

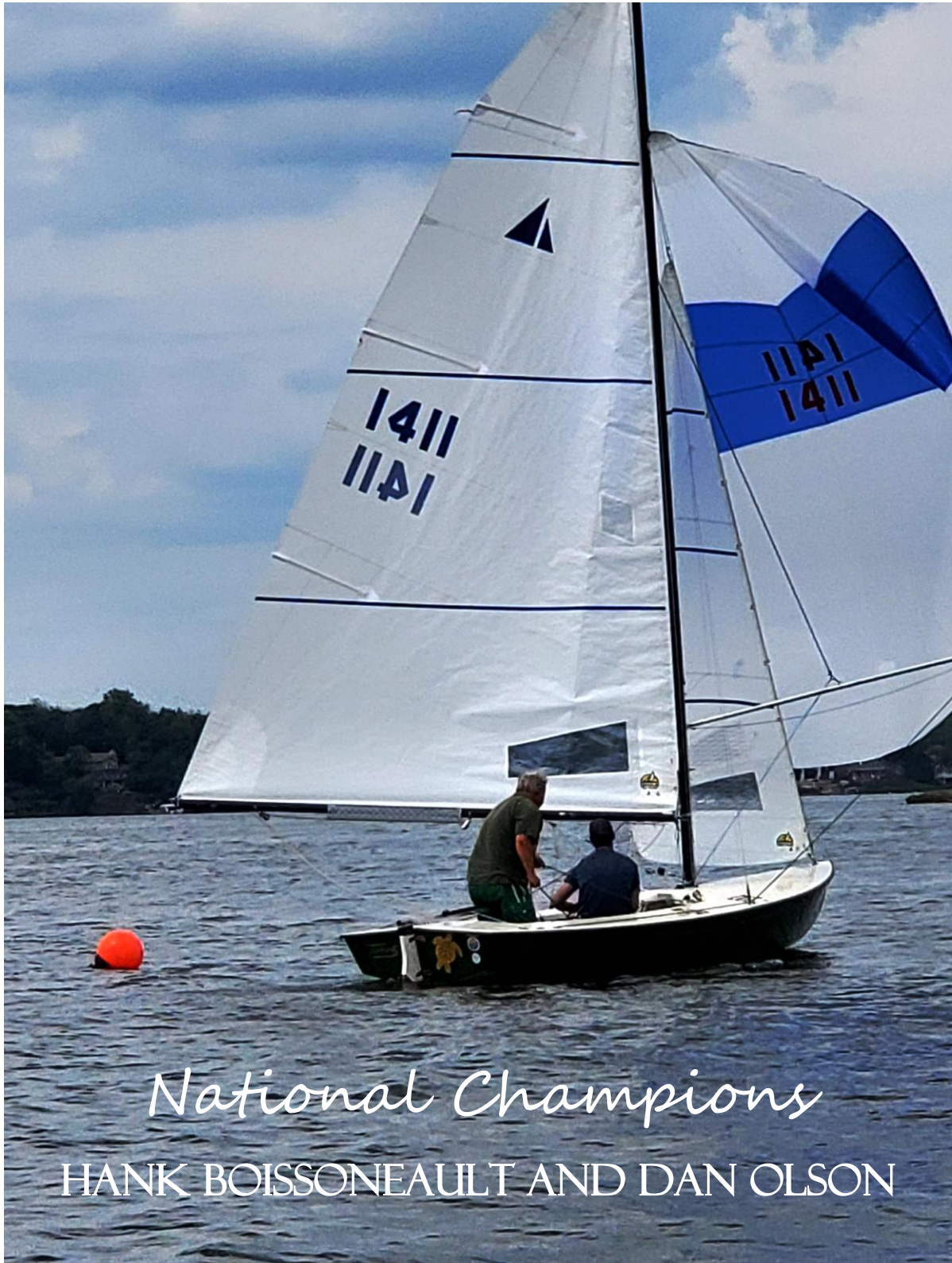
The
Intercom

Official Newsletter of the Interlake Sailing Class Association



www.interlakesailing.org

September 2019



National Champions

HANK BOISSONEAULT AND DAN OLSON



HIT THE WATER FLYING

From now until November 30, get 15% off new Quantum Interlake Sails and hit the water flying in 2020. Quantum has a team of expert Interlake sailors, made up of world, national, and Olympic champions, all dedicated to making sure you get the most out of your Interlake campaign.

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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 Hank Boisseneault, Scott Savage, or Bob Sagan with anything you need.

Photos by Debbie Parker and Andy Wakeman.

From the President

By Thane Morgan



2019 Nationals is in the books (Congratulations to Uncle Hank!) and the sailing season is winding down. Thanks to everyone who came to Indianapolis and made it a successful event. See you next year in Sandusky.

I've been sailing an Interlake for almost 10 years now and I appreciate all the

work that's gone into the last 50 years to create and maintain a successful one-design class. It's been said before but we all owe a special thanks to our past-president Terry Kilpatrick. He's done so much for the class and the boat. We can't thank him enough. I'm honored to follow him as president.

My goals as president are to work with the board and ISCA members to build a stronger class with more boat owners and growing fleets. Like many one-design classes we face some critical challenges that need to be addressed to make that happen. I have some ideas of my own on the subject but am interested in hearing from the rest of you. Don't hesitate to email or call me with your thoughts and ideas. tjmorgan@alum.mit.edu 317-250-2259

Enjoy the rest of your sailing season and I hope to see you on the water soon.



Hoover Sailing Club sailors brought home the Holtzman Award for the most boats at Nationals (not counting the host fleet) again!

Hoover had 5 boats in the Championship Division, and 1 boat each in Challengers, Women's, and Juniors.



Peter Frissell won the Masters division at Nationals

What's Inside

3 From the President

Feature

- 4 - 6 Interlake Nationals 2019
- 6 - 7 Nationals Scores
- 8 Interlaker of the Year – Thane Morgan
- 8 - 9 What Did You Miss? (Nationals photos)
- 10 Bill Sanderson Joins 20+ Nationals Club

Tips & Techniques

- 11 - 12 5 Tips: OCS – What Should You Do?
- 13 Set Goals, Keep Learning, and Have Fun!

Class News

- 14 2019 George Fisher Memorial Regatta
- 15 Indian Lake Regatta
- 15 Quick Tip – Check Metal Parts
- 16 The Very First Lorain Harbor One Design Regatta
- 17 Top Ten Reasons to Join US Sailing
- 18 - 19 Classifieds
- 19 ISCA Officers and Fleet Captains

Cover photo – Hank and Danny turn THE TURTLE downwind at Nationals. Photo by Hans Haupt

Interlake Nationals 2019

By National Champion Hank (Harry) Boissoneault, Interlake #1411



I would like to start off by thanking Thane Morgan and the Indianapolis Sailing Club. When I heard Nationals would be held there, I was excited for the regatta. Through the years, ISC has been a great place to sail. For whatever reason, I seem to always do well on Geist Reservoir, so I went into the regatta feeling like I might be able to be competitive at this venue.

I arrived on Wednesday morning only to be greeted by Bryan and Tiffany Parker. I jumped right into measurement and quickly passed all the stations with ease. It was done so smoothly, I almost felt like I missed a step or two as normally this is my most anxious moment prior to the start of racing. I had some last-minute projects I needed to finish up, like replacing and fairing in the bailers. Cleaning the bottom of the boat and a few other rigging matters left to the last minute. I think that most people who know me would say rigging is not my forte. I'm usually the guy fixing a last-minute problem within the 5-minute sequence. This year it happened to be missing bolts on my rudder. The odd part about that is, the bolts in the rudder were at

least 1/4" too short to serve a purpose in the first place. How that happened I have no explanation. Anyhow, thank you Jamie and Joe for your help. All this happened prior to racing, of course.

Upon finishing up measurement, my home away from home arrived. I rented a 29-foot trailer from Greenwood Rentals. I wanted to stay on the property and make the most of the week. As it turns out, I think it was a great move and cost very similar to an offsite hotel. Housing five other guys was the stuff stories are made out of. Should you find yourself at a regatta that will allow RV's on site, I might suggest you try RV Share. It's a cool way to go camping with comfort. Greenwood Rentals in Indianapolis could not have been any better to work with. I did not get a discount to say that either.

The start of Day 1 racing brought very quiet wind conditions. The National Race committee and the Professional Race Officer were going to have a challenging day deciding upon fair racing conditions. It was apparent from the start that we would have a hard

Continued on page 5

time getting a race in. We all waited on shore knowing that we would try for a race after lunch. It's that idle time before the racing that seems to be the hardest part.

Around 2:00 the wind filled in and Nationals were underway. Pete Frissell and Bryan Parker were off to early leads. It seemed that both teams embraced the conditions and were off to the races. On the second leg of the course the wind decided to change positions up. Upon heading to the leeward mark, it seemed all 21 boats tried to round the mark together. With Clark calling for mark room and clearing out a hole, I was able to round inside and tack to the favored side of the course. Luck was on my side, at least for the moment. Nate and Jamie were among the lucky boats to make it through the pinwheel! Nate took a commanding lead and was first going into the second leeward mark rounding. As often is the case, being in first place in a light air venue can be the kiss of death. Nate rounded the mark and immediately went towards the new wind to the left. If I were in his shoes, I would have done the same thing. Fortunately, I needed to beat him so I went the other direction and that more proved to be correct. That is until Jamie, not more than 20 feet above me, sailed right over top of me and was literally feet from the finish. Here is when I really knew that it's great to be good but sometimes it's better to be LUCKY. For no logical reason that I can think of other than luck, I was given a breath of air that propelled The TURTLE over the finish line to take day one's only race.

Day 2 started out with a stronger forecast as the day



would go on so we were all feeling more optimistic about the racing. Unfortunately, as we headed out there the wind died and changed directions at least three different times within the half hour. Once the racing started, the wind seemed to hold fairly well and the racing was on. Bryan and Tiffany took a commanding lead to easily win race two of the event, followed by a 3rd in race three. It was a difficult day to avoid a big number as all the teams were starting to sail better and better. There was only one team in the top 10 that was



able to avoid the big number and that was Nate and Bridget sailing Septapus. If you look at the scores, they were probably the most consistent team out there finish-wise, getting better and better each day. The final race of day two is one I will remember for a long time. It was a meeting between luck and preparedness all coming together. There was always wind in front of us going upwind and always a following breeze going off-wind that allowed the rich to get richer. It was one of those races you cannot explain. Whatever move we made turned out to be correct. It was funny, Danny and I were so intense at that moment when he looked back at me and said "Hank, you know you're pinching, don't you?" He didn't realize we had the race of our lifetime going. I laughed and then quickly responded with venom "Danny, hike out!" We were able to head to the finish to the sound of "We're done for the day" which was music to our ears.

Day 3 was forecasted to be the best sailing day of the three. After a long sleepless night and another fantastic breakfast from the club, I was trying to prepare myself for the day mentally and emotionally. If my math is correct, this would be my sixth time going into the last day with a shot at winning the title. I had been so close so many times; it was hard to fight out those thoughts of another "close but no cigar" or "always the bridesmaid never the bride" thinking. While I would tell myself that it would be different this time, I was well aware that anything could happen and I would have to live with the results. As the racing started, it was clear that everyone was prepared to take home the title. Bryan and Tiffany came out with another superior performance and held off Steve Aspery. This moved Bryan to within two points of the lead with a throw-out. While Steve and I battled for second and third, things became pretty intense. As with any moment like that, a true veteran offered some helpful remarks. Steve remarked that "I needed to settle down and just race." His words could not have been more on point and meaningful

Continued on page 6

than at that moment. Fortunately, my ego was willing to hear what he was saying and take it to heart. It was the culmination of so many close calls that almost sabotaged me once again. Thank you, Steve.

The second race of the day was pretty much the defining moment of the regatta for Danny and me. We were able to fight off Steve (who was by far the fastest boat of the day) and win. This set us up for a title win with a respectable final race. The final race started with the entire fleet in front of us. We were in trouble from the start. With a bad start and some rigging issues, it was clear it was going to be a battle to the finish. For the majority of the race we were deep in the fleet. Fortunately for us Bryan and Jamie were just barely in front of us. As soon as I saw them within reach, no other boats in the fleet mattered. We focused on trying to close in on them to at least finish with the boats we needed to beat. On the final beat we were able to get close to Bryan and just barely force Jamie to a bad position coming into the finish. We were well aware that Steve had taken care of business for the day and we hoped what we had done was enough to maintain the lead. It was a long sail in while we double-

and triple-checked the numbers. We were not exactly sure until the race committee confirmed unofficially that it was close but we had done it.

At this point, I feel I must thank so many people who encouraged me through the years. My wife Kelly encouraged me to race whenever possible. While I would always miss having her as my crew, I always knew she was there rooting for me in spirit. Danny Olson was a great addition and I cannot thank him enough. He basically gave up his season racing with his brother to sail with me. So many other class members were so kind and always made me feel that I was deserving of a championship title. Interlake sailing has always felt like an extended family. As I thought about how many years I had been going after the title, I realized I had been sailing Interlakes for over 40 years. And to the older sailors in the group feeling like sailing is passing us by - there is still a chance for us!

Please consider coming to Sandusky next year for Nationals. It truly is the home of the Interlake. We promise to give you a great venue to sail and vacation for your entire family.

Sailing photos by Hans Haupt; trophy photos by Lisa Aspery

Championship Fleet

Place	Boat #	Boat Name	Skipper / Crew	R 1	R 2	R 3	R 4	R 5	R 6	R 7	TO	Total
1	1411	The TURTLE	Harry Boissoneault / Daniel Olson	1	3	10	1	3	1	6	[10]	15
2	1435	1435	Steve Aspery / Mike McClinchie	3	2	8	14	2	2	1	[14]	18
3	923	Sloopy	Bryan Parker / Tiffany Parker	6	1	3	8	1	5	5	[8]	21
4	952	Septapus	Nate Ireland / Bridget, Vincent Ireland	5	5	5	3	0	3	4		25
5	186	Jerry & Atric	Peter Frissell / Bill Frissell	4	4	9	13	4	4	2	[13]	27
6	1276	1276	Jamie Jones / Joe Hurst	2	10	1	4	12	6	7	[12]	30
7	1374	J.A.W.S	Don Wilson / John Weymouth	10	6	4	5	6	8	10	[10]	39
8	1397	1397	Thane Morgan / Andy McDonald	9	7	2	15	5	10	9	[15]	42
9	1418	1418	Chad Headlee / Stephanie Headlee	7	13	7	2	10	9	8	[13]	43
10	972	GeeWiz	Bill O'Donnel / Brian Hawkins	8	8	15	10	7	11	13	[15]	57
11	1417	Patronus	Thomas Humphrey / Anne Humphrey	12	16	12	9	15	7	3	[16]	58
12	1382	1382	Mark Presley / Ed Spengeman	15	11	6	6	9	16	14	[16]	61
13	1433	Go For It	William Sanderson / Cara Bown	11	14	14	7	11	15	15	[15]	72
14	1317	Mid-Cycle Enhancement	Clark Chapin / Tom Kimball	17	9	11	16	14	14	12	[17]	76
15	1338	chillwave	Philip Montgomery	16	12	13	11	13	12	0		77
16	1248	What?	Kevin Bracy / Martin Howell	13	15	16	12	16	13	11	[16]	80
17	902	Bobbin	Thomas Wills / Susan, Kyle Wills	14	17	17	17	17	17	17	[17]	99
18	1270	Lassy	Logan Tullai / Summer Tullai / Nicholas Kupalis	18	18	18	18	18	18	19/DNC	[19]	108



Second place – Steve & Mike



Third place – Bryan & Tiffany



Fourth place – Vincent, Bridget, & Nate

Challenger Fleet

Place	Boat #	Boat Name	Skipper / Crew	R 1	R 2	R 3	R 4	R 5	R 6	R 7	TO	Total
1	1327	Zeitgeist	Mark Saalmuller / Jack Fowler	2	2	1	2	1	1	1	[2]	8
2	1375	Blue	Charles Vasulka / Rob Kerr	1	1	2	1	2	3	4/DNF	[4]	10
3	1406	Interlake	David Weimer / Jo DeLano / Ros Lim	3	4/DNS	4/DNS	4/DNS	3	2	4/DNF	[4]	20



Challenger Champs Jack and Mark



Women's Champs Chad and Stephanie

Women's Nationals

Place	Boat #	Boat Name	Skipper / Crew	R 1	R 2	R 3	R 4	Total
1	1418	Interlake	Stephanie Headlee / Chad Headlee	2	1	1	1	5
2	1433	Girl for It!	Cara Sanderson Bown / Bill Sanderson	1	2	2	2	7



Sailing action from Women's Nationals...



...and Junior Nationals.



1st place



2nd place

Junior Nationals

Place	Boat #	Boat Name	Skipper / Crew	R 1	R 2	R 3	R 4	Total
1	952	Septapus	Vincent Ireland / Bridget Ireland / Nate Ireland	1	1	1	1	4
2	1270	Lassy	Logan Tullai / Summer Tullai / Nicholas Kupalis	2	2	2	2	8

Interlaker of the Year – Thane Morgan

By Tom Humphrey

Thane Morgan has gone above and beyond the norm this year. From the beginning, it was Thane who advocated and then arranged the National regatta to be at his home club in Indianapolis.

From his initial work collecting a National Race Committee, publishing a Notice of Race, to arranging a PRO, orchestrating camping plans and meals for competitors, negotiating with members to clear space for the Interlakes to have front row parking, and numerous other details, his effort has been tireless in making a great Nationals for all of us.

This effort came while Thane was serving on the ISCA Board with the duties that role adds to his schedule.

Moreover, Thane has been a stalwart in the Travelers Series regattas around Interlake territory for years, always a cheerful contributor to the scene.

This year when we are all enjoying the fruits of Thane's many labors on our collective behalf, we recognize Thane Morgan as Interlaker of the Year.



WHAT DID YOU MISS IF...



Bill Sanderson's bagpipe wake-up call



Wear teal day!!?



Sailing with lots of swans



Playing Frisbee with the kids



Not sitting around waiting for the wind to show up



Frisbee fans (sitting around waiting for the wind to show up)



Sunset over Geist (thx for the pic Dan Olson)

... YOU WEREN'T AT NATIONALS?



Camping with fellow sailors



Hanging out with Hank



Meeting sailors with unique hobbies, like Kyle Wills who crafted his own chain mail



Admiring Phil Montgomery's work on the boat lift, or waiting to see if he falls in?

**Don't miss out!
Join us in Sandusky for
2020 Nationals!**

Bill Sanderson Joins 20+ Nationals Club

By Clark Chapin



Bill Sanderson (1984 ISCA President) became the 11th member of the ISCA to have skippered a boat in twenty or more Nationals when he competed at Indianapolis.

ISCA Historian Mike Muhn was able to expand the existing

Presley (2015 ISCA President) and Peter Frissell joined that group.

Some of the members with 18-19 Nationals entered have competed in 20+ events when their crew experience is added.

Congratulations to all!

20+

ISCA Nationals Entered

Skipper	Club	Nationals
Clark Chapin	PYC	41
Steve Aspery	HSC	32
Bob Bradley	NCYC	29
Ray Gall	JRSC	29
Scott Savage	HSC	28
Marion Zaugg	MSC	26
Jeff Clark	HSC	22
Dave White	LYC	22
Tom Ehman, Sr.	PYC	20
John Nagle	ISC	20
Bill Sanderson	MSC	20

records backwards to 1965, although in 1966, when the ISCA Intercom was composed on a typewriter (*Kids: ask your grandparents what this word means*) the editor only listed the top ten finishers.

Hoover Sailing Club of Columbus has three members of the 20+ Nationals Club while Mohican Sailing Club of Mansfield and Portage Yacht Club of Pinckney each have two members. Bob Bradley (1988 ISCA President) has also sailed for Jolly Roger, along with Ray Gall. Scott Savage (2018 ISCA President) has also sailed for Leatherlips along with Dave White.

Three members of the 20+ Nationals Club have also been National Champions: Steve Aspery (1994 and 2003), Scott Savage (2002, 2005, and 2010), and Dave White, a 4-time Champion (a three-peat in 1968-70 and 1973).

Four folks have won the Challenger's Division: Clark Chapin (1974 and 1996), Scott Savage (1979), Marion Zaugg (1981), and Bill Sanderson (1991).

A total of 59 Interlakers are known to have entered a boat in ten or more Nationals. This year, Mark

10-19

ISCA Nationals Entered

Name	No.	Name	No.
Dick Evans	19	Tom Benner	12
George Fisher	19	Jim Boucher	12
Bob Sagan	19	Tim Boucher	12
Dan Graf	18	Vince DiMaio	12
Don Wilson	18	Rip Harrison	12
Kevin Bracy	16	Bob Pearson	12
Hans Haupt	16	Roger Renwick	12
Gretchen Heinke	16	Brook Smith	12
Alan Freeland	15	Craig Tovell	12
Terry Kilpatrick	15	Cecil Bazely	11
Mike Muhn	15	Brad Huntley	11
Robbie Babcock	14	Tom Marriott	11
Art Sr. Barrie	14	Pat Tynan	11
Hank Boissoneault	14	Gene Winchester	11
Tyler Cathey	14	Dennis Dieball	10
Jack Coleman	14	Skip Dieball	10
Joe Grabmeier	14	John Dunham	10
Bill Jellison	14	Peter Frissell	10
Jeanne Koschalk	14	Joe Holtzman	10
Bryan Parker	14	Fred Meno	10
Tim Parker	14	Mark Presley	10
Brad Balmert	13	George Reichard	10
Jim Ward	13	Edwin Sage	10
Maury Benbow	12	Ron Soka	10

Intercom Tips and Techniques

5 Tips: OCS (on course side) or Over the Line at the Start – What Should You Do?

From *Yachting World*, August 12, 2015

An OCS can ruin your series as much as your day, but it can also be hard to avoid. Jonty Sherwill asks World Match Racing champion Ian Williams how to reduce loss – or even gain advantage



Photo by Debbie Parker from 2017 Nationals

Pundits at any local sailing club say you're not trying hard enough if you don't stray over the line once in a while. So, never mind honing your starting skills – you also need to think about recovery if you find yourself OCS.

If it's a restart after a general recall, then it's vital to keep a sharp eye on the flags at the committee boat. Penalties and tactics will vary depending on what preparatory flag is being flown: 'P', 'I', 'Z', 'Z' with 'I' or the one that commands most respect, Black.

It's a risky strategy to rely on being hidden in a bulge at midpoint on the starting line, particularly if the 'I' flag is flying. This is because the 'round-the-ends' rule will be in force for those boats OCS in the final minute of the sequence and it could be a two-minute sail or more to reach either end of the line, and without rights over the other boats that are starting correctly.

Recall Signals



↑ ●
X Individual recall.



↑ ● ● ↓ ●
First Substitute General recall.
The warning signal will be made 1 minute after removal.

A lot can go wrong for other boats during a race, so if you do return to clear the line, keeping a cool head and knowing which side of the first beat is favored could see you back in the hunt sooner than you think.

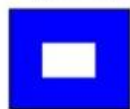
As those pundits at the club will also tell you, a race is never over till it's over and you've reached the finish line.

1. Signals, speed and set-up

Agree what signals the crew will use and especially whether he or she is calling distance sailing or distance perpendicular to the start line; most boats use perpendicular distance.

In addition, know how long it takes to sail one length closer to the line by timing it on a practice run. I usually time six to ten lengths to improve accuracy; depending on wind strength, current and start line bias, this can vary a lot.

Preparatory Signals



↑ ● ↓ —
P Preparatory signal.



↑ ● ↓ —
I Rule 30.1 is in effect.



↑ ● ↓ —
Z Rule 30.2 is in effect.



↑ ● ↓ —
Black flag.
Rule 30.3 is in effect.

Notwithstanding a Black flag, when only one sound signal is made at the start, if boats are OCS there will be at least two sound signals and if there are individual recalls the 'X' flag will be flying. That's the moment to asking hard questions: was it us; do we go back; will the 'X' come down or do we wait to see the results?

Continued on page 12

For your final approach, consider conditions when positioning against the fleet. In light airs it is fatal to drop out of the front row as you will have no wind to build up speed. In stronger winds it is the boats that push the line too early that are in most danger because it is much harder to reach along the line at the last moment.

2. Risk

Discuss with the crew before the start how hard you want to push the line. If you are a fast boat in the fleet and there is no clearly favored side on the beat, you can afford to hold back a little and keep the risk down. If not and you must go left, it may be worth pushing things a little harder.

3. Baling out

Sometimes, seconds before the start, you will know you're in a bad position and are not going to get a good start however hard you fight for your gap. If you call it early enough, you can often make room to tack or duck back through the fleet and be away on port only a few lengths behind the leaders.

But if you continue to fight, start second row or find yourself OCS and are then blocked from tacking, you are already looking at a big deficit, with no good options for clear air.

If you are OCS, remember you retain your rights until you are heading back, so (subject to RRS 16) you may be entitled to luff the boat to windward in order to make space to return. You won't make many friends doing this, mind you!

4. Marginal calls

If you think you are OCS, the sooner you decide to go back the better. If the race committee is calling OCS boats on the VHF, ensure the radio is to hand and that somebody is listening straight after the start.

If OCS boats are not being announced, then somebody on board will need to make the call – ensure you have a clear process for this before you start, so a decision can be made quickly.
















The final call is probably best made by the skipper or tactician, based on the most reliable information – that is likely to come from the bowman on a larger yacht. On dayboats and sportsboats, the helmsman will usually make the call based on the chat in the final 20 seconds of the start sequence.

5. The aftermath

Although being disqualified is frustrating, sailing is a team game, so learn from it and bounce back – you may be able to discard that result anyway.

But be attentive if there is a general recall after a Black-flag start; listen to the VHF and/or look at the noticeboard on the committee boat for your sail number because if you were OCS under a Black flag (and the race was not postponed or abandoned before the start signal) you are excluded from further restarts.

If you do join in, your OCS will be counted in your overall series score. It is possible to request redress for being OCS, but unless you are confident there is clear video evidence or you have credible witnesses from other boats it will be a waste of social time for you and the jury.

Flag signal		Number of sound signals when raised	Number of sound signals when lowered	Description
	P			Normal preparatory signal - no starting penalties are in effect. A boat over the line at the start can return through the line or round an end but must keep clear of boats not returning. If they fail to return through the line however they will be scored OCS
	I			The Round-an-End Rule 30.1 will be in effect. A boat over the line during the minute before the start must sail to the pre-start side of the line around either end before starting. If they fail to do this they will be scored OCS
	Z			The 20% Penalty Rule 30.2 will be in effect. A boat within the triangle formed by the ends of the line and the first mark during the minute before the start will receive a 20% scoring penalty
	I Z			Both the I flag rule and the Z flag Rule will be in effect during the minute before the start. If they fail to round an end then they will be scored OCS
				The Black Flag Rule 30.3 will be in effect. A boat within the triangle formed by the ends of the line and the first mark during the minute before the start will be disqualified without a hearing

Ian Williams is current and four-times ISAF match racing world champion and the first European to hold multiple match racing world titles; a nine-times winner on the World Match Racing Tour, he has 27 podium finishes. Ian is also well-known as a tactician on the pro big-boat circuit.

Read more at <http://www.yachtingworld.com/features/5-tips-ocs-or-over-the-line-at-the-start-what-should-you-do-66497#4HrqiRTjqYMC8GWF.99>

Set goals, keep learning and have fun!

by David Dellenbaugh from [Speed & Smarts](#)

Sailboat racing is supposed to be fun, and usually it is. There are the rewards of figuring out a shifty windward leg, the thrills of high-speed planing reaches, the beauty of being outside, and good times with your competitors.

Unfortunately, there are also times that feel less than satisfactory – when you capsize at the jibe mark, when your skipper makes a tactical error and starts yelling at you, when you bang the corner and end up way behind, or when the weather turns cold and wet. The challenge is to turn these negative experiences into positive ones and learn from them so they won't get in the way of success and fun the next time.

It's not surprising that psychological factors have a large effect on racing. Sailing well requires that you figure out many variables at once, and this may pose a greater challenge than any other sport.

The good news is that this makes every race uniquely challenging; on the other hand, it also means the mind's tricks and quirks come more into play. When you depend on sharp, creative thinking to get around the race course quickly, any extraneous mental blocks or flare-ups are bound to slow you down.

It is surprising, then, that we concentrate so much on tuning and tactics, but so little on how to deal with our doubts and feelings. Only recently have some top sailors enlisted the services of sports psychologists to help them get around the buoys faster. These champions know that even if they have the fastest boat in the world, it won't help them if they're "psyched out."

While most of us don't have access to a sailing "shrink," there are many things we can do to foster a positive, reflective mental approach to racing. And this effort may actually help improve our performance on the race course more than anything else.

Develop a mental game plan

To figure out where you should go, you have to begin with where you are. Think about yourself and the time you spend sailing. Which parts of the sport are most enjoyable? What are your strengths and weaknesses in racing? If you had a magic wand, what would you change about your involvement in sailing? How do other sailors view you? Getting a clear picture of yourself in the present will help you focus on the future.

The next thing you should do is start thinking about goals. The most important thing to keep in mind is that you have the potential to achieve your highest goals. Don't sell yourself short. Whether your objective is winning everything in sight or having the best time of your life, you can achieve almost anything you put your mind to. If you don't believe this, at least accept it as a working assumption; it will ensure that you don't settle for false limits on yourself.

Set your sights on a goal

Achieving any goal is simply a matter of figuring out what to do (we're all smart enough for this) and then having the determination to get it done (this can be a little harder).

For example, we know from experience that most of the skills necessary for winning races (preparing the boat, figuring out the wind, executing good tactics, etc.) can be

learned. It therefore follows that becoming a very good sailor can be achieved with sufficient learning and practice. You just have to want it badly enough. (There are, of course, certain physical limitations. It would be difficult, for example, for a 200-pound person to become a champion 470 sailor.)

With the preceding in mind, think about specific goals that are important to you. Then make a written list or chart. Begin with longer range objectives, and then figure out a step-by-step program of short-term goals to move you in the desired direction.

For example, if your ultimate goal is to sail in the worldwide match racing circuit, you might start by organizing a campaign for the national match racing title next year. You could bring in guest skippers to practice starting tactics with you. During the winter, you might learn the rules inside and out. Besides providing a tangible measure of success, having goals like these will give you confidence and keep you moving forward.

Of course, the scope and nature of the goals you set are affected by the amount of time and money you have to invest. It would obviously be difficult to wage a successful Olympic campaign if you have a full-time job, three kids, a dog and a mortgage. This doesn't mean you have to give up competing with the best; it just means your expectations must be geared to reality.

Even if you do have the time and money to compete at the top, it's a good idea to look for the many other rewards of sailing: making friends, conquering the elements, learning, relaxing and going fast. As Charlie Brown said when his baseball team lost their season opener 123-0 and the players wanted to quit, "It's not the winning that counts. The fun is in the playing."

Take a learning approach

Whatever goals you choose, the key to achieving them is learning. As you are sailing, watch every race with a detached, objective point of view, as if you were floating over the course in a blimp. This helps you store valuable information in your memory files and keeps expanding the experience on which you can draw for future decision-making.

Once you've crossed the finish line, here are some ways to reinforce what you've learned:

- Review every race. Sit down briefly with your crew or skipper at the end of each day and go over the racing. What went well? What did everyone learn? What should be done differently? Give every crew-member at least one compliment, and write your ideas in a notebook.
- Keep a learning log. After racing, write down what you learned about weather, tactics, boat handling, speed and so on. This will make you more aware of learning opportunities, and you'll find yourself returning to the dock with a lot to write about.
- Focus on solutions. When something doesn't go your way, figure out how to change it next time. Don't complain or blame. Addressing the question, "What can be done to get better or solve the problem?" will be most constructive.

Continued on page 18

Class News

2019 George Fisher Memorial Regatta

Hoover Sailing Club, Westerville, OH

June 22-23, 2019

By Jeff Jones, Fleet Captain, Interlake #1320



GFM winners



Who Wants to be an Interlaker?

The Hoover Interlake fleet hosted another successful George Fisher Memorial on June 22-23. THANK YOU to all the volunteers who made this happen. We cannot have all this fun without you.

We had 18 boats on the water which is a few more than last year. We saw a few less Hoover boats but increased in off Hoover boats. The winds were light and shifty from mainly ENE on Saturday and SSE on

Sunday. Both days saw a lot of tight racing in the 6 races sailed and 4 different race winners.

Saturday evening, Tim Cullenen organized the entertainment with "Who Wants to be an Interlaker?" testing the sailors' knowledge and awarding prizes. Thank you to Thane Morgan for providing the grand prizes of discounts to 2019 Nationals at Indy.

Skipper	Crew	Club	R 1	R 2	R 3	R 4	R 5	R 6	T/O	Total	Place
Jeff Jones	Mike McClinchie	Hoover	1	2	8	1	5	3	8	12	1
Bryan Parker	Tiffany Parker	None	3	1	2	19	9	2	19	17	2
Jamie Jones	Lisa Aspery	Hoover	2	4	7	4	2	6	7	18	3
Tim Savage	AJ Savage	Leatherlips	6	7	9	3	4	1	9	21	4
Nate Ireland	Bridget / Vincent	Hoover	4	3	5	19	3	7	19	22	5
Bob Bradley	Betsy Bradley	North Cape	9	8	1	5	12	4	12	27	6
Thane Morgan	Claire Guian	Indy	10	5	3	10	6	8	10	30	7
Chad Headlee	Stephanie Headlee	Hoover	7	13	12	6	1	9	13	35	8
Jeff Clark	Matt, Tim	Hoover	5	11	6	7	8	12	12	37	9
Doug Forster	Robb Daer	Hoover	14	15	4	2	10	11	15	41	10
Tom Fee	Scott Bennington	Hoover	11	6	10	8	13	10	13	45	11
Don Bacharowski	Diana Kuiper	Hoover	8	12	16	12	11	13	16	56	12
Bill Sanderson	Cara Bown, Heather Parsons	Mohican	15	9	13	19	15	5	19	57	13
Scott Solsman	Larry Schottenstein	Hoover	16	14	11	9	7	16	16	57	14
Ray Trask	Scott Stephan	Hoover	12	10	14	11	16	19	19	63	15
Mitch Banchefsky	Jessica	Hoover	13	16	17	13	14	14	17	70	16
Mike Mirarchi	Ken Fallon	Leatherlips	17	17	15	14	17	15	17	78	17
Matt Aumann	Nolan Murray	Hoover	18	18	18	15	18	17	18	86	18

Indian Lake Regatta

Indian Lake Yacht Club, Russells Point, OH

July 13-14, 2019

By Chip Wood, Fleet Captain, Interlake #1427



July kicked off with the annual Indian Lake regatta. Twelve Interlakes and three Lightning racers enjoyed lively winds Saturday afternoon. With light winds forecasted for Sunday, we pushed for four races before dinner. Shifty winds kept everyone on their toes all afternoon as it was easy to find yourself on the wrong side of a shift! Steve Aspery was the class of the Interlakes scoring top 3's in all four races and Tom Varley took the top Lightning honors with three straight bullets.

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

Sail	Name	R 1	R 2	R 3	R 4	Total
1435	Steve Aspery	3	1	1	2	7
1240	Dick Evans	1	4	3	3	11
1397	Thane Morgan	6	2	7	1	16
1382	Mark Presley	5	3	5	6	19
681	Tim Savage	2	5	6	7	20
1433	Bill Sanderson	9	6	2	4	21
1427	Chip Wood	4	8	4	8	24
1428	Barb Dillon	8	9	8	5	30
1273	Kevin Wade	10	11	10	9	40
1385	Pat Tynan	7	7	DNS	DNS	40
1327	Mark Saalmuller	DSQ	10	9	DNF	46
1417	Tom Humphrey	DNF	DNS	DNS	DNS	52

Quick Tip – Check Metal Parts

by Scott Savage, suggested by Peter Frissell



We all do various amounts of maintenance to our boats. Some folks are more meticulous than others, and some are on the “if it aint broke” program. Safety is something we can all aspire to, however. Some of the components on our boats age better than others. The items made of aluminum are susceptible to metal fatigue and corrosion and it can be very hard to see. Look for oxidation on all metal parts and take special care to look at any welds as they can become brittle and fail when you least expect it.

The photo is an example provided by class member Pete Frissell. He had the weld fail on the pin the mast slides over at the mast step. A failure here could cause a dangerous situation when stepping or dropping your mast. Take an extra minute the next time the mast is down and look at the pin, your gooseneck fitting, and any other things that are not checked easily when the mast is up.



Peter Frissell at Nationals, rounding the windward mark

The Very First Lorain Harbor One Design Regatta

Lorain Harbor Boat Club, Lorain, OH

July 20, 2019

Article and photos by Tim Parker, Interlake #766

The very first Lorain Harbor One Design Regatta came off without a hitch. Going into the event, we were looking at extreme high temperatures and some of the forecasts were calling for wind gusts as high as 22. Race manager, Wes Scott had to have enough boats and staff on the water whether there were three or thirty-three boats. He had four support boats and plenty experienced staff to man them which is critical for hosting an open water race on Lake Erie. Wes found a forty-some-foot sloop with air conditioning as an RC boat to run the races. Thank you Wes!

The event started with a memorial to Joanie Rogers. Paul Kalister motored Joan's family out to the harbor light house. Competitors dropped pink roses in the lake as they sailed by and eight bells rang in her honor. Joan and her family have been club members and promoted racing for many years.

We had four Stars (one from Wisconsin), three Interlakes (Kevin Bracy, Bill Sanderson and Tom Wills) and two Jet 14s (Dick and Bryan Parker).

The first race started with about a seven-knot breeze coming out of the southwest at 210 degrees with little seas. Kevin Bracy hit the right side of the course while Tom Wills and Bill Sanderson went left. By end of the race the wind had gone right to about 290 degrees and

was dying. Kudos to Kevin for picking the right side. The wind then shifted to about 240 degrees with smaller oscillations and was building at the start of the second race. Kevin came out on top again. Bill Sanderson and crew were second followed by Tom Wills. The wind was holding at 240 degrees and building in velocity for the start of races three and four. The finishes were the same for race three. The start of race four had winds oscillating a little for the most part still at 240 degrees with puffs up to 15 knots and the seas building from 1 -2 feet. There were a couple of hairy jibes after the weather mark rounding, but everyone stayed dry. Bill Sanderson and crew scratched out their first ace of the day with Kevin Bracy second and Tom Wills third.

I would like to thank Kevin, Bill, and Tom for participating! I would also like to thank Michael Ruscitto and his company NOREC Automation for sponsoring the water and beer. Last but not least I would like to thank the work horses at our club who not only helped out on and off the water to make this event happen, but have been involved in our club merger with West Lake Yacht Club, remodeling the club, dealing with the water level in our dry sail lot and have been the chief cooks and bottle washers for events like this: Ryan Pinter, Don Kasper, Dick Pinter, Wes Scott and Lou Ruscitto.

Skipper	Boat #	R 1	R 2	R 3	R 4	Points	Place
Kevin Bracy	1248	1	1	1	(2)	3	1
Bill Sanderson	1433	(2)	2	2	1	5	2
Tom Wills	902	(3)	3	3	3	9	3



Top Ten Reasons to Join US Sailing

By Clark Chapin, US Sailing National Judge and Club Race Officer



Many sailors only think about US Sailing membership when they enter a major regatta, such as the Nationals, and find that they are eligible for an entry discount if they are a US Sailing member. That's only

one reason. If David Letterman was:

- Still on the Late Show,
- A sailor, and
- Still doing a nightly Top Ten List;

he might come up with something like the following:

Not David Letterman's Top Ten Reasons to Join US Sailing

10. Regatta Discount. Let's just get that one out of the way right now, although for three or four major regattas each year, it starts to cover a big part of the annual cost.

9. A Voice at World Sailing. Sailing is a world-wide sport that is part of the Olympics, managed through World Sailing. That organization has had a lot of difficulties lately, but US Sailing is represented at the highest levels by Gary Jobson and in multiple committees. US Sailing has two of the fifteen members on the Racing Rules Committee (including rules guru Dick Rose) that revise the rule book every four years.

8. Sailing Instructors. The sailing instructors that teach so many adults and kids today are trained and certified by US Sailing which develops the materials and courses, continuously upgrades and refines them, and also connects trained instructors with clubs and sailing centers who need their skills.

7. Boating Safety. US Sailing discusses sailing safety issues with the USCG, investigates sailing accidents with local authorities and the USCG, and also receives federal grants (mostly paid for by marine fuel taxes) to study issues of sailing safety. Your dues help support those activities.

6. Discounts at the US Sailing Store and Affiliated Suppliers. Want a rule book that is waterproof? How about a copy of the US Sailing Appeals and World Sailing Cases? Dry bag? You are eligible for discounts with a valid membership number. 25% off Sperry Top-siders, too! Again, you can recover a big chunk of the annual cost.

5. US Sailing Team. The US fields teams at both the Pan-Am Games as well as the Olympics. This August, Skip Dieball represented the US in the Pan-Am Games in Lima, Peru. The Association has a plan to earn more medals in the 2020 Tokyo Games, which may result in more interest in televising sailing by NBC.

4. Certified Judges. US Sailing offers both a Basic and Advanced Judges Seminar. The Basic Seminar allows folks who want to be able to conduct good protest hearings at their own club to take the seminar and an on-line 25-question test and, with some additional experience, become certified as a Club Judge. People who want to go farther and travel to other sites to help judge at events can take the Advanced Seminar and become a Regional or National Judge. Your dues help develop the materials and programs to train judges so that you don't wind up in a hearing with three drunks from the yacht club bar.

3. Certified Race Officers. Similarly, US Sailing's Race Officer training teaches sailors how to run regattas better both on and off the water. The past several years Interlakers have benefitted from the race management skills of Steve Harris, Matt Bounds, and Joe Colling.



US Sailing St. Petersburg Yacht Club Trophy

Matt Bounds and the ISCA's Jamie Jones have each been recognized by US Sailing by being the Principle Race Officer awarded the St. Petersburg Trophy for excellence in race management. Old-timers will tell you that 40 years ago, there were lots of crummy races run by crummy race officers. Sailors expect better today – and they get it, in large part due to US Sailing.

2. A Rule Book. Every US Sailing member receives a rule book. The rules evolve over time (usually a 4-year Olympic Cycle). If you're ever in a protest hearing, the first thing you want to check out is the rule book that your opponent is carrying. If it isn't the current version, you've got an instant advantage if you have the same edition as the protest committee members.

And the Number One Reason to join US Sailing:

1. Stickers. You get stickers for your transom, your trailer, your tow vehicle, and your cell phone to show people that you know what's going on.

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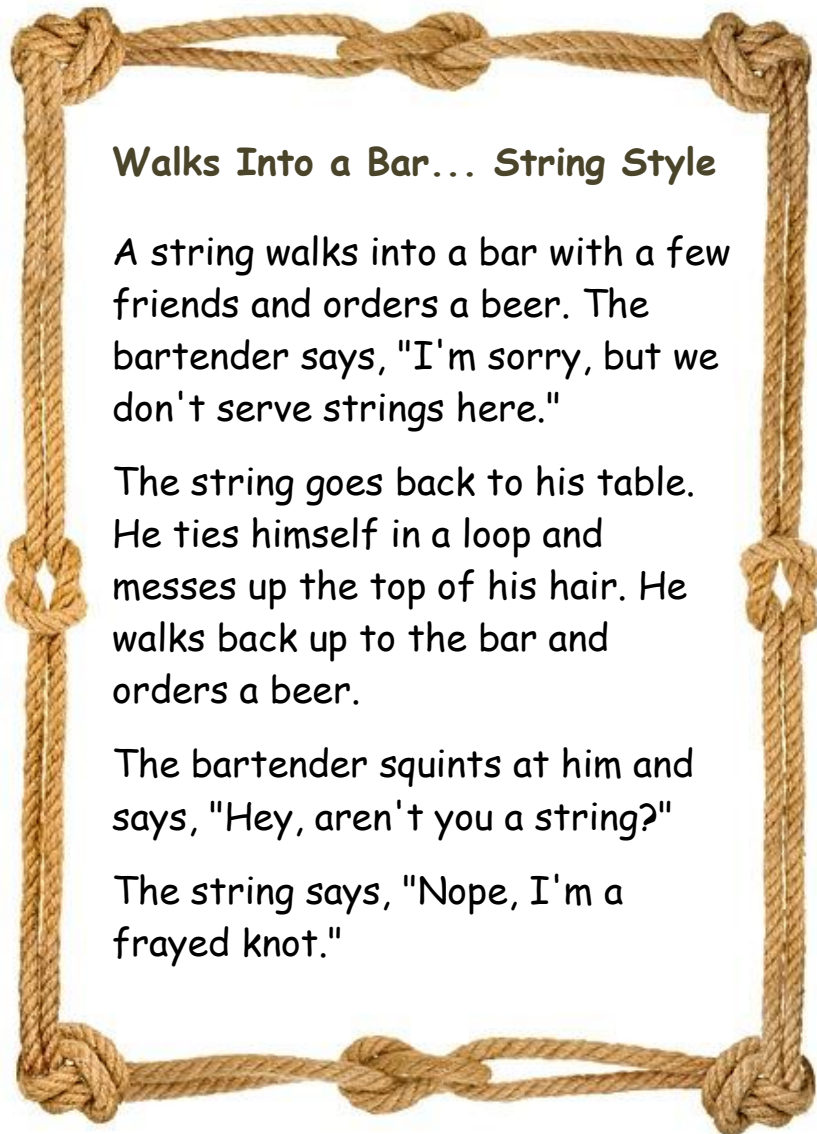


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Walks Into a Bar... String Style

A string walks into a bar with a few friends and orders a beer. The bartender says, "I'm sorry, but we don't serve strings here."

The string goes back to his table. He ties himself in a loop and messes up the top of his hair. He walks back up to the bar and orders a beer.

The bartender squints at him and says, "Hey, aren't you a string?"

The string says, "Nope, I'm a frayed knot."

*Set goals, keep learning, and have fun!
Continued from page 11*

This learning and evaluation process is a continual one that should include an occasional review of progress made toward the goals you've set. There's sometimes a fine line between goals that are too easy to reach (and therefore don't mean much when you attain them), and ones that are too difficult (which invite feelings of failure).

Finding the middle ground where goals are challenging, yet not impossible, is a trial-and-error process that takes time. Don't be afraid to modify expectations of yourself or to set new goals when it's appropriate. Good luck!

Classifieds - continued from page 19

North Spinnaker - Used in one Nationals, then sparingly. Airx cloth, radial design. This is a very fast spinnaker. \$500.00. Call Brad Huntley 440-670-1935.

Spinnaker - New Doyle Spinnaker only used 3 times. White with blue center panel \$850. Contact Brad Balmert bradb1384@yahoo.com or 440.670.5065

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Fleet #39 Mid-Atlantic

Martin Howell 703-660-6255
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Search in progress
Could this be you?
Please contact us!

Classified Ads:

Interlake 1396 - Dark blue hull cream deck. Heavy galvanized trailer. One set of sails. Sails need some repair, mice damage. Otherwise good condition. Asking \$6500.00. Contact Thomas Dean. 330-697-3271. Thomas.dean.j@gmail.com. Located in Aurora, Ohio.

Interlake 1372 - Gray hull, white racing deck, two good sets of sails, good cover, two rudders, and galvanized trailer. \$7500.00 Dick Hirtreiter - Hirttrj@cs.com 231-947-1215, cell 231-499-9910

Interlake 1356 - has a white hull, a white deck, and factory flotation. It was built by Customflex in 1999 and has been predominantly used for day sailing, although it is rigged for racing. The boat is in very good condition and comes with a Sunburst trailer. It is rigged with: jib furler, jib halyard tensioner, spinnaker pole, topping lift, boomvang, Cunningham, out haul, traveler, auto bailers, hiking straps, a cut-down centerboard trunk with a stainless steel centerboard, a custom tiller and a factory kick-out tiller. The running rigging has been replaced for sale. It comes with two mains (one reefed), two jibs, a spinnaker, a mooring cover, and a trailer cover. Asking \$8,000. For details call Karen Freed: phone or text at 330-962-9591 or email at alan.d.freed@gmail.com. Located in Port Clinton at the Weatherly Boat Works 386-416-9034.

Interlake 1143 - Raced at Indianapolis for many years. Has been out of water and covered ever since. Rare yellow hull color. Includes trailer, Sailor's Tailor cover with skirt. Two mains, three jibs and spinnaker. Custom rudder. Lots of Harken

spare parts. Factory flotation installed. Some hull damage around centerboard trunk. Asking \$960. Underweight last time weighed. New trailer lights. Located 40 minutes east of Louisville. Rick Paul phone or text 765.430.5389 or email at mrrickpaul@gmail.com

Interlake #888 - We are moving where sailing is less practical and unfortunately need to sell. It's in very good condition although the main is original and the spinnaker is old. The jib is relatively new. It does not have a cut down center board trunk and it has bench seats. The fiberglass is solid as new and it's very clean. It's a great boat for cruising around. It's on a Texas Royal folding/launch trailer. For more information - Larry Lowry, Wauseon, OH 419-335-1184

Interlake #147 was built in the early 1940's in Ashtabula, Ohio by Merle Eddy, father of the current owner Jean "Liz" Eddy Fuller. Merle was an architect and master woodworker. This is one of the few wood Interlakes known to exist. She needs extensive restoration but has good "bones", and when restored would be stunning. Restoration was started by Liz' late husband. The hull is oak, the deck is curly maple and cherry herringbone. The centerboard and stern are black walnut. Nylon sails are included. She can be seen at Liz Fuller's home in Granger, IN. She can be reached at 574-309-3424.

Continued on page 18



DRIVEN TO WIN



2018 NATIONALS

1, 2, 3

Congratulations Jim Ward

CONTACT YOUR REP FOR DETAILS

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