

The
Intercom

Official Newsletter of the Interlake Sailing Class Association



www.interlakesailing.org

November 2016





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QUANTUM INTERLAKE TEAM

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NEED HELP ON THE CIRCUIT?

Quantum Reps are normally at all major Interlake events, but if not, feel free to contact Scott Savage or Bob Sagen with anything you need.

Terms and conditions apply. Special offer available in the USA only and ends October 31, 2016. Normal payment & delivery terms apply.

From the President

By Jeff Clark, Interlake #1370



“Stay in Touch!”

There are few things more important to a thriving sailing class association than good communication. We hardly notice when class communication is quick and timely, but we sure miss it when it slows down. Good

communication doesn't happen by itself – individual members take time to post the race notices, write articles, send e-mail blasts, produce the directory ... you get the picture.

Right now we are blessed with a great Intercom Editor and Class Secretary, but we have an urgent vacancy for Interlake Webmaster. This is an increasingly important position in the digital age. To be clear, we already have a fine, functional web site that Mike McClinchie built up over the past few years – go to www.interlakesailing.org for a refreshing look at his creation – but all of us move on, and it's time to give Mike a break.

I'm sure that our member ranks include folks who have either managed web sites already, or who have the technology chops to come up to speed quickly. The main qualifications are your time and commitment to update content. If you also have the ambition and ability to upgrade the web site and other social media functionality, so much the better, but our first goal is to keep up timely delivery of race notices and scores, classified ads, and other updates.

Secretary/Treasurer Tom Humphrey is doing triple duty right now, covering the web site in addition to his other positions. Please contact him, or me, if you think this is where you can make your contribution to the class. Tom will be deeply grateful (in his dignified, low-key way), and you will be responsible for helping your fellow Interlakers fully connect and participate as a direct result of being the Webmaster (or being part of a Web team, if we are blessed with multiple volunteers).

If you know of a good candidate who may have accidentally missed this article, please bring it to their attention and let them know they are wanted. Thank you in advance for pitching in!

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From the Poltergeist – Don Wilson wins the last race by that much! Photo by Bill Mullineaux

What's Inside

3 From the President

Feature

4 - 5 You Can Run but You Can't Hide

Tips & Techniques

6 - 7 Winter Boat Storage Tips

Class News

- 8 Haphazard Regatta
- 9 2016 Poltergeist Regatta
- 10 Hot-to-Trot Regatta
- 10 Fall Blowout
- 11 Sandusky Fleet Report
- 12 ISCA Board Meeting Minutes
- 13 9 everyday things a sailor will kick your a\$\$ at
- 14 Cooking Corner – Grilled Summer Vegetables
- 14 -15 Classifieds
- 15 ISCA Officers and Fleet Captains

Cover photos: Sailing action and participants at the Haphazard Regatta. On the right - Tom “yes, I am a pirate” Wills, complete with peg leg.

Photos by Lisa Aspery

Intercom Feature

You Can Run but You Can't Hide

A current Interlaker connects with past Interlakers

By Bonnie Benbow from her blog - discovered by Martin Howell



A Little Background Info:

05 October 2016

Maury and I have been sailing together since we started dating in the early 1970's. In fact, I doubt that he would have married me unless I sailed. Maury had not sailed until he moved to Toledo, Ohio with Owen-Corning Fiberglass, where he met some boat owners who needed crew for PERF races in Lake Erie. He loved the sport and saw that the really good big boat racers had learned to race in small one-design boats where you test your skills against boats just like yours and get immediate feedback each time you move. I came into the picture at about that time. He bought an Interlake, a one-design boat that was popular in the Mid-West, and we began to sail together, but I was left on shore when he could find better crew. That didn't sit well, so I flew out to Martha's Vineyard and took an intensive week-long sailing course at a Steve Colgate Sailing School. That's when things started to get serious in our relationship and in our sailing.

Maury intended to go back to big boats once he acquired some good racing skills in small boats, but we loved the small boat racing world and the camaraderie of the people in it. We were soon racing every Wednesday and Thursday evenings and going to a regatta every weekend. Boat handling and racing tactics became our pillow talk and as the years went on, the racing became a family sport and our children became part of the racing community.

In 1985, we moved to the East Coast and switched from Interlakes to Thistles that we sailed at Lake Hopatcong in New Jersey. We finally settled on racing Lightnings, mostly in Wednesday night club races on the Delaware River in Riverton, NJ, but the thought of getting a cruising boat that we could also race was never far from our minds.

Lisa,

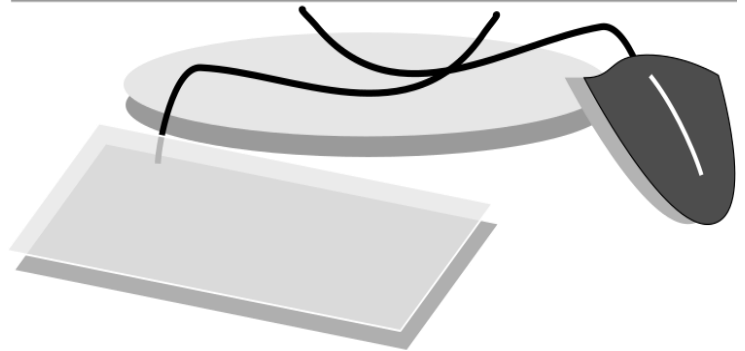
A week or two ago back I ran into Maury and Bonnie Benbow, Interlakers from back in the 70's and 80's. They're on an extended cruise up and down the east coast on their Hallberg-Rassy 43 named Smidge, same as their Interlake. They added a short piece to their blog about it. Might be good filler material for the next Intercom if you need something.

<http://www.sailblogs.com/member/smidge>

The entries from 9/25 and 9/3 both have Interlake connections.

I hope all is well with the Aspery family.

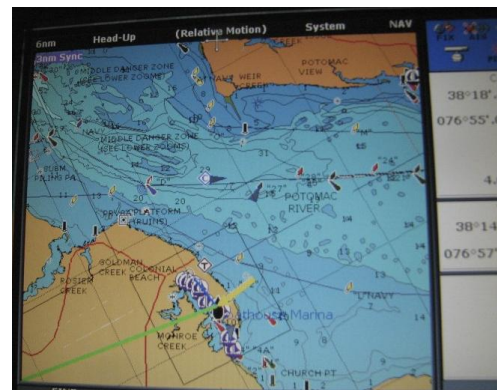
Martin



You Can Run But You Can't Hide

25 September 2016 | Potomac River by Mount Vernon

The black triangles in the middle of the chart indicate that vessels with AIS (Automatic Identification System) are in our area. By clicking on a triangle, we can get information about the boat including its name, heading and closest point of approach to our boat.



Continued on page 5

As we left the wharf at Mount Vernon, a man in a kayak paddled up to us and asked if we were the Benbows on Smidge. Now we knew we were in big trouble! How did he know our name? Who was this person? Did something happen to the boat?

He explained that he had seen us on his AIS app and had recognized the name Smidge. All of our boats have been named Smidge, starting with our first Interlake that we raced in Ohio. Maury had bought this 18-foot one-design boat that you trailer behind your car in 1973 when we first started dating. After a while, I became his regular crew and we worked very hard at improving our skills and winning races and even won nationals a few times when Greg or George Fisher were not at the helm of another Interlake.

The man in the kayak, who we now knew was named Martin, explained that he had been the Interlake class historian. He had seen our names in the Intercom, the class newspaper, numerous times and thought that there couldn't be too many boats named Smidge. After consulting with the boat builder in Ohio who said that was probably us, he got in his kayak and paddled out to meet us.

I asked Martin what brought him to the DC area and he responded that initially it was his wife's architectural work and he was also an architect. I thought he said he was the architect for the lighthouse, so I asked, "Which lighthouse?" He kindly replied, "The White House, not a lighthouse." Martin works for the National Park Service as the historical preservation architect of the White House and the President's Park. He offered to help arrange a White House tour the next time we are in DC and even offered us a place to stay.

With AIS you can run, but you can't hide. We have friends who regularly keep track of us with AIS, but this time it connected our past life to our present and introduced us to a new friend.

And Another Friend

03 September 2016 | Newport, Rhode Island

Newport is a mecca for racing sailors. The New York Yacht Club defended the America's Cup at Newport from 1930 to 1983. The harbor and surrounding sailing clubs bristle with activity and are filled with boats of every size and description.

During the Gilded Age, the very rich built "cottages" here. These cottages are actually huge mansions that were used a few months a year. They have been preserved by various non-profits. Many of these cottages can be viewed from the Cliff Walk, a 3.5 mile path along the rocky coast of Easton Bay and Rhode Island Sound. Museums and historical buildings abound, but one of our main reasons for visiting Newport was to reconnect with Trish who had crewed for us when we raced Interlakes in Ohio in the 70's and early 80's.

We picked up a mooring in Newport Harbor and dinghied to the Ida Lewis Yacht Club where Trish met us. She was recently married and her Newport wedding party had been a fun sailboat racing regatta, complete with trophies for the winning boats. We enjoyed meeting her husband Ron and seeing her more than thirty years after we had sailed together. She hasn't changed a bit!

We've done a lot of visiting on this trip. Travelling with your home allows you to call and reconnect with people without imposing on them. You simply invite them to your house. In this case, our house is our boat.



New York Yacht Club clubhouse in Newport, RI

Intercom Tips and Techniques

Winter Boat Storage Tips

Tips from Interlakers for packing up your boat and gear for the winter

Clark Chapin:

#1317 is stored in an open, but fenced and secured, storage yard. The yard is difficult to access early in the spring when the ground is muddy, so when I put it away I can't easily check on it.

Equipment Removal

I remove the sails, rudder, tiller, life jackets and other "soft goods" but leave the spinnaker pole, compass, and spar fly aboard. Although during the sailing season we have a rule: "Dinghy boots and sailing gloves stay in the boat!", they are removed, thoroughly dried, and stored during the winter. The mast stays attached, but the upper fittings are inspected for signs of broken strands on the stays or worn or bent cotter pins. Tape is reapplied to cover things that could snag the spinnaker at the top of the mast.

The boat has a bottom-fitting hull cover, but remember to open the bailers so that any liquid water that does get in can flow out.

Rear Mast Holder



The mast is used to cover the boat and support the two polypropylene tarps that form the "tent" covering the deck. To provide a steeply pitched tent so that snow does not accumulate, I constructed a rear mast holder that raises the mast at the rear of the boat to the same height as the trailer front mast carrier. I used a 2x4, some aluminum flat stock, and two pintles purchased from West Marine.

Mast Preparation

At the storage site, the Rear Mast Holder is installed and the mast placed upon it. Rags are used to protect the tarp from any sharp edges on the mast fittings.

Secure the Tarp

The tarps are draped over the mast and overlap about a third of the length of the hull. Using some old spinnaker sheets, the eyelets in the edges of the tarp are "laced" back and forth and secured to the trailer frame. Heavy polypropylene tarps give several years' service.

Final Steps

I have not covered the tires to prevent ozone rotting of the trailer tires. I also don't place the axle on blocks, but I do place a block under the front tongue wheel which does tend to sink into the spring mud.

I use a "No-Tow" lock just to keep people from driving off with the boat and trailer.

Bob Bradley:

I store our boat in my pole building. I have always had problems with mice getting into it. I have found that moth balls help. I always make sure I take everything out of it like sailing gloves, life jackets and lines are off the bottom. Another thing I check is to make sure the tanks are dry. Sails I put in the house attic.

Bob Sagan:

- I store my boat in the garage, and take EVERYTHING out of it. I don't want extra weight in the boat so that boat has less pressure on the pads / help keep shape. Also dries out better that way.
- *Do you do any maintenance before packing your boat/gear away for the winter?* I'd like to say I always do the wheel bearings before storage so that they don't corrode. Does it count that I always MEAN TO?
- *What do you do with your sails?* Rolled with battens in but tension released (ends sticking out) and lots of sheets of dollar store fabric softeners...not to soften the sails but because vermin hate the smell of 'em... and heck so do I.
- I also recommend opening the flotation tank ports. I have even installed drain plugs in the other ends of my tanks so that I can get air through the tank to help dry it out.

Also: your gelcoat will love you if you feed it before hibernation. McGuire's Gelcoat POLISH will feed the needed oils. I don't buff in the fall, just a quick light hand "wax on/wax off" with no hard rubbing so that a thin film is applied and can soak in. (Then reapply and buff normally in spring. I find that this deepens and lengthens the early season gloss.)

Continued on page 7

Steve Nearing:

One thing I've done with older glass boats is put a coating of wax on entire hull, not wiping, leaving it dry. Then cover boat with tarp, also tipping bow up to allow any potential water to drain (ice in hull bad). Come spring I reapply wax in small sections buffing out. Results bring back oxidized fiberglass to a new look.

Sails are always stored inside after being dried.

Lisa Aspery:

We store our boats outside. As other people have noted, we take everything that is not attached out of the boat. We put the boat cover on, and then cover the cover with a tarp or two from the hardware store. Boat covers are expensive to replace, so we try to protect them as well.

We had problems in the past with heavy snow laying on the cover/tarp, stretching and stressing the cover. Steve came up with an easy solution – he cut lengths of PVC pipes and tied two together with old line to create “tent poles” to support the tarps. The pipe length is 38” – they sit on the deck rather than sticking over the edge and poking through the tarp. We use 4 sets.



Scott Savage provided the following tips from Quantum One Design:

Sail Storage

Sails need to be stored where they are safe from moisture, temperature extremes, and pests. Any combination of these can ruin a good sail.

Moisture increases the risk of mildew and stains. Temperature extremes can also potentially damage laminates. High temperatures can even cause woven sails to change shape or become brittle.

When it comes to pests, mice and rats love rolled up sails – they provide a secure environment, ample material that can be shredded for bedding, and a good supply of salt. This can leave you with a sail full of holes and littered with feces and urine stains, which are not only hard to get out, but also unhealthy to humans.

Insects and spiders also like to nest in sails. They don't do as much damage as rodents, but it's still not pleasant to open your sail bag at the beginning of the season and find these multi-legged tenants.

The best way to store your sails is to hang them from the ceiling so they don't touch anything. The next best option is to store them on a shelf (keep the open end of the bag facing away from any walls for better air circulation and to make it harder for a pest to get in). If you want to make sure that rodents stay away, an ultrasonic noise system will do the job nicely.

Whether you're storing your sails at home or at a loft, be sure to follow these steps to make sure your sails are ready to go.



*It's coming, sooner or later...
Put Tampa on your calendar – March 10 – 12, 2017*

Class News

Haphazard Regatta

Mohican Sailing Club, Lucas, OH

September 10, 2016

By Tom Wills, Fleet Captain, Interlake #902

With heavy rains and even heavier winds in the forecast I was pleased to see that ten boats joined us for Mohican Sailing Club's Haphazard Regatta: three from the home fleet and seven guests. Sadly, I was not able to join in the fun this year, having had foot surgery the day before the regatta. This was obviously a case of poor planning on my part.

Nearby Mansfield Lahm Airport reported winds gusting to 35 mph making the races more of a test of survival skills rather than racing skills with 3 boats withdrawing after the first race. I heard one skipper

commenting that all he could hear were dollar signs flapping in the breeze with each gust. Complete race results are listed below. Steve Aspery took first place and credited his win on the youthful perseverance of his crew. Races were called off after 3 races with nearly a third of the fleet having been capsized in the gusty air. The boats were all buttoned up and awards presented ahead of schedule. Heavy rains moved in from the north just as the last steaks were coming off the grill.



Place	Skipper	Crew	Crew	Club	Hull	R1	R2	R3	Total
1	Steve Aspery	David Aspery	Sean Fronce	Hoover SC	1435	1	1	2	4
2	Tom Humphrey	Anne Humphrey		Sandusky SC	1417	2	2	3	7
3	Kevin Bracy	Ron Gall		Sandusky SC	1248	4	5	4	13
4	Wes Blazer	Paul McCalister			1081	3	11	1	15
5	Mark Boucher	Jim Boucher		Leatherlips YC	1178	6	4	5	15
6	Bill Sanderson	Sue Wills	Keegan Hange	Mohican SC	1433	7	3	11	21
7	Dave Tillery	Ron Swart		Hoover SC	1357	11	6	6	23
8	Nate Ireland	Bridget Ireland	Ben Stock	Mohican SC	952	5	11	11	27
9	Paul Denzinger	Carol Denzinger	Mike Fulton	Mohican SC	1241	8	11	11	30
10	Rob Frink	Heather Parsons		Hoover SC	1333	9	11	11	31

2016 Poltergeist Regatta

Indianapolis Sailing Club, Indianapolis, IN

October 1, 2016

By Don Wilson, Interlake #1374

Fleet #28 hosted its annual Poltergeist Regatta on October 1st and 2nd. The regatta was attended by eight Interlakes from five clubs.

The forecast for the weekend was for temperatures in the 60's, and light and variable wind, but this did not lessen the enthusiasm of the group. The racers enjoyed the lunch prepared for them by Fleet #28 as they socialized with friends.

With the wind filling in around 6 mph, PRO Paul White setup a two lap windward-leeward course. As the day continued, the wind came and went but there were more times with wind than without.

Steve, with his son David, came from behind in the first race to win it. They sailed near perfectly in the next two races to win them as well. The racing was very competitive for the

other racers throughout the day. After three races, Team J.A.W.S was in second and Team R was in third.

Saturday night, the competitors enjoyed appetizers, our traditional State Fair Pork Chop dinner and dessert. Those in attendance agreed, this in itself is worth the drive. ISCA President Jeff Clark then presented those in attendance with an ISCA class update.

Sunday morning was a little cool (lower 50's), but the Poltergeist provided enough breeze for two more races. Once again the racing was close, but the overall results did not change.

As the boats were being put away, a hot chili lunch was being prepared. Following lunch, trophies were presented to the top five (5) competitors and their crew.

All who attended went away satisfied, having sailed five competitive races and having plenty of good food. We missed all those who could not make it this year and a hope to see all of you next year.

RANK	BOAT	SKIPPER & CREW	FLEET	CLASS	R 1	R 2	R 3	R 4	R 5	TOTAL
1	1435	Steve Aspery Dave Aspery	24	HOOVER	1	1	1	1	2	6
2	1374	Don Wilson Joe Novak	28	INDY	4	2	2	2	1	11
3	1370	Jeff Clark Tim Cullenen & Gina Gasbarro	24	HOOVER	2	5	3	4	3	17
4	1360	Thane Morgan Joe Delano & Kelly Sullivan	28	INDY	3	3	7	3	5	21
5	1317	Clark Chapin Cara Bown & Chuck White	22	PORTAGE	5	4	6	6	4	25
6	1322	Joe Smyk Bruce Richardson		BAYVIEW	7	6	4	5	7	29
7	766	Tim Parker Will Parker	4	LORAINE	6	7	5	7	6	31
8	1230	Brian Smiler Noah Smiler	28	INDY	8	DNF	DNC	8	8	42

DNC / DNF = 9



Hot-to-Trot Regatta

Portage Yacht Club, Pinckney, MI

August 27, 2016



	Skipper	Crew	Boat Name	Club	Sail#	Points	R1	R2
1	Steve Aspery	Scott Trask & Nadia Reynolds		HSC	1435	3.75	0.75	3
2	Scott Savage	Lynn Savage	Mad Cow	HSC	1340	4	2	2
3	Craig Kivi	Rick Lyons	Marine Tex	PYC	1046	5.75	5	0.75
4	Andy Nixon	Lindsay Irwin	Reach Around	PYC	1000	10	4	6
5	Bob Bradley	Betsy Bradley	Red Hot!	NCYC	1332	12	7	5
6	Tyler Cathey	Ann Taylor	Farkleberry Too	PYC	1341	13	3	10
7	Todd Willford	Wendy Willford	Cassandra	PYC	1109	15	11	4
8	Tom Marriott	Craig Marriott		JRSC	909	15	8	7
9	Brook Smith	Bill O'Donnell	Tailhook	PYC	1380	18	6	12
10	Clark Chapin	Chuck White	Mid-Cycle Enhancement	PYC	1317	18	10	8
11	Rob Frink	Heather Parsons		HSC	1333	20	9	11
12	Tim Parker	Seth Parker	Bootigish	LSC	766	21	12	9
13	Rick Jarzembowski	Steve Zawacki	In The Hunt	PYC	1292	30	15c	15c
13	Carl Grolle Jr.	Carl Grolle Jr.	Wave Goodbye	PYC	1335	30	15c	15c

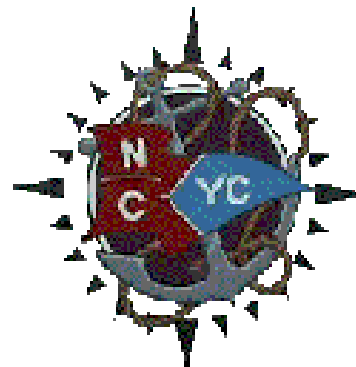
c = DNC

Fall Blowout

North Cape Yacht Club, La Salle, MI

October 8, 2016

	Skipper	Sail #	R1	R2	R3	Total
1	Wes Blazer	1081	1	1	1	3
2	Tom Marriott	909	2	2	2	6
3	Bob Bradley	1332	3	3	3	9



Sandusky Fleet Report

By Bernie Ashyk, Fleet Captain, Interlake #1166

Attached you will find the summary of the four Racing Series results that were meticulously kept by Brad Huntley. The trophies for the top three places will be awarded at the SSC recognition banquet coming up on November 5th.

Last Saturday's fall work day shaped the House and Grounds up for the winter. We could have used a few more hands. It's a fun morning. Three new trustees and the new Rear Commodore John Schwartz were elected at the General Meeting.

Reminders of dates to be aware of are:

1. Saturday 10-22-16 at 6:00 PM will be the Interlake Fleet No.1 End of the Season / Blue Velvet Party at

Fritz and Jenny Everson's home. The Everson's will provide the burgers and brats. You are invited to bring your beverages and your favorite dish to share. I have it on good authority that the nominations for the Blue Velvet are closed and the winner has been chosen. The presentation should be a good one.

2. The Annual SSC Awards Banquet will be at the Sandusky Yacht Club on Saturday November 5th. Cocktails at 5:30 with the Awards and dinner beginning at 6:00.

It's been a great season - hope to see you at both events.



Overall Results Interlake Fleet 1

Best
3/4

Name	Hull #	Wed Series 1	Wed Series 2	Sunday Series 1	Sunday Series 2	Points	Overall Place	Total Races Sailed in 2016	Qualifiers
Brad Balmert	1384	2	1	1	1	5	1	25	4
Hank Boissoneault	919	5	3	2	2	7	2	23	4
Mike Muhn	1242	3	6	4	4	11	3	25	4
Harry & Philip Montgomery	1338	4	4	5		13	4	20	3
Hall Henry	1440	7	5	7	5	17	5	24	4
Bernie Ashyk	1166	6	7	8		21	6	17	3
Paul McAllister/Wes Blazer	1081	1	2					18	2
Jim Ziss	1321	8	8					9	2
Brad Huntley/Jay Austin	1399			3	3			10	2
Brian Mallot	1400			6	6			13	2
Pete Grant	1371							1	
Jim Ward	1425							5	
Ryan Kyle	842							3	
Danny / Matt Olson	501							4	

9 everyday things a sailor will kick your a\$\$ at

Posted January 28, 2015 by Tyson Jopson

<http://www.getaway.co.za/travel-news/opinion/everyday-things-a-sailor-will-kick-your-ass-at/>

You're winning at this life thing. You're well-travelled. You have strong opinions on the meat industry and an arsenal of impressive life hacks you picked up while backpacking in Burma. You can open a wine bottle with your shoe and cut a sarong in half using just a cat. Your family thinks you're great because you can make baklava from memory out of rain water. But there's always someone out there that's cooler than you. Like sailors. You'll never be as cool as a sailor. Here are nine everyday things they'd kick your ass at without even trying.

I'm no sailor. I like napping under trees and letting my food go through the full digestive process too much to commit to a life on the ocean. But I did recently get the opportunity to hang out at sea with some of the boatmen and women competing in [The Volvo Ocean Race](#) (full story in the [February 2015 issue of Getaway](#)). These are not your average yachties. These are hardened seafarers who are on the ocean come rain or shine, sailing around the world, eating freeze-dried sandpaper and chiselling salt off their forearms with live seagulls. At sea their talents are vital for survival. On land they might just be superhuman.

1. Parallel parking

I know, I know. You're great at parallel parking. You should be the president of it. The words three-point turn don't even exist in your vocabulary. But you're an amateur. Try backing a fire truck (without rearview mirrors) into a car wash, on ground made of water, during a thunderstorm. That's what sailors do. They call it docking.

2. Walking straight when drunk

Your poker face is a farce. We all know how many tequilas you've had as soon as you see-saw to the bathroom like a sausage in a pinball machine. Legs don't lie, unless you're a sailor. A life on the water imbues sailors with a liquescent centre of gravity. The more fluid you put inside them, the straighter they walk. In fact, if you see a sailor off-kilter you should probably buy him a drink.

3. Straightfacing a double entendre

Sailing terminology is (wait for it) an ocean teeming with metaphors, puns, double entendres and that's-what-she-said. You can't think of a boating pun that hasn't been exhausted. Chuckling at words and phrases like 'breastlines; cockpit; coming about; and, in need of a tug' is the sole folly of us landlubbers. Find someone who can, without flinching, present a Seaman Discharge Book (yes, that's an actual thing) to a customs official and you've found a sailor.

4. Giving directions

'Ja, so like take a right by the tree and then pass the school. I think it's a school. Maybe it's prison. A few

blocks behind that is a road. I can't remember the name of it but just call me when you're outside.' These are not directions. These are dangerous non sequiturs that cause people to remain seated in their own gaseous emissions longer than they should. If people gave better directions, there'd be a smaller hole in the ozone layer. Sailors know this (and they're not even the ones using all the fuel). They also know that on the ocean vague directions can lead to death. Or worse, Port Elizabeth.

5. Dressing appropriately

Weather app, shmeather app. Even the best ones resort to some measure of horoscopic hocus pocus and the problem is nobody has built one out of actual human bones. Sailors have bones. They have bones that tingle, crack, wobble and creak. Sailors can feel inclement weather in their bones before the weather even knows it's feeling inclement. If you want to know what to wear for the day, find a sailor and copy what they're wearing. Except epaulettes. Never wear the epaulettes.

6. Knots

There are safety issues. A combination of poor ropemanship and a slippery surface can turn into an emergency very quickly and nobody wants to be gnawing on a granny knot next to a blue cadaver when the police arrive. You know who knows a thing or two about knots? Sailors. They could string up a wrestler with birthday ribbon. And, more importantly, untie him afterwards.

7. Pulling an all-nighter

It was the pillar of your tertiary education, but somewhere along the line the insouciance of burning the midnight oil turned to chronic anxiety. The only thing that burns in your house after midnight now is the office block you're torching in your dreams (statistically the most satisfying dream experienced by the proletariat). Caffeine is impotent, hardcore drum and bass is discombobulating and even The Panic Monster can't keep you awake anymore. But sailors are fuelled by something stronger than caffeine and panic combined: fear of the unknown. The ocean is a capricious mistress and much like the writers of *Lost*, sailors don't always know what's going to happen next. They're prepared for every eventuality. And that requires being awake. ALL THE TIME.

8. Letting things go

When something falls in the ocean it's gone forever (unless you're James Cameron). The only thing to do is forget about it and move on while muttering something profound like 'It belongs to the ocean now, man.' At sea if you don't learn to let things go, you drown. Sailors would make great psychologists.

9. Democracy

Joke. Sailors don't know what that is. On a boat the captain is always right. Even when he's not.

ISCA Board of Directors Meeting Indianapolis Sailing Club

October 1, 2016

Called to order 5:21 P.M.

Attending:

Jeff Clark, President
Wes Blazer, Vice President (via telephone)
Tom Humphrey, Secretary
Tim Parker, Past President, Chief Measurer
Steve Aspery, Intercom
Terry Kilpatrick, Builder
Thane Morgan, VP, Indiana / Mid-Atlantic

Reports:

Secretary-Treasurer - Tom Humphrey
Class has \$35,578.09, including boat grant funds
Royalties of \$450 from 2016 Nationals have been received
Winter Meeting scheduled for Sunday, January 29.

Chief Measurer – Tim Parker
Measurement committee members proposed:

- Tim Parker, Chief Measurer
- Mike Zuilhof
- Bryan Parker
- Clark Chapin
- Mike McClinchie
- Scott Savage

Committee approved unanimously.

Website Update – Tom Humphrey
Searching for web site content administrator
Programming can be handled by Tom going forward

Intercom - Steve Aspery
Continuing to intend to unify website and Intercom.
Need to enlist desktop / web publishing expertise

National Race Committee – Wes Blazer
The following members have been enlisted:

- Jim Ward
- Ryan Kyle
- Mark Presley
- Matt Fisher
- Still seeking a member from Edgewater and Lorain

Identified members approved unanimously

Marketing - Bob Sagan
Fireball and Friends Regatta March 10-12 is confirmed
Will publish the date in upcoming Intercom and website

Builder – Terry Kilpatrick
Presently cataloging tooling for builder transition

Transition Committee – Steve Aspery
Committee (Clark, Muhn, Aspery) has met, inspected plug
Building a list of candidate builders

Regional VP Reports:

Michigan – Jeff Bode - No report
Northern Ohio – Jim Ward - No report
Southern Ohio – Dwight Robertson - No report
Indiana – Thane Morgan
Good day of racing at ISC
Local participation strong

Old Business:

2018 Nationals Bid – Edgewater – Tim Parker - No report
Spec for hull identification number in center board trunk
Parker and new measurement committee will pursue
Class PDF promotional flyer
Bob Sagan is working on this
Intercom classified time limit
Intercom and Website will enforce a unified time limit

New Business:

Cell phone tracking – discussion – Thane Morgan
Working on a class-specific smartphone app for tracking
Will require a specification amendment which will be proposed at a future meeting



Racing at Hot-to-Trot

Interlake 658 – Excellent condition and race ready! Completely restored by Denny Dieball with varnished floorboards, flat deck (no seats), cut down centerboard with new teak, and Lightning style 2 for 1 jib block system. I purchased the boat in 2006 and it has been sailed very little since (moved to Colorado in 2009). Light blue hull with light gray decks. Class legal weight. Air bag floatation (new bags purchased in 2008). Two sets of North Sails in good shape. Brand new Sailors' Tailor hull and mooring cover that has only seen the sun for 3 months – otherwise the boat has been stored inside a heated garage. \$3,000 dollars but will entertain serious inquiries with reasonable offers. Boat is located in Huron, Ohio and can be seen on a moment's notice. Contact Will Kruger at (330) 606-7593 or via email at kruger.will@gmail.com

Interlake 646 – 1968 Boat purchased from prior owner in 2009 for \$750. Had been stored in attached garage by prior owner. Boat has been stored outside since 2009. Sails and mast have been stored in heated garage. Centerboard was replaced with stainless in 2010. Also has trailer. Just have not used to justify boat storage. Asking Price: \$800 obo. Contact Joseph Dawson at (419) 266-1808 or via email at jpdawson55@bex.net

Interlake 501 – in Sandusky. Comes with two sets of sails. 100% of sale price goes to the Sandusky Junior Sailing Program. Asking Price: \$1,000.00 Contact Hank Boissoneault at (419) 357-1044 or via email at Sansewsupply@aol.com

Interlake 202 – needs some tlc, all sails in bags, located outside Charlotte,NC. Started out as a project but a divorce got in the way don't have time and would like to find it a decent home other than a dumpster will consider trades. Asking Price: \$750.00 Contact alan doeberl at (704) 622-7978 or via email at adoeberl@gmail.com

Interlake – Recently sailed and in very good condition. 2 sets of excellent, lightly used North sails, and three spinnakers. Lots of extra hardware and good trailer. Ready to go! Asking Price: \$2000 firm. Contact Lisa Shambaugh at (614) 561-4044 or via email at lisa.shambaugh@gmail.com

Interlake – complete boat all hardware present, 2 sets of sails, boat needs hull repairs. Asking Price: \$50.00 Contact David Spohn at (847) 546-5154 or via email at D-b-s@sbcglobal.net

Sails, boom, rudder – I have 4 mains and 2 jibs for sale. The 2 north mains and 2 north jibs are in good condition. The other two mains would be good practice sails. I also have a boom and fiberglass rudder. I am open to any offers. Asking Price: \$100 Contact Jayson miller at (321) 777-7011 or via email at racewk96@aol.com

Centerboard, rudder – Aluminum centerboard and aluminum rudder from now defunct 729. T.K. declared both to be sound. I'd hate to condemn to scrap yard if there's any boater out there who'd put them to use. Make offer. Asking Price: \$0 Contact David Teall at (419) 865-1004 or via email at dmtee1118@gmail.com

Centerboard – aluminum centerboard from an Interlake - I think it was a 1977. Shipping would be extra or I could arrange to deliver it within 250 miles from Houghton MI for a fee. Asking Price: \$150.00 Contact Brian Waters at (906) 523-4798 or via email at bjwaters30@att.net

Cooking Corner – Grilled Summer Vegetables

Heard a bunch of folks commenting on how good the grilled veggies were at the Haphazard. Thought I'd share the recipe with everyone! Contributed by Sue Wills.

Dressing

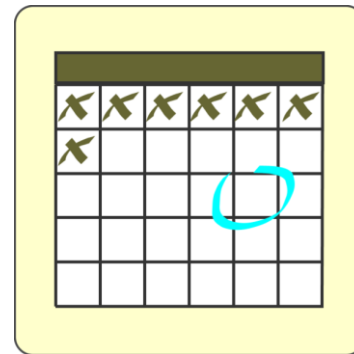
- 1/3 cup apricot preserves
- 1/3 cup balsamic vinegar
- 1 garlic clove, minced
- 1 teas chopped fresh rosemary OR
1/2 teas dried
- 1/4 teas salt

Vegetables

- Assorted summer veggies
- 1 small eggplant
- 1 lg sweet onion
- 1 lg zucchini
- 1 lg bell pepper

We typically use several small zucchini, several small yellow squash, several sweet colored peppers & some onions.

Warm dressing to combine all ingredients. Grill veggies with marinade to desired tenderness. Can be done on the grill or on the stove.



You write it - we share it!

2017 Schedule:

<i>Deadline:</i>	<i>Publish:</i>
March 1	March 15
June 1	June 15
August 15	September 1
October 15	November 1

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

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Builder

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Customflex@yahoo.com

Webmaster

NEED VOLUNTEER!!

Classified Ads:

Interlake 1268 – Lightly used and ready to go. Stepped deck. Cut down trunk. Two sets of sails. Light – last time inspected 20 lbs added. Inside winter storage. Good trailer and cover \$3,500. Rob Miller. 614-634-2022. anotherrobmillier@gmail.com

Interlake 1266 – 1983 with seated deck. White hull, good to excellent condition; very fast and turns on a dime. Previous Nationals winner. Rigged for single handed also. Kept covered when not in use. Galvanized trailer and many accessories. Set to sail. Includes two spinnakers and six large totes full of extra parts and tools. Two brand new tires and wheels for trailer. Also have titles for trailer and boat. Lost job back in October 2015 and only took it out 4 times last year. Need to sell. Located in Bloomington, IN. Asking Price: \$1800 Contact Thomas Bloodgood at (317) 828-8898 or via email at tcbloodgood4@gmail.com

Interlake 1184 – 1979, Good boat with cut down centerboard, 2 sets of newer lightly used North sails, 3 spinnakers, fixed and kick rudders, good trailer, stored inside, Lots of extra hardware and older cover for dry sailing with mast up. Diagnosed with melanoma and don't see much sailing in my future needs to go to someone who will get more use and enjoyment of a good older boat. Asking Price: \$2000 Contact Ben Sippel at or via email at farmer@sippelfamilyfarm.com

Interlake 1170 – 1978 Raced through 2014, sailed six times 2015. Two sets of sails - main, jib, & spinnaker. Trailer and cover included. Taken out of water each sail event.

Ready to sail. Asking Price: \$2,300.00 Contact Paul Sandstrom at (614) 915-1125 or via email at soapsand@att.net

Interlake 1112 – Year 1977, white hull and deck with long seats – no rear deck, one main, jib and spinnaker, forestay tension lever, Harken mainsheet cleat with ratchet block, classic floatation, classic centerboard trunk, mainsail reefing, paddle, cockpit cover, trailer with parking jack and spare tire \$990 (Summary available upon request). Asking Price: \$990 Contact Rick Lyons via email at rl@chartermi.net

Interlake 981 – 1973, seated hull. I bought this boat with a close friend in 1998. He died suddenly and I have not had this boat in the water. It has been sitting under a carport since then. The boat is in good condition. I believe there are two sets of sails, a jib with pole, two rudders – one wood and one glass. I also believe that there are two daggerboards – one wood and one glass. Other than the hull, everything else has been stored inside. Asking Price: \$1,800 Contact Tom Hodges at (386) 748-0535 or via email at thodges@stetson.edu

Interlake 826 – early 1970's, 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, skipper and crew hiking straps, Tee Nee trailer, always dry-sailed on boat lift or trailer, fair condition other than deck. Asking Price: \$850 Contact Rick Lyons via email at rl@chartermi.net

Continued on page 14



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Photo: Lisa Aspery

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