similar winds to the first except for the shifts. Wes Blazer and Bob Bradley again made it look easy. The front pack quickly found their places, but the battle for the last three places was very close. Rob Fox, Kevin Bracy and I finished within fractions of a second from another. Wes won this one making it look easy.

The third race was started under similar conditions, but the horizon was turning black and rain could be seen in the distance. As the boats approached the first weather mark the discussion turned to whether flying the spinnaker would be appropriate. I decided against it. The wind was heavier but every boat ahead of me put their chutes up. I changed my mind and put the spinnaker up. This was a big mistake and it almost capsized me, so we immediately took it down. The winds kept building and a lot of chicken jibes occurred at the leeward mark. The forecast was not getting better so Barb Shaffer cancelled the last race.

This year's Cattail regatta revived some of the more inviting features from previous years – free lunch, free keg of beer, low cost (\$10) steak and potato dinner and we also brought back the one-day regatta. I want to thank all the countless volunteers that planned and executed a well ran regatta, especially my co-chair Phil Fry, Barb and Ray Gall, Jim Davis, Becky Aumiller, my wife Angie and especially Barb Shaffer a professional PRO who continually supports our functions.

Congrats to Wes Blazer for winning this year's Cattail regatta. Wes was one of three boats that ventured over from the Sandusky Sailing Club. For all of those participants, especially the out-of-towners, I thank you! Please come again next year and bring some friends!



Place	Skipper	Club	Race 1	Race 2	Total
1	Wes Blazer	SSC	2	1	3
2	Bob Bradley	NCYC	1	2	3
3	Tom Marriott	JRSC	3	4	7
4	Tom Humphrey	SSC	5	3	8
5	Ron Gall	JRSC	4	5	9
6	Rob Fox	NCYC	6	6	12
7	Kevin Bracy	SSC	7	7	14



A few more shots from the Chief's

One Design Regatta

Sandusky Sailing Club, Sandusky, OH

June 6 - 7, 2015

By Regatta Chairs Bernie Ashyk, Interlake #1166 and Phil Montgomery, Interlake #1338

Place	Sail	Crew	Club	T	R 1	R 2	R 3	R 4	R 5
1	1340	Scott Savage & Jeff Jones	HSC	4	(2)	1	1	1	1
2	1338	Phil Montgomery, David Smith & Sarah Montgomery	SSC	12	4	2	3	(7)	3
3	1399	Brad Huntley, Jay Austin, & Bob Durkin	SSC	12	3	3	2	(5)	4
4	1081	Wes Blazer Paul McAllister & Ryan Kyle	SSC	14	1	(9/DNF)	(9/DNF)	2	2
5	1424	Mike McClinchie & Bill Smith	HSC	17	5	4	4	4	(9/DNF)
6	558	Rob Fox, Nancy Fox & Spenser Fox	NCYC	22	(7)	5	6	6	5
7	1325	Ron Gall, Kevin Bracy, & Mike	JRSC	26	6	6	5	(9/DNF)	(9/DNF)
8	1425	Jim Ward & Jayme Ward	SSC	27	(9/DNF)	(9/DNF)	(9/DNF)	3	6

Note: A scoring review of the tie-breaker rules reversed the scores of places 2 & 3 per the PRO on 6-9-15

There was no lack of wind for this year's edition of the SSC One Design Regatta! Prior to the scheduled 1200 first start, PRO Jim Keane kept a close eye on the wind speeds ranging between 15 and 25 MPH. Ten Thistles and nine Interlakes started near the south shore in the East Bay and sailed three races in sunny but gusty conditions in two to three foot waves. ISCA skipper Scott Savage and TCA skipper Karl Bradley were in the lead at the end of the day. The tired Fleets enjoyed a City Chicken dinner at the SSC Clubhouse followed by root beer floats. A few of the sailors completed the day in downtown Sandusky for the Bike Week festivities. Sunday's winds for the two races were a little lighter but were still a handful. Competition was close and only a couple capsizes. Awards were presented after a pulled pork sandwich lunch.

As is the tradition of SSC, many volunteers helped make this another first class SSC Regatta. Many thanks go to Cindy Montgomery and John Martin in the galley who were helped by Regina McAllister, Jane Ashyk, Jane Miller, Joyce Keane, Sarah Montgomery and Mike Zuilhof. On the water, a professional job was lead by PRO Jim Keane, and the Race Committee consisting of John Hartung, John Eschels, PC Mike and Judy Muhn, Paul Kallister, Jim Brinker, Brian & Chris Malott (who was our photographer), PC Monty Kaufman, PC Ruth Anne Van Fleet. At the Beverage Center Tim and Melissa Kyle made sure cold drinks were ready and last but not least Don Guy for ordering the trophies.



Winners Scott and Jeff



Photos by Chris Malott

ISCA Board Meeting Minutes
Leatherlips Yacht Club, May 2, 2015
Meeting called to order at 10:45 am

I. Reports

a. Secretary Treasurer Report – Tom Humphrey

Currently 140 members, about 46 fewer than at end of 2014; expect numbers to continue to rise as the sailing season gets underway, to approximately the same as 2015

Financial condition is sound; \$31,720.32 in savings (includes \$7062.01 in boat grant funds), \$2,850.03 in checking

b. Chief Measurer – Mike McClinchie

The chief measurer and measurement committee will work together with the transition team as needed to help propose improvements to our governance documents (mainly the specifications, but also our bylaws and constitution as needed) to our membership for voting. A realistic timetable to complete this work and get a ballot to membership is probably in the 6 to 12 month time frame.

c. Website report – Mike McClinchie

McClinchie and Humphrey will work on delegation and organization of the web site responsibilities, and specifically distributing update jobs to multiple logins.

d. Intercom – Lisa Aspery

After discussion, Board votes unanimously to put all available Intercom issues older than one year old on the web site as a reference for class members.

e. National Race Committee – Tim Parker

Notice of Race for Nationals will be on the web site.

f. Marketing – Bob Sagan

Written report on recent marketing activities provided by Bob Sagan. Class promoting can koozies have been prepared and provided to the Secretary, and will be distributed throughout 2015.

g. Builder – Terry Kilpatrick

Customflex built three new boats this winter, which are now being finalized. The transition team of Muhn, Aspery and Humphrey is continuing to work with Customflex on a full transition plan.

h. Historian – Mike Muhn; no new activity to report.

i. Regional VPs:

1. Michigan: no report
2. Northern Ohio: no report
3. Southern Ohio: working to identify representative
4. Indiana / Mid Atlantic: Board approves Thane Morgan as new regional VP

Continued from page 3

Once the boats were on the water, coaches, such as Nick and Matt, offered advice on sail trim and boat handling. The winds were very light, which provided an opportunity to practice roll tacks and light-air sailing techniques. Advice was also given on boat balance, sail trim, and sailing angles.

Burgers and beer followed the sailing and many talked about their plans for the summer. Over 20 Interlake "boats" participated in some way, either helping others get their boats set up, making repairs, offering rigging and sailing tips, or teaching others how to sail their boats. It was a very worthwhile event. Everyone had fun and learned a great deal from the helpful coaching.



Nick Turney of Quantum Sails providing instructions

And if it wasn't enough that Matt helped organize the "Tarps Off" event, he made the following offer to the Interlake fleet in an effort to have them participate in the pursuit race the following Wednesday evening. He said he would not only help step the masts of the first five Interlakes that showed up that evening, but he offered to buy their first two burgers after the race! In return, all the Interlakers had to do was be ready on time and go out sailing afterwards. They didn't even have to race; just go out and enjoy a nice evening sail. It's not known how many people took Matt up on his offer, but with that kind of enthusiasm, you can see why the Hoover Interlake fleet is the biggest at the club and one of the largest among all Interlake fleets.



Nick offering on-the-water instruction to an Interlake sailor
Photos this article by Lisa Kreischer

Continued on page 10

II. Old Business:

- a. Hoover bid for the 2016 Nationals: Hoover bids to host nationals for July 27-30, 2016; measurement and women's and juniors will be on Wednesday on the 27th, and racing on July 28, 29 and 30, with a possible make-up racing on Sunday, July 31 in the event conditions require.
- b. Nationals Trophy: Board discusses a Toledo-manufactured trophy prominently featuring a blown glass logo or profile, consistent with the Toledo heritage of the class.

Meeting adjourned at 11:45 am
Tom Humphrey, Secretary, ISCA

Classifieds continued from page 11

Interlake 857 – Manufactured 1978, complete factory restoration fall of 2000. Spinnaker (reaching configuration) & sails replaced 1996 and lightly used thereafter (boat has been inactive since 2009). Stored inside. Floor bailer, jib furling device, trailer. Asking \$3250. Contact Richard Milligan 269-205-2359, Cell: 989-464-0100, rjmilliganp@gmail.com Wayland MI

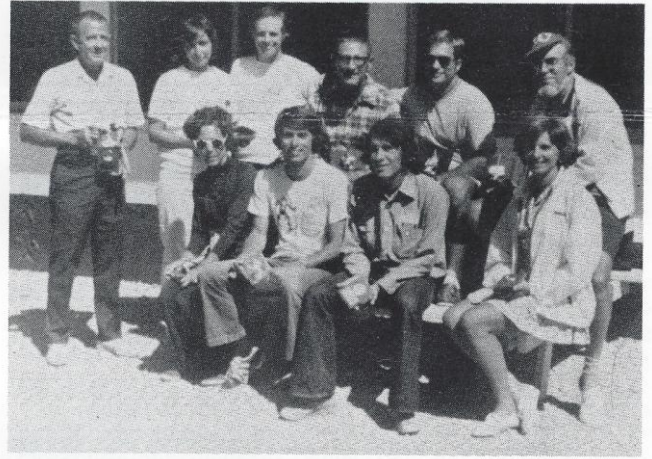
Interlake 826 – Fern green hull/white deck with seats (deck needs fiberglass work), floatation tanks, 2 mainsails, 2 jibs, 1 spinnaker; forestay lever, plated steel centerboard, cockpit bailers, kick-up rudder assembly, adjustable traveler, 6:1 boom vang, 4:1 Cunningham, 3:1 outhaul, internal spinnaker sheeting, hiking straps, TeeNee trailer, always dry-sailed on boat lift or trailer, fair condition other than deck. Asking Price: \$1000 Contact Midwest Sailing and Portage Yacht Club Rick at (734) 426-4155 or via email at rl@chartermi.net

Interlake 730 – Above average condition, stored inside over the winter for last 10 years. Heavy duty, high quality, custom built trailer with new tires, wheels and hubs (bearing buddies). Custom tailored boat cover made of Sunbrella material. Air tanks and racing deck installed by Customflex in 2009. Roller furler installed 2011. Cut down centerboard trunk, bailers, boom kicker Compass, teak centerboard trim, custom teak (maple or ash?) tiller. Sails 2009. I could take some pics if desired. Asking Price: \$3,500 Contact Louis Rodriguez at (231)384-0038 or louis@cmiagency.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, 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 mbond@bobboyd.com

Interlake 149 – Entirely built of varnished mahogany including floorboards and rudder. Exterior was originally paint except for varnished transom with fiberglass deck over plywood. Spruce spars, bronze hardware, two suits of sails including original cotton sails. No rot. Some ribs have pulled away from planking about 1/4 inch. The boat was stripped years ago but I never tightened up the ribs or caulked the hull. This boat was meant to be wet sailed. If you want to dry sail it, you will have to fiberglass the hull. The boat is upside down on a trailer. It is in the Atlanta area. Asking Price: \$300 Contact Peter Schelhorn at (404) 374-5358 or peter.schelhorn@gmail.com

Centerboard – from a late 70s/early 80s Interlake. \$150.00 + shipping. Brian Waters at (906)523-4798 or bjwaters30@att.net



Top Row (L. to R.): Richard Coulter, Martha Lochner, Tom Ehman, Vince DiMaio, Joe Holtzman, Bill Clore. Bottom Row: Mrs. Coulter, Bill Rogers, Clark Chapin, L. Clore.

Who is this Interlaker?

Answer: Clark Chapin. Photo from the December 1973 Intercom. Clark crewed for Joe Holtzman at the Indianapolis regatta, taking 3rd place in a field of 29 boats. Clark is a 3-time ISCA President, multi-year ISCA Chief Measurer and measurement committee member, 2-time Interlaker of the Year, and has sailed in more Interlake Nationals than we can count on our fingers and toes. He is also active in multiple capacities with US Sailing.



You write it - we put the pieces together!

Intercom schedule for 2015:

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

Please send articles and photos to
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kimballs.geo@yahoo.com

Fleet #23 Leatherlips YC

Steve Nearing 703-919-1342
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Fleet #24 Hoover SC

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Fleet #28 Indianapolis SC

Thane Morgan 317-250-2259
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Fleet #38 Grand Traverse YC

Bob Sagan 231-929-3555
Traverse City, MI
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Fleet #39 Mid-Atlantic

Martin Howell 703-660-6255
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Fleet #40 Buckeye Lake

Tracey Davis 614-446-0131
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mtrmdavis@gmail.com

Builder

Terry Kilpatrick 419-875-5106
Whitehouse, OH
Customflex@yahoo.com

Webmaster

Mike McClinchie 614-330-1033
mike1424@me.com

Classified Ads:

Interlake 1418 – Won the Interlake nationals 2 years in a row when sailed by Skip Dieball, the first owner. It has been in the top of the nationals fleet many times since. The boat is in great condition and the most unique Interlake around, featuring a mirrored vinyl graphic on the side. Boat has top and bottom trailing cover along with a 2 year old Sailor's Tailor mooring cover with side skirts to block the sun. Nickels trailer included. Boat is in perfect condition and stored indoor during the winter. Indoor storage included until spring. Serious inquiries only and price can be negotiated with sails and trailer options. Asking Price: \$12,000 Contact Surge Vanderhorst at (440)617-9995 or sjvanderhorst@gmail.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: \$4,350 Contact Rich Rokisky at rikrok58.rr@gmail.com

Interlake 1177 – Includes three sets of sails, one brand new – saving for Nationals. Compass, two spinnakers, one of them is pink and very cute. Cut centerboard, new cable installed last year. Racing rudder, and kick-up included. Many extras. Sandusky Sailing Club. Asking Price: \$2,500.00 Contact Karen Wong at (440) 742-0061 or via email at fenixkw@wowway.com

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

Interlake 1006 – 1974, white hull/deck, classic seated deck, cut down centerboard trunk, North main and jib, Doyle main, jib and spinnaker, mostly Harken blocks, 6:1 boom vang, internal spinnaker sheeting, crew hiking straps, classic floatation, cockpit cover, galvanized trailer with parking jack. Asking Price: \$950 Contact Midwest Sailing and Portage Yacht Club Rick at (734) 426-4155 or rl@chartermi.net

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

Interlake 952 – 1972 w/ flotation tanks, cut down centerboard trunk and racing deck w/ control lines on the deck. 2 suits of sails; newest is 2013 Dieball main, jib and spinnaker. 2009 one piece rudder w/ aluminum tiller and new hiking stick. Mast mounted compass. 2009 Sailors Tailor skirted mooring cover w/ 952 and class insignia embroidery. 2008 Nickels galvanized trailer and spare tire. Boat hull was re-cored in 2009. 2013 Sandusky Nationals challenger fleet winner w/ all 1st place finishes. Asking Price \$4,900.00 Call Fritz 419-626-3321 or e-mail fritzeverson@yahoo.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 jimn8uay@gmail.com

Continued on page 10

Fast sails

Excellent support



North Sails is proud to welcome Skip Dieball to the one-design team. Skip has helped many Interlake teams improve their performances and have more fun sailing and racing and he will continue to work to ensure all our clients are getting the personal attention, assistance and best sails available for the Interlake.

Contact Skip, Brian or Zeke today for FAST sails for your Interlake.

Skip Dieball **419-392-4411** skip.dieball@northsails.com

Brian Hayes **203-783-4238** brian.hayes@northsails.com

Zeke Horowitz **203-783-4241** zeke.horowitz@northsails.com

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