

The
Intercom

Official Newsletter of the Interlake Sailing Class Association



www.interlakesailing.org

November 2019



Hey - someone
tell the big guy -
marks to port!



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



The 2019 season is wrapping up. While we're sorting out the Travelers Series standings, ordering new sails and planning for [Midwinters](#), 3/13-3/15 at Davis Island YC in Tampa, I'd like us to spend some time thinking about the future of the ISCA.

2019 was a good year by current standards. Regatta participation was stable. We got Buckeye Lake back, a new first time Nationals Champion and some new boats built. We're clearly holding stable but how proud should we feel about it. Was this year good enough? What is good enough?

For me the answer depends on which hat I'm wearing. With my sailing cap on, I feel pretty good. I got to sail in 6-7 travelers' series regattas with good competition and had a lot of fun. From my perspective as an engineer the year was OK. We've seen some manufacturing issues with our new boats but we understand them and are working through the process to eliminate them. Not perfect but the kind of thing that should not be a surprise when transitioning to a new builder. Things are moving in the right direction and we should expect continued improvement. When I put on my MBA hat, I see huge opportunities for improvement.

As a class we're seeing the same issues and trends as the rest of our sport. Competition for people's spare time and money is fierce. We have a competitive product but we're not marketing and selling it in a way that's accessible to today's customer. If we want to be in the game, we've got to approach it like any other recreational activity in the 21st century.

We have to make it simple, easy and inviting for someone interested in sailing to choose an Interlake. I believe that can be achieved by implementing the following goals:

- Deliver an existing, stock boat in two weeks from online deposit to delivery.
- A prospective Interlake owner should be able to completely understand our boat, know how to buy one, and learn about our class from online resources. Existing boat owners should be able to order common Interlake parts online and receive them within a week.
- All travelers' series regattas should allow online registration, payment, and results.

Aggressive? Yes! Achievable? Absolutely (over time)! Necessary? Only if we plan to have an active Interlake class in 2050.

We'll be discussing these ideas over the winter and, I hope, be implementing the initial steps next year. Let me know what you think and how you would like to help.



*It's coming, sooner or later...
Put Tampa on your calendar
March 13 – 15, 2020*



Interlake Midwinters

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Cover photo – Interlakes with the tall ship on Traverse Bay. Photo by Billy O'Rourke

My Class, My Story: Interlake

A boat is more than a boat: It's a connection of the past, the present and all that happens between life's start and finish lines.

By Jim Ward, Interlake #1425



A surreal emotion sweeps over me as I peel back the stiff canvas cover, exposing my Interlake to the warm July morning sun. The routine of rigging my boat before the day's race will be the same as it's always been, but this time, the experience will be different. Dad is no longer beside me, meticulously preparing the boat as he always did, checking control lines for chafe, inspecting every bit of hardware and gliding his hands over the foils to confirm their perfection. That's how we would rig my Interlake together—until 2012, when cancer suddenly took him.

It's amazing how a simple sound can extract a memory from deep within. When I hear water slapping the Interlake's flared bow, its hard chine sluicing through a choppy Sandusky Bay, just as it was designed to do, I think of Dad.

It's also a sound that draws the happiest memories of sailing with my family, of junior sailing practices and the laughter, fun and freedom of being a carefree teenager on the water. It's a sound that has bonded me to the Interlake for decades.

Like many of us, I was lucky to discover sailing through my parents, both of whom were outstanding sailors with a genuine love and passion for the sport. Dad won a handful of national championships in the Columbia 26 and Tartan 10 classes. He was calm on and off the water and had a knack for making the boat go a touch faster than any boat around him. I crewed for him for many years, unknowingly soaking up his lessons and wisdom.

When I was very young, I would sit behind Dad during windy races on *Wine Squall*, the family T-10.

This was the safest spot on the boat for a child, and it

allowed me to have the perfect seat to watch him drive through the waves. Dad's best friend, Jack Mueller—who was always the main trimmer in any large regatta we ever sailed—was also a great teacher, a very accomplished sailor, and class builder for many years for the Lightning and Snipe classes. He was also a man who graced any room he entered with a legendary smile and laugh.

Jack shared the same calm demeanor as Dad, making them a great combination. I learned a great deal watching them sail together over the years.

As I grew older, I was given the opportunity to move forward in the boat, from behind the tiller, to trimming the jib, to even sharing the helm with my father during the North Americans. He and Jack worked well together, always reminding the team that boatspeed was essential, but sailing on the correct side of the course was always more important.

They shared the same perspective that winning was great—but not as important as enjoying our time on the water together. They both had a great feel, and they taught me a great deal when it came to sailing in waves. They were always discussing heel angle, traveler height and how the bow felt going through the chop.

They also had the great ability to forget a poor result, and follow up a bad race with a strong finish to save a series.

My parents enjoyed sailing together and to make a point of it, they always registered as George and Nancy Ward in any major regatta they ever entered, a tradition my wife Jayme and I continue to this day. In their honor, the T-10 class now awards the Ward Trophy at the annual

Continued on page 5

North American Championship to the top placing husband and wife team.

Sportsmanship was always very important to my father too. He viewed sailing much like running a business: If you treat people with respect, act honestly and avoid conflict whenever necessary, you will generally come out on the winning side of things. After his passing, the Sandusky Sailing Club graciously honored my dad by naming their annual sportsmanship award after him. One of his best friends, Rex Carper, a legendary bowman for many years on *Wine Squall*, designed and donated a beautiful trophy.

After graduating from college long ago, I found myself looking for a place to settle and a small boat I could campaign on my own. The Sandusky Sailing Club in Ohio was an obvious choice. The dry-sail area at the club was forever teeming with Interlakes, which the club commissioned in 1933, and the local fleet, with as many as 40 boats at the time, was an active group.

The Interlake was the work of Francis Sweisguth, who also designed the Star. Sweisguth was hired to develop a centerboard dinghy uniquely designed for Lake Erie's Sandusky Bay.

Eighteen feet long, easy to trailer, rig and sail, it was the perfect boat for the club. Its bow glides easily through the tight chop that we often have on the bay and the right amount of heel angle greatly affects how the boat performs, in flat water or waves.

My first Interlake was an older model, which I raced for a few years. It was a good boat and I had a great time learning more about the class and what would be required of me to race at a higher level.

Every year, the week before the national championship, Dad and I would get together, go over the boat and make sure it was ready for the regatta. He was a believer in setting up for success before leaving the dock for the first race, so he instilled in me one key element of sailboat racing: If my equipment, rigging, sails and crew are in order, I have no excuse to lose.

One appealing trait of the Interlake is its simplicity. The mast is easy to step, and without spreaders, it's easy to tune. Dad and I would step the mast together and double check the tuning numbers.

He was a believer in having settings that are easy to replicate on the racecourse. We would confirm our mast rake and trim marks on the jib sheets, centerboard and traveler lines to ensure they were in line with baseline settings. We would inspect the centerboard to make sure it hung at the perfect angle in the boat. We'd replace any small items we thought could potentially fail, leaving nothing to chance.

Sailing is a wonderful distraction from life's woes, which is why I committed to racing as much as possible. Dad would have approved.

The older I got, the more I enjoyed this time with him. As an engineer, he thought about things differently than I. He preferred listening to talking, but he always thoughtfully

answered any question I asked. I eventually saved enough money to buy a new Interlake from Customflex.

Terry Kilpatrick was building them at the time, and the process of creating a boat with him was one of the most enjoyable experiences of my life. Kilpatrick and his wife, Karen, are two of the kindest people I've ever met and with them it was more than a boatbuilding exercise. It was family bonding. He allowed me to get as involved in the build process as I wanted. I would visit them on the weekends. Terry would let me lend a hand with the lay-up and rigging.

I met my wife while racing Interlakes, and Kilpatrick worked with the two of us so the boat was rigged for her to be able to easily reach and pull control lines. He's the only Yale-educated boatbuilder I've ever met, and the care and intelligence he put into building boats was remarkable. I wanted to add a custom teak rub rail around the boat because I liked the way it looked—it added a touch of the past to the new boat.

Kilpatrick spent hours working on that rail, and the finished product looks fantastic to this day. A handful of other owners eventually asked for teak rails too, and I feel good knowing he probably cursed my name each time he added one to a new hull. He has since retired, but today, Wes Blazer, of Weatherly Boat Works in Port Clinton, Ohio, builds Interlakes in the same meticulous manner. The boats remain an incredible value considering the craftsmanship and care that goes into each build.



In 2012, the Interlake Nationals were scheduled for North Cape YC in LaSalle, Michigan. North Cape is a special place for me because my grandfather, whose name I proudly bear, was a founding member. He was the club's second commodore and my parents held their wedding reception there many years ago. My good friend Jay Mueller—Jack's son—and I had the event circled on our calendars for years, and we were really looking forward to it. We'd sailed a Snipe Junior Nationals together at North Cape many years earlier and we'd always looked forward to returning for a regatta of some sort. Jay lived in Connecticut and came back for a few regattas every year.

We'd always enjoyed sailing with one another, so teaming up for Nationals was something we had to do.

When my dad passed away earlier that year, it was hard on the family. Sailing, however, is a wonderful distraction from life's woes, which is why I committed to

Top 10 Cold Weather Sailing Tips

<https://www.quantumsails.com/en/resources-and-expertise/articles/top-10-cold-weather-sailing-tips>

If your body is using energy to stay warm, focus and performance can suffer. Quantum sail consultant and Farr 40 pro David Gerber shares his top-ten tips for staying warm during cold-weather sailing.

My experiences in cold-weather sailing are from several years of springtime practicing and racing in the northern regions of North America. I've also sailed one of the coldest races, the 338-nautical-mile Trans-Superior on Lake Superior, a couple of times. Here are my top-ten tips for staying warm during your next cold-weather sailing adventure:

1. Stay dry – get reliable outer gear

Dry equals warm. The fastest way to ruin cold-weather sailing is to get wet. Fortunately, there is a lot of great gear available in a wide range of prices. Personally, I like the Musto foul weather gear and Dubarry sailing boots. Both types of gear are necessary for staying dry and for cold-weather sailing success. Invest in outerwear that will not only keep you warm and dry, but will last for more than one sailing season. Talk to sailors in your area to see what they recommend. They will be your best guide for not only picking out gear that suits your local sailing conditions, but also knowing where to find the bargains.

2. Base layers

It is one thing to stay dry, but if you don't have the right base layers to keep you warm, you will also be miserable. Keep in mind that the cold air over the water can feel a lot different from the cold air over land because the excess moisture in the air makes it harder to escape the cold. Make sure you have the necessary pieces: long underwear, wool or synthetic socks, mid-layer, stocking cap, mittens, and maybe even a heavy layer.

One item I always bring is a good old fashioned wool sweater. It's warm – wet or dry – and cozier than a synthetic top. Because of the nature of wool and how the fibers are arranged, it has greater bulk and can retain more heat. It's also moisture-wicking and can absorb a third of its weight before it feels wet. I recommend avoiding cotton against the skin. You need to stay dry from the inside out. Cotton is not moisture-wicking, so as you begin to sweat, you want to keep that moisture away from your skin to keep it from making you cold.

Another tip: look for leather, insulated gloves or mittens from your local hardware store. They are inexpensive alternatives to sailing gloves, and hold up well to lines and water.

3. Disposable toe and hand warmers

You can grab these at your local hardware or sporting goods stores. The toe warmers are ideal because they have a sticky back on them. This allows you to stick them in other areas, like your neck and chest, but don't ever stick them directly to your skin. Instead, put them inside a neck gaiter or stick them to your shirt.

4. Neck/face guard

Those sun guards that go around your neck have increased in popularity and can be found at local sporting

goods stores. Not only is this a nice item to keep the sun off your neck and face, it will also help keep your face warm during a cold sail. Keeping the spray off your face will keep you dry, and, you got it – warm. If the air temps are low, the bite of the cold wind combined with the moisture can easily lead to frost nip on any exposed skin.

5. Protect your eyes

Cold air and winds will make your eyes water. Aside from making your face wet (and cold), it's also uncomfortable and hard to see. If your sunglasses aren't enough, or it's not super sunny, ski goggles are great for protecting your eyes, and they'll also cover exposed skin. During the day, try a pair with colored or polarized lenses. They add dimension to flat light and help you see the different winds coming on the water. Ski goggles with a clear lens are great for keeping your eyes from watering at night (when the colored lenses could be more of a hindrance). Regardless, if you don't have tears running down your face, you will stay warmer and be more comfortable.

6. Sleep in your gear

The best way to get rid of the moisture is to simply leave your clothes on when you sleep. Remember, your body runs at 98 degrees – that is a great drying agent. Stay warm and dry by sleeping in your gear.

7. Avoid eating large meals

Eat a lot of little snacks. A big meal takes more energy to digest, and this will make you colder. Keep your energy levels high with small snacks that are high in protein and are digested more slowly.

8. Empty your bladder

If you have to pee, then pee. Your body uses energy to keep the liquid in your bladder warm. Go when you have the urge, and it will help you stay warm.

9. Drink warm liquids to stay hydrated

Lots of beverages are good warm. One drink I particularly like is hot-Tang. Not only does it taste good, but it's loaded with vitamin C. Grab a thermos and fill it with a hot beverage of your choice. If you're on the boat overnight, cuddle up with a Nalgene full of hot water in your sleeping bag or under the covers (just make sure it's closed tightly!).

10. Stay active

Whether you are cruising or racing, if you stay involved in the sailing and/or racing of the boat, it will help keep you warm. Most times you get cold when you're sitting around and not exerting any energy. Help your body stay warm by keeping your blood flowing. Luckily, in our sport you can always strive harder to make a boat go faster.

Stay dry, stay warm, and sail fast!

Class News

2019 Great White Northerns

Grand Traverse YC, Traverse City MI

August 23-24, 2019

By Bob Sagan, Interlake #1442



Jason Massaroni and Bob Sagan
photo by Billy O'Rourke

Skipper / Crew	R 1	R 2	R 3	R 4	R 5	Total
Sagan/Massaroni	1	1	4	3	4	13
Bodie	4	2	5	1	3	15
Sanderson	5	4	1	7	1	18
Robishek/Dolan	7	5	2	6	2	22
Zimmerman/Johnson	2	3	8	5	5	23
Cornwell/Clulo	3	8	9	4	6	30
Tom Young	6	6	3	8	7	30
Tom Wills	9	9	6	2	9	35
Mulcahy	8	7	7	9	8	39

78 degree air, 76 degree water, 16-22 mph pressure from the north making 2-3' waves and a bunch of Interlake teams with a full clubhouse eating and watching. Manageably epic. Perfect.

This is how the 2019 version of the Great Whites started. Fleet Captain Jeff Bodie tried a different schedule in an effort to maximize tourism opportunities along with club amenities. We sailed two races Friday eve, and three on Saturday in the early afternoon. This permitted visitors a day of travel followed by a "pleasant" evening sail to end with an open kitchen and bar on a regularly busy club night. Follow that with relaxing morning, then sail in the afternoon sea-breeze and conclude with evening social and Sunday to be tourist/travel. Excellent. Nailed it! With one *asterisk,* (It blew strong Friday evening which was great fun, but made Saturday morning more of recovery than anything else.) Good call Jeff!

Friday afternoon was sunny and welcoming as we greeted visitors Bill Sanderson, Ben & Liz Terrien - Interlakers now in Grand Rapids, along with Tom & Sue Wills. Always good to see friends again, chatting as we helped stepping masts. On the water was more intense.

The home fleet had the same "game on" conditions the night before for fleet racing. I was glad to have my longtime buddy and partner in Interlake crime, Jason Masseroni, onboard for my first regatta in two years and since broken rib earlier in summer. We hadn't practiced so we planned to sail conservatively in the demanding conditions. We stuck to that plan right until I blew the first start. (Ya, like we were gonna turn it down). We hit the button and found a high /fast groove thru the waves. It's nice to have crew that doesn't need coaching, and when it's a bud that knows you, even better. We worked the boat and sails hard making our way through the fleet while staying on the regular 15 degree shifts. What I didn't know is "sneaky Jason" was slowly squeezing the jib in until I whined the boat felt %\$#!y. Then a ¼" ease on jib, along with couple inches of main, and the cycle

would repeat. Behind us Scot was battling with Bob Cornwell and Jeff Bodie. I was really impressed by the Junior teams Robishek/Dolan and the Mulcahy boys. These small two person teams were greatly overpowered yet displayed incredible seamanship in managing the black diamond conditions.

Wind and waves continued to build for and during the second race as the fleet showed their boat handling skills controlling the intense conditions. Jeff Bodie really got rolling to get in front of Scot while Bill Sanderson put his crew "muscle" to work to move up as well. Tons of fun, yet everyone was glad we only did two races. We were all also glad that grub and beer was waiting for us. The good times kept rolling.

Then it was time for something completely different: Saturday looked like it MIGHT be a no air delay. Racing did start on time (1 pm) in "light and variable." Jason and I decided to keep an eye on Jeff and Scot. We figured that since they are fast and smart that staying in contact would keep us up near front of the fleet and limit damage to our point lead. Fortunately, both went left at the start. They went the wrong way. Bill Sanderson took most of the fleet with him right and took the bullet with a TACS Jr team in 2nd (Robinshek & Dolan) and Tom Young 3rd. We finished in front of Jeff and Scot so felt good about winning our plan. We had the same idea for R2, but I decided to make it more challenging and tanked another start. Jeff and Robishek didn't. They launched and it was all we could do to get back on their transoms by the finish. For the last race we followed Jeff around the course (being behind him was made easier by another "questionable" start) as Bill and Robishek caught their own lifting puff early on and took the top spots.

The awards party continued for a bit at GTYC then the gang headed up into Leelanau to new hot spot, Hop-Lot micro-brewery. A relaxing spot that had me so chill I forgot to take pics until the last moment. At least I got the most hard-core partiers! Thanks to Jeff for organizing a good weekend and to all the sailors for making it great.

Traverse Bay Is Far Away BUT....

By Sue Wills, Interlake #902

Originally when choosing regattas off of the Traveler's Series, Traverse City didn't make the short list basically because of the distance but when it looked like vacation authorization might be denied for Nationals in Indianapolis we decided to add Traverse Bay to our list.

Due to the distance, Tom took 2 days of vacation, Friday and Monday, to make the 400 mile, 6+ hour trip less stressful. Looking at the race announcement in 'The Intercom', the week before we saw the regatta was scheduled to start Friday evening rather than the traditional Saturday morning. With Friday sailing, we left early Friday morning and drove straight to Traverse Bay only stopping for lunch and later for gas. Nearing the club, Sue noticed there were white caps rolling in towards shore. We arrived at the yacht club mid afternoon.

Being the first out of the town competitors to arrive, we selected a parking spot and proceeded to set up Bobbin for sailing. As the afternoon wore on, local sailors and the other traveler rolled in and prepared for the regatta. Boats were launched and snacks were had since dinner was planned for after the sailing.

Knowing only two races were planned for the evening, all headed out into the brisk winds. Since we only had 2 on board, we opted not to fly the spinnaker and risk being over powered. All returned to the dock ready to eat. No one went swimming though we were quite wet. A nice dinner was provided through the restaurant at the club. Visiting with the other sailors and club members concluded the evening.

Saturday brought much calmer winds, so calm that the PRO said we should head out but we would go on delay once we were out on the lake. Winds were predicted to come up early afternoon and he didn't want to waste any of them sailing out to the start. As the winds arrived, racing started. We quickly ran thru 4 races. There was still time to run another race that afternoon but the regatta officials decided we'd had enough good racing and that we should head for shore and activities there. Boats were packed up and awards handed out. Afternoon activities were bantered about and in the end many of us headed over to a local brewery for dinner and some more camaraderie.

During conversation Saturday night, it was revealed that sailing was scheduled Friday night rather than Sunday morning since evening winds are typically much more dependable than the early morning winds. Thus Friday evening sailing would likely be more satisfying/likely than Sunday morning. This year, they called it right. Friday evening winds were brisk, Saturday winds were light to moderate and Sunday morning winds were almost non-existent.

Sunday, an Ironman Triathlon was held; swimming across the bay, cycling on the roads along the bay. Not sure where the running was, we were out of town by then. The cycling event made it a little challenging to leave the area. Sailors needed to cross the bike route to head south and many roads were closed. We found a closed road

that had a police officer for traffic control rather than barricades or dump trucks or other city vehicles. The officer watched for a break in the line of racers and waved us across. This delayed us a little while but since we didn't have firm plans for the day, it didn't cause us much grief.

We headed south to Holly, Michigan for the Michigan Renaissance Festival. We spent the day wandering the fair, watching shows and enjoying the weather. We opted to get back on the road and find a local restaurant for dinner rather than pay for festival food. We continued down the road stopping for the night at Dearborn.

Monday morning we left the boat at the hotel and met my Aunt and Uncle who live in a Detroit suburb for breakfast. We had a good visit. Schedules prevent us from seeing them often so it was a nice treat to visit and catch up. Next stop was The Henry Ford Museum. Weather was perfect for exploring outdoors. We took advantage of the smaller crowds and booked rides on different modes of transportation in the Village. After a light lunch we met with a docent and had an insider's tour of the museum. As the museum closed for the evening, we headed back to the hotel to pick up the boat and to meander the rest of the way home.

To wrap up, Traverse Bay is a longer trip for most of the Interlake fleet than almost any other venue but it is in beautiful country. The water is clear blue similar to the waters of the Caribbean -- not muddy brown like our home pond. The area is full of amazing wooded areas and other natural features. Michigan has many interesting festivals and points of interest waiting for exploring. Add a couple of days to your regatta schedule and plan a mini vacation with your regatta at Traverse Bay.

The traveling duo of Bill Sanderson & Tom Wills, both of the Mohican Sailing Club were the lone out of town boats at this lovely venue. Bill reached out to relocated Interlakers, Ben & Liz Terrien, for crew (since Ben & Liz live in Michigan now). It added to the fun of the event as we got to visit with more of our friends in our Interlake family. Next year, let's see a few more boats up at Traverse Bay, it is discouraging to organize an event and not have others to partake in your activities.



Jeff Bodie, Grace Pytell, Sue & Tom Wills, Bill Sanderson at Hop Lot Brewing. Photo by Bob Sagan

Haphazard Regatta – Parker Does It Again

Mohican SC, Lucas OH

September 14, 2019

By Mike Fulton, Race Judge

Whoever said that nice guys finish last never met Bryan Parker. Bryan always has such appropriate comments after collecting his first-place trophies. He always praises his crew, this time PJ Blonski and Sam Patterson. Sam, it seems, never raced in an Interlake and had never sailed on Charles Mill. Bryan compliments his competitors; he even compliments the race committee.

Winning on Saturday, September 14, was not a wade through the shallow pool, however. Although they only edged Bryan out in one race, the Ireland Family—Nate, Bridget, and young Vincent—came in a close second. And only a mysterious (to me) withdrawal from the first race kept home-town favorites Marion and Barb Zaugg from denying them both the honors.

It was a good day to have three people in the boat with winds nearly steady at 13-15 mph out of the WNW and NW. Only four points separated the 4th- through 7th-place finishers. Bryan and Jim Bradley, from Jolly Roger,

edged out Bill Regan with Mike Chambers as crew, who in turn finished only three points ahead of Jeff Clark of Hoover with Matt Veryser and Cara Bown as crew and Stewart Fitz Gibbon with his favorite crew, Heather Fitz Gibbon.

And here's a rules quiz. How do you break a tie after lining up best finishes still leaves a tie? That was the case for regatta host Tom and Sue Wills and fellow Mohican sailors Bill Sanderson with Heather Parsons and Keegan Hange crewing.

Another withdrawal left Paul and Carol Denzinger, in only their second regatta, with the best view of the whole fleet.

It was gratifying to have 10 Interlakes compete in the venerable Haphazard regatta. We hope to see all these sailors and more next year when Mohican Sailing Club will celebrate its 75th anniversary.

Place	Skipper	Crew	Club	Hull	R1	R2	R3	R4	R5	Total
1	Bryan Parker	PJ Blonski & Sam Patterson		923	1	3	2	3	1	10
2	Nate Ireland	Bridget & Vincent	Hoover SC	952	2	2	3	4	4	15
3	Marion Zaugg	Barb Zaugg-Joudrey	Mohican SC	1299	11	1	1	2	2	17
4	Bryan Bradley	Jim Bradley	Jolly Roger SC	1376	3	8	6	1	6	24
5	Bill Regan	Mike Chambers	Mohican SC	1355	4	5	5	6	5	25
6	Jeff Clark	Matt Veryser & Cara Bown	Hoover SC	1370	7	7	4	7	3	28
7	Stewart Fitzgibbon	Heather Fitzgibbon	Mohican SC	1316	5	4	7	5	7	28
8	Bill Sanderson	Heather Parsons, Keegan Hange	Mohican SC	1435	6	10	8	9	8	41
9	Tom Wills	Sue Wills	Mohican SC	902	8	6	9	8	10	41
10	Paul Denzinger	Carol Denzinger	Mohican SC	1241	9	9	11	10	9	48



Haphazard Participants

Snowball Regatta

Buckeye Lake YC, Buckeye Lake OH

September 21, 2019

By Chad Headlee, Interlake #1418



The Interlake crowd celebrates with Jeff at Buckeye Lake

Buckeye Lake Yacht Club hosted its annual Snowball Regatta on September 21st and we had a fleet of Interlakes on the water at Buckeye for the first time in many years! If you haven't been out to Buckeye lately, the lake is full and the new 7-mile-long dam is beautiful with a huge biking / walking path with fabulous views.

Racing was delayed due to concerns of a nearby passing storm but we got out of the water before 1pm and it turned into a great day of sailing. Steve Harris was PRO and we had 5 Interlakes racing in their own fleet along with a Flying Scot and 5 PHRF boats in another fleet. Winds were light but relatively consistent from the west. Jeff Clark and his crew Matt Veryser won the first race and never looked back.

Winds were up and down throughout the day. At times we hiked and at times we drifted but we were able to get 4 great races in and be derigged and at the bar by around 5pm. Jeff Clark took straight bullets and was untouchable. Bill Sanderson battled Chad Headlee down to the last leg of the last race for 2nd place. Mark Presley finished 4th and Samantha Falter finished 5th in a recently acquired boat.

While we aren't able to locate the official results from the day, I have tried to recreate them as best I can below. I make no claims these are perfectly correct!

Now that Buckeye Lake has fully recovered from the issues with the dam, plan on attending next year's Snowball regatta and let's get a dozen or more Interlakes racing at the historic venue!



Jeff and Matt sailing upwind



Caitlyn Presley crewing in her first Interlake regatta

On the water photos by Dave Chapman

Skipper	Crew	Club	R 1	R 2	R 3	R 4	Total
Jeff Clark	Matt Veryser	Hoover Sailing Club	1	1	1	1	4
Bill Sanderson	Heather Parsons	Mohican Sailing Club	2	3	3	2	10
Chad Headlee	Stephanie Headlee Tim Cullenen	Hoover Sailing Club	4	2	2	3	11
Mark Presley	Caitlyn Presley Tyler Cullinan	Hoover Sailing Club	3	4	4	4	15
Samantha Falter	Steve Goodyear	Buckeye Lake Yacht Club	5	5	5	5	20

2019 Poltergeist Regatta

Indianapolis Sailing Club, Indianapolis IN

October 5 – 6, 2019

By Joe Novak, Fleet Captain, Interlake #1270



Fleet #28 hosted its annual Poltergeist Regatta on October 5-6th. The regatta was attended by 11 Interlakes with 5 from visiting clubs this year.

The weather for the weekend was mild with Saturday temperatures ranging from 65F at race start to 75F at race finish, and the water was still warm as well. Races started at 1:30pm sharp. The course was windward (with an offset) / leeward 2 laps with a windward finish. The competitors enjoyed an average 7 mph steady albeit very shifty wind during the first race; but the wind became a little elusive during the second race. The shifty wind created a number of position changes. Only 2 races took place with the first finishers just under 45 minutes for each race.

Saturday night, the competitors enjoyed our traditional smoked Pork Chop dinner, dessert and drinks. Evening

weather conditions were great for socializing on the clubhouse deck and camping.

Sunday morning weather wasn't so favorable. Just as the competitors were getting ready to leave the harbor rain settled in with some brief lightning. After sipping much coffee and watching the weather for about an hour and a half racing was abandoned due to lack of wind and another rain front approaching. As the boats were being put away, a hot chili lunch was being prepared. During lunch, trophies were presented to the top three competitors and their crew. Steve Aspery and crew Tim Cullenen managed a consistent performance in the shifty conditions and won the regatta.

The clubhouse, grounds and docks were in great shape and the hospitality warm. We missed all those who could not make it this year and hope to see all of you next year!

Rank	Boat #	Skipper	Crew	Club	R 1	R 2	Score
1	1435	Steve Aspery	Tim Cullenen	Hoover	1	2	3
2	1417	Tom Humphrey	Ann Humphrey	Sandusky	6	1	7
3	1397	Thane Morgan	Catherine Morgan	Indy	3	4	7
4	1370	Jeff Clark	Matt Veryser	Hoover	2	8	10
5	1327	Mark Saalmuller	Mark Saalmuller, Jack Fowler	Indy	5	5	10
6	952	Nate Ireland	Bridget, Vincent & Quinton Ireland	Hoover	4	7	11
7	1313	Hans Haupt	Linda O'Brien	Indy	9	3	12
8	1406	David Weimer	Jo Delano	Indy	7	6	13
9	1270	Joe Novak	Nick Staehler	Indy	8	9	17
10	902	Tom Wills	Sue & Kyle Wills	Mohican	10	10	20
11	1374	Brian Smiler	Noah Smiler	Indy	12	11	23

Hot to Trot Regatta

Portage YC, Pinckney MI

September 14, 2019

By Clark Chapin, Interlake #1317

Portage Yacht Club's Bill O'Donnel, sailing in #972 with U of M collegiate sailor Colin Quinn, dominated the fleet at PYC's Hot-to-Trot Regatta on September 14. The one-day event was combined with the Club's Flying Scot Regatta.

The fleet was reduced in size this year due to a variety of injuries and scheduling problems. Stalwarts Clark Chapin and Tom Ehman were sidelined by injuries, but both plan to be back next year. Clark assisted ex-Interlaker Steve

Wiseman on the RC Boat.

There was more than enough wind to make things interesting. In the first race, Marc Gleichert and Brian Williams in #1282 capsized under spinnaker in the first race, but managed to sail to shore, bail the boat, and sailed well enough in the remaining two races to edge out Rick Jarzembowski and Steve Zawacki in #1292, formerly owned by Bill O'Donnel, for third place.

Todd and Wendy Willford sailed #1109 to second place behind O'Donnel.

Rank	Skipper / Crew	Club	Sail #	R 1	R 2	R 3	Total
1	Bill O'Donnel	PYC	972	1	1	1	2.25
	Colin Quinn						
2	Todd Willford	PYC	1109	2	3	2	7
	Wendy Willford						
	Bill Holmberg						
3	Marc Gleichert	PYC	1282	4	2	3	9
	Brian Williams						
4	Rick Jarzembowski	PYC	1292	3	4	4	11
	Steve Zawacki						



#1282 sailing at the Hot-to-Trot

Continued from page 5

racing as much as possible. Dad would have approved.

Leading up to the Interlake Nationals, Jay and I raced major events in everything we could get our hands on: T-10s, J/24s, Lightnings and Interlakes. When Nationals finally rolled around in July, I truly felt we were ready.

Dad, of course, would have expected nothing less.

We won both races on the first day, but our great friends and rivals, Skip Dieball and his crew Jeff Eiber, came back strong to tie the series before the final race. We had some fortunate breaks in that race and crossed the finish line overlapped with Dieball and Eiber, so I was overcome with happiness when the race committee acknowledged we'd won. At the awards ceremony, Dieball gave a gracious speech, mentioning my dad and how special the event was for both of us. I remember his kind words today and will always look back on that regatta with a belief that it all came together at the right time.

After racing, I methodically secured the Interlake's deck cover, closing the boat like a journal, full of memories and thoughts of Dad, my wife, Jack, Terry and Jay—all of whom have influenced me in more ways than I'll ever know.

These are the influencers in my life, but it's also this 18-foot fiberglass boat, designed ages ago for a much different purpose, that has defined my life and who I am today.

NCYC Fall Blowout

North Cape YC, LaSalle MI

October 5, 2019

By Craig Koschalk, Fleet Captain, Interlake #1173

Three races sailed in 10-14 knots with large waves and nice reaches. 3 Interlakes participated this year with Bob Bradley taking first, Tom Marriot 2nd, and Kevin Bracy third.

Special thanks again to John Greiner and his team for running the regatta, who made a point to tell people he will keep running races if people keep showing up.

Sandusky Fleet Wrap-Up

By Bernie Ashyk, Fleet Captain, Interlake #1166

Sandusky Sailing Club's ISCA Fleet No. 1 wrapped up the 2019 sailing season with the Annual Blue Velvet Award Presentation on Saturday evening November 2nd. The headline for this story might read, "Hank grabs the gold twice in one year". After taking home the ISCA National Championship earlier in the year, Hank Boissoneault was awarded the coveted Blue Velvet Award for meritorious activities at a well-attended party at the home of Denny Butts overlooking Sandusky Bay. The memorable events, depicting knot tying, trailer attachment, mast takedown, and tire maintenance were re-created in a classic Muhn video for the enjoyment of all. As has become the tradition, Hank was gifted with the velvet jacket, cape, hat, cane, inflatable chair and ottoman, along with the engraved plaques and memorabilia.

This event capped a full season of 22 Wednesday and Sunday Club races and SSC's hosting of the One Design Regatta. As always, we had every wind and wave condition and great race management by SSC's experienced Race Committee. The four Series are totaled up and wouldn't you know it, Hank came out on top again!

On a somber note, Fleet No. 1 lost a great crew member, Randy Knilans, who raced with the Brad Balmert / Kathy LeValley Team, was killed in a bicycle accident. We will also miss longtime big boat and Interlake skipper John Heilman, who passed away later in the season. May they rest in peace.

We here at SSC are looking forward to the Annual Awards Banquet at Sandusky Yacht Club this coming Saturday evening the 9th of November. This event is always a good time. We will congratulate the outgoing officers on a job well done and welcome the new Bridge that will lead us to another fun sailing season in 2020.



Hank also won the Blue Velvet Award!

Overall Results 2019 Interlake Fleet 1

Name	Hull #	Wednesday Series 1	Wednesday Series 2	Sunday Series 1	Sunday Series 2	Points	Overall Place
Hank Boissoneault	919/1411/1226	1	1	2	2	4	1
Chris Mallot	1400	4	2	5	3	9	2
Mike Muhn	1242	3	5	4	4	11	3
Bernie Ashyk	1166	6	4	7	6	16	4
Dan Olsen	501	9	8		7	24	5
Brad Balmert	1384	2		3			
Maddie Henry	1440	5					
Pete Grant	1371	7	6				
Jim Ziss	1321	8	7				
Brad Huntley	1399			1	1		

Best 4/7

Best 4/7

Best 3/4

Best 4/7

Best 3/4

Best 3/4

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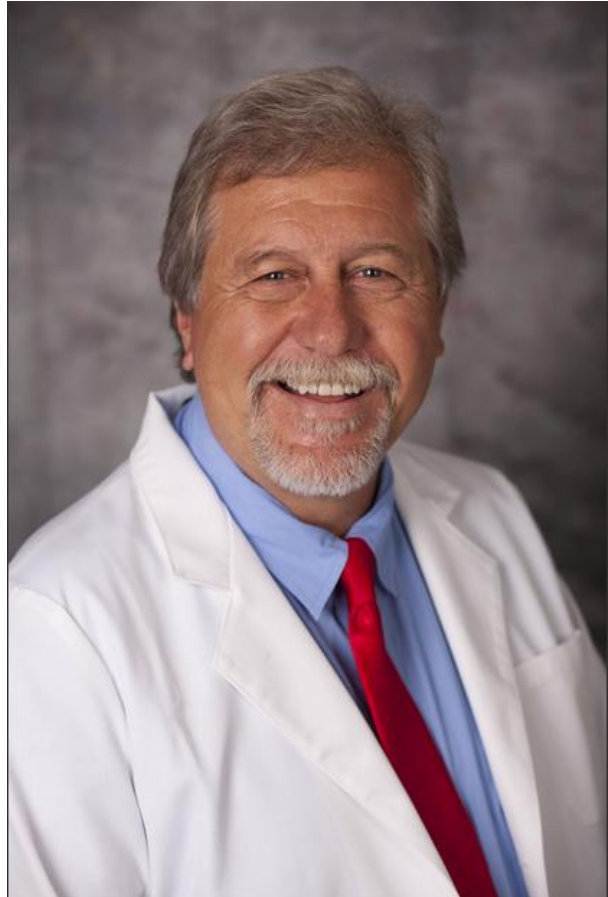
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Eight Bells – John Heilman



John P. Heilman D.C. was born in Columbus, March 2, 1951, to the late Paul and June (Yates) Heilman. He passed away Monday, Sept. 30, 2019.

He attained his Doctorate of Chiropractic from Palmer College of Chiropractic in Iowa in 1973 and was a dedicated practitioner of Erie County since 1975. John expanded his practice over the years with further training and education, bringing cutting-edge treatments in homeopathic and Neocortical Somato-Visceral Technique (NSVT) allergy elimination techniques to his patients.

In his younger years, John obtained his pilot's license and his hobbies included rugby, photography, cycling, skiing, golfing, cooking and karate. His true passion was sailing; he raced for the Sandusky Sailing Club for decades and served as Commodore in 1992. In addition, he was a member of the Sandusky Yacht Club, CIC and IAB. John enjoyed traveling and frequented the islands of the Caribbean with his family.

John is survived by his wife, Patricia (Schwartz), whom he married Oct. 9, 1999, and children, John and Gretchen. In addition he leaves children, Nicholas (Tara) Struve, Sarah (Daniel) Caskey, Abbey (Jerod) Smith, Alexander and Matthew with former spouse Kathy Heilman; grandchildren, Kevin, Victoria, Harper, Emma and Emily; brothers, David (John Wegas) Heilman and Bradley (Amy) Heilman; and numerous nieces, nephews and cousins.

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Interlake 1372 – Interlake 1372 gray hull with white racing deck. Jib furler, kick up rudder, fixed blade rudder, galvanized trailer, newer cover, good set of sails (main, jib, & spinnaker). \$6000.

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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

1961 Wood Interlake - that is in need of a restore. It has original wooden mast and boom. I believe the original sails. The rudder looks newer than '61 to me but could be original. It

was last sailed in 2010. I really don't want much if anything for the boat. It is on a Dilly trailer that I would like \$300 for. I have a title for both but the boat title is signed by several owners prior to me. I'm afraid if I put it up for sale here someone will buy the trailer and just scrap the boat and I really don't want that to happen. If someone wants the boat and not the trailer that is fine. Boat is near Philadelphia PA. Photos upon request. John Heidler 610-405-1885

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. (photos on <https://interlakesailing.org/category/classifieds/>)

Newer Doyle **main** (used 8 times) and Jib (used 4 times) \$1100; Brand new unused **spinnaker** (green) \$850; Used (12 times) Doyle **spinnaker** (green) \$400; Brand new unused carbon **spinnaker pole** \$350; Used **trailer mooring cover** very good condition \$200; Full **mast cover** \$75; Used **jib** \$75

Contact Brad Balmert 440-670-5065 or bradb1384@yahoo.com

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.

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