

The Intercom

Official Newsletter of the Interlake Sailing Class Association



www.interlakesailing.org

September 2017



National Champion – Jim Ward





BEST TIME TO BUY

**ACT NOW TO GET THE BEST
PRICING OF THE YEAR.**



Contact the Quantum team to learn more and be sure to ask about fleet deals!

Quantum is committed to helping you sail your Interlake as fast as possible and to make sure you have the most fun doing it.

QUANTUM INTERLAKE TEAM

Mark Reynolds, *Director of Inshore One Design*
mreynolds@quantumsails.com

Rick Rothenbuhler, *Quantum Sails Detroit*
rickr@quantumsails.com

Ryan Kyle, *Quantum Sails Sandusky*
rkyle@quantumsails.com

Karl Felger, *Quantum Sails Cleveland*
kfelger@quantumsails.com

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 Sagan with anything you need.

From the President

By Scott Savage, Interlake #1340



Greetings!

As this Intercom issue hits your mailbox the Interlake Nationals will be complete and the Fall portion of the Travelers Series will be well underway. These series are a critical part of our class and demonstrate the strength and

tradition that we all love about the Interlake Class. Planning, organization, persistence, teaching, demonstrating skills, upholding traditions, and starting new traditions are all a huge part of our Class.

It is an understatement to say making these series happen, year after year, takes a lot of work! As I begin my year as the ISCA President, I am proud to be part of a class where the organization and class building continues to grow and is being passed to different members and new generations each year.

For those that don't know me, I live in the Columbus and am a second generation Interlaker. My family has owned a number of Interlakes, nowhere near as many as some, but between my father, my brothers, and I we have owned our share: 681, 938, 1153, 1293 and 1340. I currently sail #1340 and my brother AJ sails #1293 out of Leatherlips. I'm happy to say that all of our prior boats are active, except #938. Former ISCA Presidents and friends Jeff Clark and Steve Aspery talked me into a "bonus" term, and during my previous board tours I got an extended and even greater insight to the depth and breadth of our class. So, thanks Jeff and Steve! My home club is Hoover Sailing Club in Columbus Ohio sailing with Fleet 24. I grew up sailing in Fleet 23 at Leatherlips. We are very fortunate to have so many Interlake opportunities in Columbus, please come join us as our Regattas come up next season.

As the fall regattas wrap up, the majority of us turn to the season of boat repairs and maintenance. And if I can leave you with one tip, it comes from our new Builder Wes Blazer. Remember to, "Store it right" In the month of August alone we had 2 boats inspected with wet balsa cores. Most of these happen because of water penetration from incorrect "FLAT" storage allowing water to stand in the Hull for extended periods of time. Inspect your storage solution and the condition of your covers and don't let a little water create a big problem.

I am looking forward to a great year of Interlake sailing and I hope to be able to meet many of you this coming year at our regattas. And during the year if I can be of help, please feel free to e-mail or call me anytime.

Scott Savage
savage.6@osu.edu
(614) 565-5754



What's Inside

3 From the President

Feature

- 4 - 5 2017 Interlake National Championship
- 5 Scores: Championship Division
- 6 2017 Nationals Wrap Up
- 7 Scores: Challenger, Women's, Masters
- 8 - 9 Safety Tanks Pass Test
- 9 Interlaker of the Year – Jamie Jones

Tips & Techniques

- 10 Heavy Air Racing in Big Seas

Class News

- 11-12 George Fisher Memorial Regatta
- 13 Scores: GFM Regatta and CRW
- 14 Cleveland Race Week
- 15 Indian Lake Regatta
- 16 Lorain One-Design Regatta
- 16 Sandusky Mid-Season Summary
- 17 Minutes - ISCA Board Meeting July 2017 and ISCA Annual Meeting
- 18 More Nationals photos
- 19 Classifieds
- 19 ISCA Officers and Fleet Captains

Insert – Regatta Announcements

Cover photos and above by Debbie Parker

<https://1-debbie-parker.pixels.com>

Intercom Feature

2017 Interlake National Championship

By Interlake National Champion, Jim Ward, Interlake #1425

Just prior to the 2017 Nationals, I found myself looking for crew. A few options had work commitments, and my wife wasn't confident we could find childcare for our little guy. At Cleveland Race Week, my good friend Matt Fisher and I discussed teaming up for Nationals. As luck would have it, Stu was getting married the week before, and things were obviously a bit busy in the Fisher household. The stars aligned, our schedules worked out, and I was thrilled that we could team up for the event. We were able to meet up for a few practice sessions at Sandusky Sailing Club prior to the event, which gave us an opportunity to work on our boat handling, and get used to our new North radial sails. The practice was key, as we were able to mark some trim settings, and work on a few different halyard settings. We really liked the new sails, which gave us confidence heading into the event. As the event drew closer, the call for big breeze and waves on Friday and Saturday was becoming a very real possibility. We made the call the morning of registration to race two-up on Thursday, and then sign on my wife Jayme to race with us as our third on Friday and Saturday. Matt's wife Lisa graciously offered to watch our son, and we later learned he had as much fun spending the day with her, as we did racing. Apparently, Lisa has a killer family pancake recipe and secret Lego stash that instantly made her one of his favorite people.

The 2017 Interlake Nationals was truly an event where patience was key. The forecast on Thursday called for hot temperatures and minimal breeze in the morning, but building in the afternoon. The NRC did a good job of keeping the fleet informed of their intentions of delaying the racing until late afternoon, when the breeze was scheduled to fill in. During this time, it gave us the opportunity to sit in the car with the AC blasting, catch up with friends in the parking lot, and anxiously check the weather forecast. Apparently, what it didn't give us time to do, was look up our mast, and notice that our main halyard was rigged on the outside of one of the shrouds. As predicted, a nice breeze out of the N-NE started at 2:00, and gradually built to 8-10 knots by the time racing began. The RC did a fantastic job of getting three races off in beautiful conditions. Heading into the day, we discussed the importance of keeping clear of traffic, and setting up differently on starboard vs port tack, as the wave state made a big difference in boat speed. Matt and I were fortunate to get three strong starts, and finish the day with a 1,1,2. We had good boat speed, and Matt made some great calls to keep us in phase. Ryan Kyle and Jay Austin sailed a great third race, and lead wire to wire.



Jim and Jayme Ward, Matt Fisher

Photo by Debbie Parker

As predicted, a classic Lake Erie Northeaster rolled in late Thursday night, and by the time we arrived at the club on Friday morning, the wind was a steady 12-15 with building waves. Simply stated, my wife was absolutely thrilled to find her second race of the year, to be in these conditions (not really, but she was a tremendous sport). On the way out, my wife noticed that our main halyard was rigged on the wrong side of the shroud. This caused some tense moments, as we considered sailing in to fix it, or possibly trying to remove the shroud on the water with the help of the spin halyard to remedy my rigging error. Ultimately, we decided the load on the halyard was minimal in that area, and decided to risk it. Thankfully it held! By the start of the first race, the breeze had built slightly. We committed early to getting a strong start at the boat, as we felt this would allow us the best chance to tack and take advantage of a potential shift. We felt this was key, as the large sea state would make ducking a starboard boat a big risk. We were fortunate to get a great start, and concentrated on laying the bow down in the big waves. Matt and Jayme are both great hikers, so I knew we wouldn't have to pinch to hold our lane. Tacking was very slow, so we tried to keep maneuvers to a minimum.

Continued on page 5

We played the right side, and team Parker played the left side after they nailed the pin end start. We both reached the top mark at the same time, and surfed down the first run side by side. We felt their downwind speed was a bit better than ours in the chop, but we were fortunate to just hold them off at the finish for the win. As we crossed the line, we were told to hang on for a second race. OH BOY, was my wife ever thrilled to hear that news, which quickly started the discussion of where I would be taking her to dinner that evening. Ultimately, the increasing waves lead to the RC wisely sending the fleet in for the day. The last day was a blow out, as the waves and breeze had steadily built over the evening. We were fortunate to hold on for the win. Hats off to

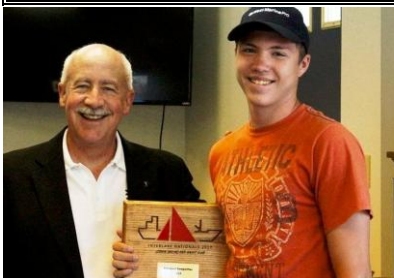
team Parker and Kyle/Austin for their great sailing. A huge thank you to Matt and Jayme for sailing with me. They did a fantastic job, and it was a blast sailing with them. A big high five to Lisa for watching our little guy, and raising the pancake making bar to unobtainable heights.

I would like to thank Tim Parker and his wife and team for doing an excellent job. PRO Steve Harris did a great job of being patient, and Commodore Pinter and his team did a fantastic job of making sure that everyone was safe on the water, and well fed on land. I am really looking forward to Nationals at Edgewater YC next year. EYC is a fantastic venue, with a legendary view of my hometown, and one of the most iconic skylines on Earth – Cleveland of course!

Championship Scores

Pos	Bow	Sail	Name	Crew	Club	R 1	R 2	R 3	R 4	Total
1	25	1425	Jim Ward	Matt Fisher, Jayme Ward	SSC	1	1	2	1	5
2	18	923	Bryan Parker	Tiffany Parker, Seth Parker	N/A	3	4	10	2	19
3	14	842	Ryan Kyle	Jay Austin	SSC	5	2	1	12	20
4	28	186	Pete Frissell	Bob Bradley, Keith Fredricks	NCYC	2	5	9	4	20
5	23	1340	Scott Savage	Jeff Jones	HSC	10	3	8	5	26
6	26	1399	Brad Huntley	Jake Thomas, Maddy Harry	SSC	7	8	3	10	28
7	27	1081	Wes Blazer	Paul McAllister	SSC	4	6	11	8	29
8	6	1435	Steve Aspery	Jamie Jones, Joe Hurst	HSC	9	13	5	3	30
9	29	952	Nate Ireland	Bridget Ireland, PJ Blonski	HSC	8	11	6	9	34
10	16	1338	Philip Montgomery	David Smith, Daniel Olson	SSC	22	9	4	6	41
11	11	1370	Jeff Clark	Tim Cullenen, Rob Moormann	HSC	11	7	17	7	42
12	9	1248	Kevin Bracey	B.Vardian,M.Howels,F.Blecke	SSC	12	16	14	14	56
13	10	1317	Clark Chapin	Chuck White	PYC	14	12	7	DNS	57
14	15	1424	Mike McClinchie	Dan Bacharowski	HSC	17	14	12	15	58
15	21	1411	Hank Boissoneault	Bob Sagan	SSC	13	10	13	DNF	60
16	7	1402	Jeff Bodie	Adam Prettiman	GTYC	20	15	19	11	65
17	24	466	Aaron Stange	Sam Logan	NCYC	6	19	15	DNF	64
18	12	558	Rob Fox	Nancy Fox, Spencer Fox	JRSC	15	18	20	13	66
20	13	1417	Tom Humphrey	Anne Humphrey	SSC	16	17	16	DNS	73
19	22	1433	Bill Sanderson	C.Sanderson-Bown, O.Davies	MSC	18	22	18	16	74
21	17	1360	Thane Morgan	Ben Terrien, Bruce Tran	ISC	21	20	21	17	79
22	19	766	Tim Parker	Will Parker	LSYC	19	23	23	DNC	89
23	20	1382	Mark Presley	W.Grub, M.Davies, C.Krale	HSC	DSQ	21	22	DNS	91

DNF, DNS, DNC = 24



Spencer Fox – Youngest Competitor



2017 Nationals Wrap Up

By Wes Scott and Tim Parker

Lorain Sailing and Yacht Club hosted the 2017 edition of the Interlake Class National Championship July 26th, 27th, 28th and 29th. We had 23 boats racing in the Championship Division, 3 boats in the Challenger Division, 6 skippers qualifying for Masters and two boats in Women's Nationals.

Weather was a challenge all week. Wednesday's Womens division worked hard to get in three races under variable and light breezes. Betsy Bradley and Cara Sanderson with crew battled it out to the last of three races to determine the 2017 Women's Champion. Congratulations to Betsy with crew Becky Vardian and Natalie Hill on winning the event. Congratulations are also in order for Cara Sanderson and crew Bill Sanderson and Oliver Davies for taking the second. Peter Frissell led the Masters Series, followed by Brad Huntley in second and Jeff Clark (Rrrrrr) in third.

Thursday's start of the Championship and Challenger races was delayed four hours awaiting a reliable breeze. While sailors awaited the breeze Thursday everyone was treated with the arrival of the 600' United States Steamship "Buffalo." Three races were sailed back to back with variable breeze and two foot seas. Race one started with light enough breeze that easing off and driving over the waves was important. The velocity picked up a couple knots for races two and three.

Friday, we were limited to one race due to winds that started in the low teens and quickly climbed toward 18 knots and increasing seas. No racing was held on Saturday as Friday's winds held strong throughout the night and into the next day. While eight races were planned, the strange mix of weather kept total races to four.

Friday's building breeze and increasing seas became more challenging as the morning passed. Four boats went over. The real story was some of the excellent team work being exhibited and the wild rides on the waves. Jim Ward and crew finished a few boat lengths ahead of Steve Aspery and crew and Bryan Parker and crew neck and neck. Bryan and Steve were both sailing to the lee and had to jibe with only a few boat lengths to finish and clear the committee boat. Steve and crew did a near perfect jibe. Bryan and crew followed immediately after, caught a wave and buzzed ahead of Steve and crew by less than a boat length. It was a spectacular finish for both teams. *(see photos on page 18 -ed)*

Wednesday night featured an Italian meal sponsored by Dick Pinter, the pin boat skipper. Thursday's dinner featured the Mexican stylings of the food truck Smash; Friday's annual meeting and dinner was held at the Wheelhouse, and Saturday's award ceremony ended with a burger and dogs BBQ prepared by club members. There was lots of craft beer and camaraderie over the four days of the event.

Jim Ward won the 2017 Championship followed by local sailor Bryan Parker in second and Ryan Kyle from Sandusky taking third. The Challenger series was won by Rob Frink and Betsy Bradley won the Women's division.

Thanks to Principal Race Officer (PRO) Steve Harris of Buckeye Lake who agreed to squeeze in running this championship between running Junior Bay week and Senior Bay week in August. Also, a big thanks to Chief Judge David Wilber who did a professional job hearing protests. David and Liz, his daughter, helped out in a rescue boat Friday.

We had seventeen sponsors supporting this event and countless dedicated club members who volunteered multiple days in a row to make this event run like clockwork. Special thanks to Paul Kalister, Dick and Debbie Parker, Teri Parker, Mike Phinney and Dick Pinter for loaning their power boats in support of the series.



Thanks to Debbie Parker for all the great photos of Nationals!

Steve Harris addressing the skippers meeting



Challenger Scores

Pos	Bow	Sail	Name	Crew	R 1	R 2	R 3	R 4	Total
1	1	1333	Rob Frink	Heather Parsons, Matt Veryser	2	1	1	1	5
2	3	902	Tom Wills	Sue, Pete Wills	1	2	2	2	7
3	2	1199	Stuart Spencer	Gretchen Spencer	3	3	3	DNF	13



Challenger Champs Heather, Rob, Matt



Sue and Tom Wills



Gretchen and Stuart Spencer

Women's Scores

Pos	Bow	Sail	Skipper	Crew	R 1	R 2	R 3	Points
1	4	1332	Betsy Bradley	Becky Vardian, Natalie Hill	2	1	1	4
2	22	1433	Cara Sanderson-Bown	Bill Sanderson and Oliver Davies	1	2	2	5



Women's champs Becky, Betsy, and Natalie



Oliver, Bill, and Cara

Masters Scores

Pos	Bow	Sail	Name	Club	R 1	R 2	R 3	R 4	Total
1	28	186	Frissell	NCYC	2	5	9	4	20
2	26	1399	Huntley	SSC	7	8	3	10	28
3	11	1370	Clark	HSC	11	7	17	7	42
4	10	1317	Chapin	PYC	14	12	7	DNS	57
5	22	1433	Sanderson	MSC	18	22	18	16	74
6	19	766	Tim Parker	LSYC	19	23	23	DNC	89



Pete Frissell, Bob Bradley, Keith Fredricks



Safety Tanks Pass Test

By Bob Sagan, Interlake #1411

“We had fun. Sailed really fast, until we weren’t. Always felt safe. (Then fun returned.)”

That pretty much sums up my 2017 Interlake Nationals. The big talk was of my capsize at the end of race 4 (the only race on the second day). It was a black diamond day (as skiers might say). The type good teams look forward to. Good skiers enjoy blue runs but relish black diamonds. Hank Boissoneault and I were excited. The day started windy (14kts, 3+ foot waves). Fun sailing. The forecast called for building winds and seas so the course was kept close to the harbor. Loraine YC had a veritable armada of support vessels around the course. Good calls.

Racing started on time (Friday, 10am) and we enjoyed conditions that let you work and play with Mother Nature. As the 4 legged WL race progressed so did the wind and waves. Great surfing conditions. FUN! FASSST!! Even more so on the fourth leg. We didn’t want to gybe, but needed to in order to finish. We decided to douse chute (to windward) then gybe. I had the spinnaker halfway down when the real excitement began...capsize to weather (classic death roll). You know how when you are capsizing and everything goes slow-motion? You think you can save it, but in the back of your mind you know it’s hopeless? This was *nothing* like that. It was instant. I went from dousing to being doused in a heartbeat. The landing was soft. No injuries or even bruises and the water was warm. Hank and I immediately found each other. All people good. We looked around and already saw two LSYC support boats



ready to assist. Then we made our mistake (which I didn’t realize until I saw photos.) We both climbed up the deck on the mast side of boat which pulled that side down. The next several waves encouraged the mast to go down further and “turtle.”

1411 floated really high. The floatation tanks were doing their job. We attempted to right it. It never occurred to us that we wouldn’t. I’ve only been over in an Interlake a handful of times, but I have helped others and it has never been difficult. But the same thing that caused the capsize, a growing and confused sea-state, prevented us from righting or recovering her. Ultimately the Coast Guard set one of our RC anchors to prevent 1411 from hitting the leeward seawall. Thank you CG!



By now the fleet was back on the trailers and racing cancelled for the remainder of the day. Wind built creating seas in the 8-foot range. 1411 rode out the weather turtled on anchor.

Hank & I received an incredible outpouring of sympathy and offers of support for which we will always be grateful. We were able to enjoy the evening’s festivities. We were fine. We always felt safe. It’s just fiberglass. Let the good times roll.

Saturday conditions were no better. Racing cancelled. National competition complete. 1411 (Take Five) wasn’t able to do her name-sake and enjoy the festivities, but we could see her still floating high, tanks working, anchor holding.

Sunday Morning: Recovery squad of Tim Parker, Kevin Bracey, Hank, and me went out. Waves were 2-3ft and settling down in the light wind. Take Five was still

Continued on page 9

Jamie Jones

Interlaker of the Year

Jamie Jones has been sailing Interlakes since he was 19 years old. For many years he was a dedicated and talented crew winning the National Championship in 1994 as well as participating in many Travelers' series wins. He eventually bought his own Interlake and has been an avid skipper and occasional crew for many years. As important as these accomplishments are, Jamie's primary contribution has been in long-term commitment and enthusiasm in living the opening phrase our ISCA Purpose: "The purposes of the Association shall be charitable and educational."

Jamie has been a sailing instructor for most of his life. He is a natural teacher. Six years ago Jamie volunteered to manage the Sail Instruction program at Hoover Sailing Club. The program has been around for some time, but under Jamie's management it has flourished. The level of instructor quality, financial management, and contagious enthusiasm has increased dramatically. He has grown the program to over 500 students in 2016 and will blow past that number in 2017. His energy and the program that he has built are fundamental to the success and continued existence of not only Hoover Sailing Club but also of the Interlake and our sport itself. In the past 6 years many new Interlake owners as well as countless crew came through HSC Sail Instruction. This has been key to the growth of the Hoover Interlake fleet to over 60 boats.

In addition, he coaches college sailors at Denison



Jamie and his family

University and The Ohio State University and he has developed an active High School sailing program in Central Ohio. One evening last Fall we had 54 high school and college sailors on the water.

Working quietly in the background (OK not so quietly on the water), Jamie is teaching and attracting new people to our sport and class.

In short, our Interlake Class Association is much stronger due to the decades of dedication and enthusiasm of Jamie Jones.

Continued from page 8

floating high after nearly 48hrs of tough conditions! The mast had broken (probably bounced off the bottom, heck it was already bent from the wipeout) so the rigging was a real mess. Hank and I cleared the rigging and tied it to the anchor (the foam in the mast kept it buoyant). **We righted 1411 by hand on our first try. Easy.** Then towed her in and retrieved the mast and anchor.

1411 had 4-6" of freeboard immediately upon being righted. THAT IS WHY I BOUGHT HER. I had #628 with the required foam flotation. It wouldn't sink, but also usually wouldn't self rescue. With the birth of my daughter I decided I wanted the added safety of flotation tanks so that I would be more self-reliant.

What did this event demonstrate?

- Interlakes are safe boats. If we were alone, we could have stayed with her for safety and to be found.
- Interlakes can handle a lot of "weather/seas." The performance of the fleet in those conditions was impressive. We never felt that anything was going to break (and next time we ARE going to make that gybe).
- Weatherly Boats/Wes Blazer (our new builder) is enthusiastic about his new role with our Interlake and supportive to work with.

- The members, clubs and builder that make the ISCA are what is best in people.

What did / can we learn?

- 1411 was ultimately righted with a ½" line fastened to a shroud via carabiners and simply rolled over as we "climbed" up the line from the other side.
- A number of us are looking into best ways to right turtled boats (beyond the usual...). We have ideas and leads. Stay tuned....



What an effective way to meet people! (but I won't say "great way") I got to know so many Interlakers & other sailors better through this experience. These new friendships are what I will remember the most. That and I got to sail with Hank again. If you ever get the chance, sail with Hank. He is top shelf people.

So yes, it really comes down to: Thank you Lorain S&YC and ISCA. "We had fun. Sailed really fast, until we weren't. Always felt safe. (Then fun returned.)"

Intercom Tips and Techniques

Heavy Air Racing In Big Seas

Compiled by Tim Parker, Nationals Chairman, Interlake #766

I have asked the top three placing skippers at 2017 Nationals to write a paragraph or two on sailing in the different weather conditions. Thank you all for sharing!

Jim Ward – 2017 Interlake National Champion

I was fortunate this year to have excellent crew in my wife Jayme, and Matt Fisher. They both are such good crew, that it allowed me to concentrate on driving, which was paramount in the large wave state that we had at this year's Nationals. When going up wind, we really focused on trimming tighter, and sailing the boat with minimum heel on the tack angle that had the waves to beam. We concentrated on sailing the boat very full, with a bit more heel, to keep the boat powered up, when going directly into the chop. On the final day, when the waves were large, I pulled the board up 12"-18" to reduce weather helm, this also helped free the boat up a bit in the waves. On the runs, we focused on keeping our weight concentrated, and slightly back, as this helped keep the bow from digging into the next wave when surfing.

Bryan Parker – Go Fast Thoughts for Wind and Waves

Upwind

I resist pinching to keep the boat powered up and moving in the chop. If I let the boat round up at all, I feel it stop and it takes a long time to get it going again. I do this by heavily vang sheeting and dropping the traveler to keep the boat flat. I try to anticipate the puffs, ease the main and make sure we are as flat and helm neutral as possible.

Downwind

When I feel we are getting too out of control, we will over trim the chute and main. Getting the sails back in

closer to the center of the boat provides more stability and reduces the tendency to be pulled over to weather. Also, and I still struggle with this at times, gybe when we are going fast. When we are moving fast downwind, the rig and sails have the least amount of pressure/load on them, making it the easiest time to perform any maneuvers. The worst time to gybe is when getting hit with a puff, or just getting up on a wave.

Ryan Kyle

On Friday, we knew we would be sailing the boat overpowered and under-staffed. While rigging the boat Friday morning, we discussed what we would do differently during racing to deal with the higher breeze and big waves. One thing that we agreed with was to stay conservative, while staying competitive. This meant having a start in the 1st row, sailing on the better-suited side of the race course (flatter water and less wind for us) and keeping the boat stable. During the beats, we focused on keeping the boat in control. I would have Jay use the vang to keep a straight boom, while I would ease the main to keep the boat in control. During this, Jay would ease the jib slightly to keep a clean "slot" between the main and jib. We also kept a close eye on traffic because we knew we would be in the busy part of the race course. Even though we knew we would be slightly slower upwind, we refused to sail in the bad air of another boat. When it came time for the runs, I had Jay hold off on the spinnaker until the boat was settled and on course. At that time, we executed a hoist and kept the boat on a conservative angle. The last thing we wanted to do was wipe out. Since we were a lighter team, our strategy was based around keeping control, while still maintaining a competitive edge.



In the waves
Front boat - Bryan, Seth, Tiffany Parker
Photo by Debbie Parker

Class News

George Fisher Memorial Regatta Hoover Sailing Club – Westerville, OH June 24-25, 2017

By Mike McClinchie, #1424 and Tom Humphrey, #1417

The George Fisher Memorial Regatta was held at Hoover Sailing club on June 24-25, under ideal weather conditions. Saturday afternoon at the start of racing we had sunny skies, temperatures in the high 70s and winds 10-15 mph out of the WSW.

Tom Humphrey and I made a last minute plan to come to this event; we both did not have crew and had made other commitments on Sunday, but wanted to sail. We had never sailed together, so we agreed to just sail on Saturday and have some fun. I texted Tom that we could use my boat and have Tom steer, but he texted back that he wanted to crew so that he could "have [his] head out of the boat for once as we go around the buoys". Basically we entered this regatta with very low expectations, just hoping to have fun and learn something new, but with each leg and race we gained confidence.

Tom and I arrived early, about 90 minutes before racing, splashed the boat and then sat on shore. Tom then walked to the end of the dock and watched the wind oscillate for over 30 minutes while a few boats were out practicing. When I came out to see what he was doing, Tom made some observations and we developed our game plan which had a couple parts; 1) don't bang any deep corners because the risk of getting hung out to dry was too great; wind seemed to be dying along the Smothers Road land bridge and behind the large clump of trees North of the Windsor Bay shopping center; 2) wind was coming cross the reservoir unevenly so it was important to avoid the randomly placed dead patchy spots in the center of the course; 3) most important was at the top of the race course (deep into the west shore) don't approach from port, but instead, approach the windward mark on starboard -- even consider coming in below the layline -- because there was constant righty at the top of the course. This information turned out to be golden!

In Race 1 we got to the windward mark first followed close behind by Scott Savage. Scott saw the tight gybe set coming, and brought up the spinnaker before the offset mark and then gybed under it, so he had it drawing well before us and came past us, along with one or two others. We held on from there, still in the front of the fleet, down to the leeward mark and then proceeded to work the right side of the fleet up the second beat, getting past all of the boats ahead except Scott who was also staying to the right of his other competitors. Scott took the win with us close behind.

After race one we were feeling good about our speed



and ability to find the breeze. We took careful note of the settings that got us good speed in the moderate breeze and flat water, which carried over from my time in the heavy air at Cleveland Race Week. Generally, we had a high, centered bridle, with perhaps two inches of sheet from the bridle to the boom. The vang was at the bitter end of the control line (mine is quite short) leaving it generally looser than seems to be typical. The jib cloth and wire were snug but not so tight as to remove all luff wrinkles or forestay sag. Tom and I worked both sails liberally in the up and down breeze, tightening in the breeze and easing for power in lighter air. With sustained changes in velocity we would loosen or tighten the jib cloth as well. Also important: several times we were hit by a knockdown puff and we both gave large amounts of slack to luff the leading edges of the sails to prevent the boat from overpowering and sliding sideways, after which we would quickly retension while hiking hard.

Despite the challenges downwind, we continued to put in strong performances upwind, finding breeze in the middle-right of the course and always avoiding flat spots; that kept us at the top and we managed to win the final two races of day.

Saturday dinner was amazing. Larry Schottenstein cooked up some delicious ribs, jerk-spiced chicken and potatoes and was assisted by many of the regular Fleet 24 food gurus (Kristen Jones, Lisa Aspery, Lynn Savage, Lynne Allison) and a new comer Kristin Daer.

With our unexpected position in the regatta lead, Tom and I sent some quick text messages to understanding family and friends in order to clear the decks to come back Sunday, and we both tried to relax and keep level headed overnight.

Sunday morning we had temps in the low 70s with wind speeds similar to Saturday, but expected to build

Continued on page 12

through the day. However, the wind was slightly more to the SW to start, although still very shifty as it came across the reservoir. Tom and I spent as much time as we could be making pre-race wind observations, and we concluded that with the new more Southerly wind direction the breeze seemed to want to dump onto the course over Smothers Road, making the breeze to the center left far more consistent than it had been on Saturday, with long port tack lifts all the way up the course. Again it seemed that the far corners on both sides were flat due to obstruction by the Smothers Road land bridge and trees north of the shopping center.

Throughout the regatta Tom did an amazing job of communicating boat traffic, calling out puffs and whether he thought it would be a header or a knock. On boat traffic of course he pointed out starboard boats, but he was constantly feeding me info about our speed, breeze level and pointing relative to the competition. This constant feeding of information was invaluable, and led to constant communication.

Race 4 - We had our worst start of the series, back a length or so from the line, but with just a smidgen of clear air. But we didn't panic because all weekend we knew we had great speed upwind. Tom kept me cool and said just drive (don't pinch) and we can make it back. Soon we found a solid port tack lane just underneath the boats with the best starts at the pin, and after a few more solid tacks in breeze up the center/left side, the boats that had started well to the left fell into slack breeze and once again we rounded the top mark first.

Thankfully the breeze coming more from the South made for a normal starboard tack spinnaker set, but that did not end our downwind problems, as again we fell into a hole down the middle as boats on both edges caught lines of breeze. Scott Savage, Jamie Jones and Mark White were suddenly out in front and none of them made any mistakes downwind. We settled into a groove upwind and tried to hunt them down, with no success as they seemed to be sailing all the right patches of the reservoir. During the third windward leg we got a bit lazy (or greedy) and split too far from the crowd, got out of phase and dropped behind 2 more boats, but we recognized the error, settled down and got back in phase, made up some ground, and were able to pass those two in the last 30 seconds at the line, securing a 4th place finish. Scott Savage sailed beautifully all the way to take the win.

Race 5 - Prior to the starting sequence and actually during the sequence as well, we observed big long left shifts and then short oscillations back to the right. We

knew that once again the other regatta leaders would be going for the pin, and thought we would again stay clear of the traffic. There was actually a lot of room with the long line set by the PRO. We just wanted to get off the line clear and then get to a port tack to ride the big lefty we had seen. As it turned out, the start came off in one of the oscillations to the right, and our plan worked beautifully as we drove toward the middle of the line on starboard at full speed a full 15 seconds before the gun. We had a ton of boats to port and just a few above us. From there we just watched for a chance to cross the starboard boats off our right hip. I drove the boat bow down for speed, and then using that excellent speed I scalloped the boat up to put ourselves in position to go to port when we wanted. Just when we got clear, we tacked and almost simultaneously the lefty came in. Suddenly, we found ourselves over stood, and cracked off to drive in with speed for the top half of the windward leg. Only two boats had been able to take better advantage of the lefty than us: Thane Morgan and Mark Boucher, who started further up the line than us, and nosed ahead of us to the windward mark. Our group of three was well ahead of the pack, and with us running last of the three we were able to set the spinnaker on starboard and drive a low path, watching for breeze behind us. Eventually we had driven low enough to lock Thane and Mark to our right, unable to cross us on a port tack, and we held that position until we saw a puff to gybe in, grabbed it and pulled ahead. At the leeward mark we were in first, and from there were able to stretch out by focusing on staying in the solid breeze on the water. On the second downwind with a bit of a lead we really found our groove and were making gybes based primarily on wind shifts and breeze location, and not worrying about other boats. By the end of the race we had built a comfortable cushion to cross the line in first place and take the regatta title.

Sunday lunch featured delicious meatball subs by Kristen Jones and team, and lots of congratulations all around for our win. Tom and I really can't say enough about the sportsmanship and camaraderie in the Interlake class, with so much encouragement coming to us from all directions all weekend. Special thanks goes out to our PRO Geoff Endris from Indianapolis and the Hoover SC Highlander fleet for running a great regatta, setting as square a line and course as could be done under very challenging conditions. Fleet 24 ran a class event and I highly recommend you check out The George Fisher Memorial in 2018!



George Fisher Memorial Scores

Skipper	Crew	Hull	Club	R 1	R 2	R 3	R 4	R 5	t/o	Total	Place
Mike McClinchie	Tom Humphrey	1424	Hoover	2	1	1	4	1	4	5	1
Scott Savage	Jeff Jones	1340	Hoover	1	5	2	2	5	5	10	2
Jamie Jones	Steve Aspery	1276	Hoover	3	4	5	1	11	11	13	3
Jeff Clark	Cara Sanderson/Brian Hoy	1370	Hoover	4	2	9	6	3	9	15	4
Stu Fisher	Richard Blake	1174	Hoover	5	3	4	7	6	7	18	5
Jeff Tyndall	Rob Kerr/Charlie Vasulka	1298	Hoover	6	10	7	5	2	10	20	6
Mark White	Lisa Kreisher	1383	Hoover	9	9	6	3	8	9	26	7
Mark Boucher	Jim Boucher	1178	Leatherlips	8	8	12	10	7	12	33	8
Thane Morgan	Bruce Tran	1360	Indianapolis	11	11	3	13	9	13	34	9
Doug Forster	Larry Schottenstein/Tyler Harris	1434	Hoover	15	12	10	8	4	15	34	10
Tom Fee	Scott Bennington	1254	Hoover	10	7	8	9	10	10	34	11
Chad Headlee	Stephanie	1418	Hoover	12	6	15	11	13	15	42	12
Scott Solsman	Juan	1324	Hoover	13	13	11	12	16	16	49	13
Rob Frink	Heather Parsons	1333	Hoover	17	14	14	15	12	17	55	14
Mike Mirachi	Don Schregardus	1209	Leatherlips	7	17	16	18	18	18	58	15
Sean Peck	Heath Ackley	661	Hoover	14	16	13	16	15	16	58	16
David Tillery	Richard Johnson	1357	Hoover	16	15	17	14	14	17	59	17



another cool Nationals photo by Debbie

Cleveland Race Week Scores

	Boat Name	Hull	Skipper	R 1	R 2	R 3	R 4	Total
1	1174	1174	Skip Dieball	1	1	1	1	4
2	Rza	1425	Jim Ward	4	2	3	2	11
3	Sloopy	923	Bryan Parker	11	3	2	6	22
4	Anegada	1435	Steve Aspery	5	5	10	3	23
5	Three Rivers	1424	Mike McClinchie	9	4	5	9	27
6	Ultimate Warrior	1081	Wesley Blazer	3	11	4	10	28
7	R	1370	Jeff Clark	2	7	8	12	29
8	1434	1434	Douglas Forster	13	9	6	4	32
9	Septapus	952	Nathan Ireland	7	6	13	7	33
10	1382	1382	Mark Presley	8	8	12	8	36
11	Go For It	1433	William Sanderson	15	16	7	5	43
12	WhiteOut	1384	Brad Balmert	6	10	9	20	45
13	Strike Forward	1376	Bryan Bradley	12	12	16	11	51
14	MCCCLX	1360	Thane Morgan	14	14	15	13	56
15	Three Little Birds	1229	Jeff Bodie	16	13	14	15	58
16	GeeWiz	972	Richard Wismer	18	17	11	14	60
17	Reggae Shark	842	Ryan Kyle	10	15	20	20	65
18	1183	1183	Tyler Cullinan	19	18	17	16	70
19	Botiginsh	766	Tim Parjer	17	19	18	20	74

Cleveland Race Week

Edgewater Yacht Club – Cleveland, OH

June 17-18, 2017

By Skip Dieball, sailing Interlake #1174

For years, Edgewater Yacht Club has been running their mid-June sailing extravaganza known as Cleveland Race Week. I sailed my first CRW in the early 90s when it was a big boat event. The event was (and still is) legendary for its parties.

A number of years back, they started a One Design weekend and have seen some major classes/fleets involved. This year was no exception, with the Star Class hosting their Western Hemisphere championship (Silver Star event). For the Interlake Class, there was a nice push for attendance, which ultimately played into my schedule puzzle. Which begins the rest of the story...

I am not totally sure when it was, but I recall having a phone conversation with Matt Fisher on one of my long drives south. We talked about all our normal topics ranging from water quality politics to "what are you sailing next". We both were impressed with the early registration for CRW in the Interlake and neither of us had a plan for that event or for that weekend, so we said, "...wouldn't it be fun...". Then came the back/forth or "you drive...no you drive", etc. I pulled the short straw and was to drive CRW. For me, it didn't matter. I was excited to sail with

Matt. On top of that, we were sailing George's boat, which had its own special meaning for me.

When we showed up, we got some prodding from our Interlake friends about our teaming up. Many thought there was some kind of master plan of sailing all summer, etc. Nope. Just a couple of buddies sailing a fun event.

The sailing was great on Saturday. We got in four incredible races with a diligent Race Committee. They moved marks all over as the wind made it tough to keep things square. We sailed well. George's boat got us out of some tough spots. Matt made some incredible calls and I think I might have impressed him a little with some of my own tricks....but maybe more than anything my patience in keeping in sync with the wind shifts.

Sunday's forecast was sketchy, at best. We all knew a front was moving in and the fleet sided with safety and decided to not go out. In hindsight, we might have gotten one good race in, but the sail home would have been upper-end.

We had great individual battles with many fast competitors. It was very fun racing. But most important, a couple buddies had a fun weekend racing an Interlake!

Thanks to the fleet for continued great camaraderie! Thanks, too, to Jeff and Keven Eiber for hosting us. And thanks to Matt for all the effort on his end.

With EYC stepping up their hosting efforts for many more events, CRW will no doubt be an event to put on the schedule for a fun weekend in Cleveland.



CRW photos by Cameron Newpher

Indian Lake Regatta

Indian Lake Yacht Club – Russells Point, OH

July 8-9, 2017

By Tom Humphrey, Interlake #1417, sailing #1424



Sail	Name	Crew	R 1	R 2	R 3	R 4	R 5	Total
1424	Humphrey	McClinchie	4	3	1	1	1	10
1240	Evans	Tanner, Elmore	2	2	2	3	2	11
1433	Sanderson	Davies, Bown	1	1	3	4	6	15
1360	Morgan	Zillen	3	4	5	2	3	17
1393	Graf	Graf	5	6	6	9	4	30
1333	Frink	Parsons	6	5	7	5	8	31
1428	Dillon	Wood, Dillon	8	7	4	6	7	32
1385	Tynan	Stanley	7	9	8	7	5	36
1329	Monsma	Fate	9	8	9	8	(DNS)9	43

The 2017 Indian Lake regatta featured pleasant breeze and sunshine, and the usual great fellowship off the water with the Interlakers and their kindred spirits in the Lightning fleet.

9 Interlakes turned out for racing on Saturday, which promised a good West wind, but with a forecast for Sunday that looked like potentially dead calm. Accordingly, the Race Committee and competitors headed out diligently to get as many races as possible while the wind was up.

In the first race several teams had competitive speed in the breeze, but Bill Sanderson and his team found a nice patch of extra breeze on the left blowing over the trees and sea wall along Lakeview's Main Street, which launched 1433 into a lead they would not give up, with Dick Evans in hot pursuit in second. The second race was a near repeat of the first, with the Sanderson team finding speed driving to the left and the breeze, pulling ahead of the rest and scoring a second bullet, followed by Evans.

Having learned lessons from these first two races, Tom Humphrey (who was steering Mike McClinchie's 1424 with Mike generously serving as crew), fought for and won the pin end for the third race, carried to the left and seized the lead which he carried for a bullet, just ahead of Evans and Sanderson. Humphrey/McClinchie were able to repeat that performance in race four for a second bullet, with Thane Morgan finding the right shifts downwind to grab second place, with Evans and Sanderson following.

After four races it was time to head to shore and contemplate the scores, which showed a three way tie between Sanderson, Evans and Humphrey/McClinchie after four races. 1433 and 1424 were tied even after a throwout, so one more race was needed to resolve the deadlock.

As promised Sunday broke with nearly flat water on Indian Lake, as well as some powerboat chop, with the competitors in both classes wondering if any racing would be possible. The Lightning fleet decided to get

some extra sleep and an early start on the drive home, but when just a breath of wind appeared on the lake, the Interlakers jumped in their boats to try to get one more race in. The initiative paid off as just enough breeze materialized from the Northwest to allow the Interlakes to cut through the motorboat chop. The race committee set a short course and line, and started a sequence.

The location of the best wind was a mystery but the Humphrey/McClinchie team felt there was a channel of better breeze on the right side of the beat and drove for that off the line. This strategy paid as they came back to the weather mark with a solid lead, and led to the finish. Dick Evans continued his trend of solid finishes with another second, with the Sanderson team well behind after hitting the left in the second beat, hoping Saturday's pattern might repeat one more time. As a result, the Humphrey/McClinchie team came away with the regatta win, with Evans second, and Sanderson third.

By Chip Wood, Fleet Captain, Interlake #1427

Celebrating our 75th anniversary year, Indian Lake Yacht Club hosted the annual Interlake Regatta. With light winds predicted for Sunday, get races in Saturday were the order of the day. Nine boats and crews battled it out for four races in near perfect conditions. Saturday ended with a three-way tie at the top with Evans, Sanderson and Humphrey all tied with 9 points after the four races. Sunday morning, however, was not so kind pushing away the great Saturday conditions with light and variable. After a couple postponements, the competitors set out hoping for good wind before the power boaters chopped up the lake. A single race got in the books under shifty conditions. At the end of the regatta, it was Skipper Tom Humphrey with Crew Mike McClinchie whose three straight bullets proved unbeatable.

ILYC would like to thank the volunteers who supported our weekend and the visiting competitors and friends who made the regatta possible.

Lorain One Design Regatta

Lorain Sail & Yacht Club, Lorain OH
July 15, 2017
By Wes Scott, LSYC Fleet Captain

Sail#	Skipper	R 1	R 2	R 3	R 4	Pts	Place
1138	Brad Balmert	2	1	1	[3]	4	1
1340	Scott Savage	[3]	2	2	2	6	2
1411	Hank Boissoneault	1	4	4	[10]	9	3
952	Nate Ireland	[5]	5	3	4	12	4
1417	Tom Humphrey	7	[8]	6	1	14	5
1435	Steve Aspery	[9]	3	5	7	15	6
558	Rob Fox	[10]	6	8	6	20	7
1248	Kevin Bracy	[DNS]	10	7	5	22	8
1382	Mark Presley	6	11	10	8	24	9
1370	Jeff Clark	4	7	[DNS]	[DNS]	27	10
766	Tim Parker	[13]	9	11	11	31	11
1433	Bill Sanderson	11	[14]	9	12	32	12
972	Rich Wismer	8	13	12	[14]	33	13
1333	Rob Frink	12	12	[13]	9	33	14
902	Tom Wills	14	[15]	14	13	41	15

The 2017 edition of the annual Lorain One Design Regatta featured starts for four (4) Stars, six (6) Jet 14s and fifteen (15) Interlakes for a total of 25 boats on the water. Ohio-born, Wisconsin sailor Jeff Marguard took first in Stars, local sailor Bryan Parker took the gold in Jets, and club member Brad Balmert finished first in the Interlake class.

The weather was sunny and comfortable, but the wind could have been a bit more predictable. The breeze started from the north and shift westward throughout the day, owing to the absence of a sea breeze developing due to inland clouds and low temps.

We had great help on the course from Paul Kalister, Tim Parker and Dick Pinter who all provided boats to manage and patrol the course. All our volunteers were superb as usual and the dinner, provided by "Chef Kaspar," was delicious.

Sandusky Mid-Season Summary

By Bernie Ashyk, Fleet Captain

The Fleet No. 1 race scoring at Sandusky Sailing Club is proving to be very tight season this year. Brad Balmert won the first Wednesday Series, but Hank Boissoneault bounced back in the mighty "Dolphin" to take the first Sunday Series. There were numerous "No Races" due to weather, so both series were reduced to the best of half, plus one. Participation continues to be good as we have had a dozen boats on the starting line several Wednesdays. Both second Series are underway.

We at SSC are extremely proud that Sandusky's ISCA Fleet No. 1 sailors placed 5 out of the top ten spots at the Nationals in Lorain and took home the Holtzman Trophy for most visiting participants.



ISCA president Jeff Clark presents the Holtzman to Hank Boissoneault



Minutes - ISCA Board Meeting

July 28, 2017

Lorain Sailing and Yacht Club

Called to order at 1:00 pm

I. Reports

- a. Secretary / Treasurer Report – Humphrey
 - Current balances \$24,228.47 in Checking, \$3,599.02 in Savings.
 - 13 Proxies in favor of spec amendment and slate.
 - All memberships verified before the start of Nationals
- b. Chief Measurer – Parker
 - 2 measurement issues resolved at Nationals. One yacht was required to uprate its floatation, which proved important Friday when the yacht capsized
 - One yacht was found to be undersized in the centerboard trunk and was corrected
 - Recruiting a new Measurer.
- c. Intercom – Aspery
Next issue August 15, collecting pictures from Nationals and other events.
- d. National Race Committee – Savage
 - Some challenges with weather and race management on Friday, committee has worked well.
 - Handoff to next year's committee Chair already underway.
- e. Marketing – Sagan
Discussing having a cruising event at Edgewater for non racers, to expand the event beyond racers.
- f. Builder – Blazer (Weatherly Boat Works)
 - Hull 1441 has been sold to Mike McClinchie, who has sold 1424.
 - Weatherly has done repair work and can turn around part or repair orders quickly.
- g. Historian – Muhn, no report
- h. Regional VPs reports:
 1. Michigan – Bodie - Working on fleet building in Michigan
 2. Northern Ohio – Ward - Nearly the biggest fleet at CRW, very thankful for the support from all regions
 3. Southern Ohio – Nearing - Chief and Hoover regattas were successful. BLYC is contemplating hosting their event at Buckeye Lake
 4. Indiana / Mid Atlantic – Morgan - Adding about one sailor per year to ISC fleet; ISC M17 fleet disbanded and sailors may be converted. Also ISC is re-rigging adult education Interlakes for use in racing. Organizing match and team racing events to build the fleet.

II. Old Business:

- New Championship Trophy (Ward / Sagan / Presley) Will be measuring midwinter trophy at Nationals for conversion

- Tracker App (Morgan) Apple version is working and server is up. Working in Android version. Measurement committee will fact gather to propose an appropriate specification amendment.
- Interlaker of the Year: Board email vote resulting in election of Jamie Jones

III. New business:

- Web Site Refresh (Parsons) Wireframe proposals to review. Impromptu committee of Aspery, Humphrey, Clark, McClinchie and Parsons will review wireframes.
- Board concurs that all Intercom issues, including the current issue, should be online on the website.
- Discussion of having an official scorekeeper as a unique role separate from the web site, Intercom and Secretary. Board members will seek a volunteer.
- Job descriptions of the Officers. Tim Parker and Jeff Clark will develop proposals.

Adjourned at 1:55 pm

ISCA Annual Membership Meeting

July 28, 2017

Lorain Sailing and Yacht Club

I. Reports

See the content of the reports in the minutes of the ISCA Board meeting held earlier.

II. Old Business:

Kevin Bracy gave an update on planning for the 2018 Nationals at Edgewater.

III. New business:

- a. 2017-2018 Class Officers Election
Nominating Committee presented slate of:
 - President: Scott Savage
 - Vice-President: Terry Kilpatrick
 - Secretary/Treasurer: Tom HumphreyNo additional nominations. Vote on the floor was 21 in favor and 0 opposed. Proxy votes received prior to the meeting by the Secretary were 13 in favor and 0 opposed. The slate was elected.
- b. Specification ballot - proposed amendment to allow Coast Guard hull ID tags to satisfy ISCA hull ID requirement in Specifications
Vote on the floor was 21 in favor and 0 opposed. Proxy votes received prior to the meeting by Secretary were 13 in favor and 0 opposed. The amendment was approved.
- c. Web Site Refresh (Parsons)
Wireframe proposals have been sent to consulting team of past webmasters for review. Stay tuned for changes to the web site.

Even more great Nationals photos at Interlake Sailing on Facebook



YOU'RE A STAR!



**What's going on in your fleet?
Tell us about it!**

Next Issue:

Deadline: *Publish:*
October 15 November 1

2018 Schedule:

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

Debbie Parker Photography

<http://1-debbie-parker.artistwebsites.com>



330-321-2641
medinaparker@earthlink.net

ISCA OFFICERS

President

Scott Savage 614-565-5754
Columbus, OH
savage.6@osu.edu

Vice President

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

Secretary/Treasurer

Tom Humphrey 513-884-6441
Glendale, OH
interlakesailing@gmail.com

Chief Measurer

Tim Parker 440-734-6121
North Olmstead, OH
timdparker1@yahoo.com

Intercom Editors

Lisa & Steve Aspery 614-841
Worthington, OH -1846
LAspery@columbus.rr.com
saspery@darifill.com

Past President

Jeff Clark 614-487-8787
Columbus, OH
jeffc1370@yahoo.com

VP Marketing

Bob Sagan 231-929-3555
Traverse City, MI
BSagan1411@charter.net

VP Northern Ohio

Jim Ward 440-669-8712
Bay Village, OH
jimward7@hotmail.com

VP Southern Ohio

Steve Nearing 703-919-1342
Worthington, OH
steve.nearing@gmail.com

VP Indiana / East Coast

Thane Morgan 317-250-2259
Greenwood, IN
tjmorgan@alum.mit.edu

VP Michigan

Jeff Bodie 231-421-1120
Traverse City, MI
jbodie@crewfs.com

Interlake Class Historian

Mike Muhn 419-202-3282
Sandusky, OH
mjmgoskins@yahoo.com

FLEET CAPTAINS

Fleet #1 Sandusky SC

Bernie Ashyk 419-433-6387
Huron, OH
BernsterA@aol.com

Fleet #4 Jolly Roger SC

Ron Gall 419-450-6972
Toledo, OH
ron.gall@yahoo.com

Fleet #5 Mohican SC

Tom Wills 419-747-9645
Ontario, OH
THWills@earthlink.net

Fleet #6 Portage Lakes YC

Darwin Steele 330-633-3848
Tallmadge, OH
DarwinSteele@att.net

Fleet #10 Indian Lake YC

Chip Wood
Dublin, OH
cmwood87@gmail.com

Fleet 13 American Sailing Inst

Michael Golden 248-549-3030
Royal Oak, MI
mgolden6@mac.com

Fleet #14 North Cape YC

Denny Dieball 419-729-1758
Toledo, OH

Fleet #17 Lorain Sailing & YC

Tim Parker 440-263-4365
Lorain, OH
timparker1@yahoo.com

Fleet #22 Portage YC

Bill O'Donnel 248-880-5271
Plymouth, MI
williamodonnell@comcast.net

Fleet #23 Leatherlips YC

Steve Nearing 703-919-1342
Worthington, OH
steve.nearing@gmail.com

Fleet #24 Hoover SC

Rob Frink 614-562-4405
Columbus, OH
rf-temp@hotmail.com

Fleet #28 Indianapolis SC

Joe Novak 317-501-7805
Carmel, IN
joe.novak@sbcglobal.net

Fleet #38 Grand Traverse YC

Bob Sagan 231-929-3555
Traverse City, MI
BSagan1411@charter.net

Fleet #39 Mid-Atlantic

Martin Howell 703-660-6255
Alexandria, VA
interlake1395@gmail.com

Fleet #40 Buckeye Lake

Tracey Davis 614-446-0131
Avon Lake, OH
mtmdavis@gmail.com

Builder

Wes Blazer 386-416-9034
Weatherly Boat Works
Port Clinton, OH
blazerwes@yahoo.com

Webmaster

Heather Parsons 614-917-3869
Columbus, OH
aunthahoo@yahoo.com

Classified Ads:

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 1064 – 1976, tilt trailer, furling jib, floatation tanks, rigged to race. Brand new North Sails main and jib, not used. Spinnaker is not new. \$2,500.00, Karyn Ferraro 440-522-8144

Interlake 972 – Newer seated deck from CustomFlex. Cut-down Centerboard Trunk, Stainless Centerboard, Brand New Cover, Many newer parts. Boat and Trailer in very good condition. Hull professionally fared several years ago. Several sets of sails, Decent Norths, Doyle, even Thomas. Nice Snowco Trailer. Boat stored winters indoors and always covered. Get started club racing. Call Rich Wismer @ 440-308-6834 Boat in Lorain OH. Will deliver \$2,500 or offers

Interlake 897 – Orange hull, white deck. Good condition. Main, jib and spinnaker, forestay tension lever, cut-down centerboard trunk, classic flotation, cover, trailer. Asking \$900, make an offer. Located at Leatherlips Yacht Club, in boat spot 18 (you can't miss it, there is a For Sale sign on it). Call or text Bill McDonald at 614-975-7866. Or email wmcDonald@columbus.rr.com.

Interlake 867 – Year mid 70's, white hull and deck, one main, jib and spinnaker, forestay tension lever, Harken mainsheet cleat with ratchet block, classic flotation, classic centerboard trunk, anchor, paddle, cockpit cover, trailer with parking jack, \$900 (Summary available upon request) Contact Midwest Aquatics rl@chartermi.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 Sansesupply@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

Sails - 2015 North Jib and Dieball Main. Both are in new condition. Contact Brad Huntley at 440-670-1935 or bhuntley@outlook.com

Harken Magic Box – 125mm (5") Like new condition \$60.00 Please contact Pete or Paula Grant pgrant@bex.net 419-366-8358



THE POWER TO **PERFORM**

2017 National Champions, powered by North Sails.

GEAR UP FOR 2018.

FALL SAVINGS START SEPTEMBER 18th.

northsails.com

Photo Debora Parker

NORTH SAILS

The Intercom c/o Tom Humphrey
8 Little Creek Lane
Glendale, OH 45246

MOHICAN HAPHAZARD REGATTA

SAILING CLUB



September 16, 2017

Registration 10-11:30 a.m.

Lunch served 11-11:45

Skippers meeting 11:45

First gun 12:30

Dinner with trophies 5:30

\$15 per boat

\$5 per Lunch

\$15 Steak Dinner per person

Visit our website at www.MohicanSailingClub.org

Set your GPS for 2187 TWP Rd 1265, Lucas Ohio

Poltergeist Regatta
Oct. 7th & 8th, 2017
Indianapolis Sailing Club

Saturday, October 7th
11 am Registration (\$50 – includes one dinner)
Lunch (\$5 – Subs, Chips, Cookie, Drink)
12 pm Skippers Meeting
1 pm First Race – more races to follow
6 pm Dinner (Pork Chop Dinner – \$12 adults)

Sunday, October 8th
8:30 am Free Continental Breakfast
9:30 am First Race – more races to follow
No Race will start after 12pm on Sunday
Lunch (\$13/boat – Chili, Crackers, Drink)
Trophy Presentation

For More Information, RSVP, or Questions
Joe Novak (317-501-7805)
joe.novak@sbcglobal.net

THE BUCKEYE LAKE YACHT CLUB



Interlake Snowball Regatta

DATE CHANGE – Saturday, OCTOBER 14, 2017

As most are well aware, we have been suffering from low water issues at Buckeye Lake the past few years. Fortunately, the State of Ohio has allowed levels to rise and with good fortune from Mother Nature, we are confident that we will have enough water to race the Snowball Regatta at Buckeye Lake this year. Depths in the racing area have generally been in the 6-9 foot depth range throughout the season. In order to accommodate the class schedule, we will plan on holding the "Interlake Snowball Regatta" on Saturday, October 14 at Buckeye Lake! More details to follow. We hope you can join us.

For more information, please contact Steve Harris, sgharris2@gmail.com

CALLING ALL INTERLAKERS!

Interlake Nationals will be held in Cleveland, OH at Edgewater Yacht Club in 2018. We are looking forward to hosting you for a great time, great sailing, and some great racing. A couple of highlights for this event:

- Women and Juniors – we are looking forward to having 10 or more boats in both events. Women and Juniors – please mark your calendars, you don't want to miss this!
- Interlake owners – we need boats for Women and Juniors to sail! Please consider loaning your boat to these very capable sailors. We currently have 10 women skippers that have expressed interest in competing in Women's Nationals!

ALL INTERLAKERS! – we are planning some non-racing events that will enable you to sail in Cleveland, participate in the social events, and generally join the fun. Think Poker Run for Interlakes. More details to come. In the meantime, block out the weekend on your calendar and plan to be in Cleveland for all of the Interlake Nationals festivities!

Women and Juniors Nationals – July 25, 2018

Interlake Nationals – July 26-28, 2018

Questions?

Kevin Bracy

Email: cwrukicker@hotmail.com

Cell: 440.915.2780

Becky Vardian

Email: rvsailorgirl@gmail.com

Cell: 419-202-3316



2018 INTERLAKE

NATIONAL CHAMPIONSHIP

July 25 - 28, 2018

Edgewater Yacht Club

Cleveland, Ohio

InterlakeSailing.org