



The Intercom



Official Newsletter of the Interlake Sailing Class Association



www.interlakesailing.org

April 2020



Enjoying Midwinters Together



From the President

By Thane Morgan



Sailing is important to us but at the moment we're all struggling to some degree with CV-19 and the challenges it's imposing on our lives. I wish everyone in the Interlake Community the best of health and hope all our friends and family see this through with as minimal disruption.

We've kicked off another sailing season with Midwinters. One day of great racing but we had to work for it. Waiting until late afternoon to get things going. Lessons in perseverance and flexibility. It was an interesting bubble of normality while things seemed to be melting down in the outside world. Congratulations to Ryan Kyle for his consistent sailing with a newly designed suite of sails.

In my last note to the class I mentioned my desire to work on some important goals. We've had good discussions about them over the winter and I hope to continue them throughout the season. We've initiated some projects already as a result and I expect more to follow.

Have a great season and I'll see you at the races.

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Cover photo – Interlakers spending time together at Midwinters. This weekend was just prior to most events being cancelled or postponed due to the coronavirus outbreak. Photos by Lisa Aspery



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During this tough time, we here at Weatherly Boat Works wish everyone good Health.

Intercom Feature

Sailing in Tampa in March

By Ryan Kyle, Interlake #842



Photo by Robbie Roberts

Midwinter sailing in the South can offer some of the best racing and most fun times had by competitors traveling from afar. For most, it is a great way to spend some vacation time in the sun, doing what we love; sailing Interlakes with and against our friends. For Craig Koschalk and I, our midwinter journey began (on the road) at the end of February. We decided to pack up his Thistle, my Interlake, Suburban, Sailing Inc van, a dog and all of the necessary provisions that go along with sailing vacations..., like beer and rum, and hit the road! Needless to say, there was a lot of prep work that happened before this trip, but that could be another story on its own.

One of the best things about sailing in midwinter regattas is reconnecting with sailing friends from around the country, all while making new ones along the way. During our journey, we did just that by enjoying social time with old friends, meeting new people that were just getting into the class as well as connecting with some of the class veterans.

As for the sailing in Tampa, we were presented with a tricky weather window to work with. All 3 days of potential sailing were beautiful Florida days, but did not deliver much sailable breeze during our race time. In fact, the only day of racing we were able to score, we raced in the evening between 3:00-7:00. However, the 4 races we got in were sailed in a nice fresh sea breeze. A big thank you goes out to the Race Committee for being so patient and taking the time to ensure quality racing. Also, thank you to our fellow competitors for making the drive to support this great event. I would like to charge everyone at this year's midwinters with talking a fellow Interlaker into dragging their boat down for the event next year. It would be great to fill the DIYC peninsula with Interlakes! Until then, enjoy the beautiful spring the North has in store for us and see you all this summer!



Midwinters winners – Ryan and Craig

More on Midwinters on page 12

Midwinters Scores

Place	Sail #	Skipper	Crew	R 1	R 2	R 3	R 4	Total
1	1435	Ryan Kyle	Craig Koschalk	1	2	2	2	7
2	842	Steve Aspery	Melisse, Dave Aspery	7	1	1	1	10
3	1397	Thane Morgan	Joe Novak	6	3	4	3	16
4	1417	Tom Humphrey	Ann Humphrey	5	4	3	4	16
5	1248	Kevin Bracy	Martin Howell	2	6	5	6	19
6	1280	Scott Graham	Dick Harmon	4	5	6	5	20
7	1433	Bill Sanderson	Cara Bown, Heather Parsons	3	dns	dns	dns	30
8	1327	Mark Saalmuller	Jack Fowler	dns	dns	dns	dns	36

The New Midwinters Trophy!

*Article and trophy by Thane Morgan,
ISCA President, Interlake # 1397*

Soooo, you ask. Why do we have a new Midwinters trophy? Who came up with that? What were they thinking????

Well, ya see Timmy, if you hold a regatta, which someone wins (Yeah, I know who'da thought) and you don't have a trophy, stuff happens.

To wit:

I've been going to Interlake Midwinters at Davis Island Yacht Club in Tampa for 5 or 6 years. Lots of fun, good food, great sailing most days and tough competition. I loved getting my butt kicked by a better class of sailor in 80-degree weather in March. My only claim to fame was avoiding DFL in all competitions. I've received the gag prizes for the back of the fleet. The "thanks for showing up and pretending to be competitive when you sailed the wrong way and the wind gifted you a win which you skillfully turned into a 3rd" pity trophies for the mid fleet. But always, I was able to watch the winners bask in the glow of our admiration, get their picture taken with a huge trophy and then take it home to display proudly and pay to have their own name engraved on it for posterity.

Life is good.

2019 rolls around. I'm psyched for the trip. No expectations but really excited to get my "new-to-me" boat out on the salt water. First day is a floater but I've been to Chiefs so I've learned to meander around the course like a Savage and bring home the win. Wow, cool I've got my pity trophy locked in. Time to chill and have fun. Day two rolls around, decent races with decent wind. Even full of regatta beer, I figured out I was tied for first. Huh, maybe I can keep this up and get 3rd, if I don't mess up too bad. Next thing you know, day 3 ends and I'm still in 1st. "Whoooo-hoooo, Yeah, I'm gonna look great in the trophy picture. Is there a trophy girl?"

I get to the ceremony and find out, there's no ISCA Midwinters perpetual trophy anymore, "Whaaaaaaat! no trophy? I finally win something and I don't even get a trophy!" I did get a bottle of unusably hot hot sauce. Wheeeeeeee. We packed up our boat and bitterness for the 14-hour drive back to Indianapolis. Around Gainesville, my



Thane with the scepter / trophy. Photos by Cara Bown.

crew, Eric Guion, and I decided that if we didn't get a trophy, we were going to make our own. Just about the Florida-Georgia line I wondered if you could get a snow-globe with a sailboat in it - Midwinters, snow, sailboat, yeah! Had one ordered a before we hit Macon. Problem was, what do you put it on? A standard trophy base wouldn't let you shake up the snow globe. Difficult problem. Eric suggested a crown. I thought maybe a scepter and a crown. Teach those low rent #\$\$@% to cheat us out of a trophy. Problem with a scepter is there's no room for the plaques. What about a big scepter? What about a REALLY BIG SCEPTER?? Oh, yeah.

And so, after hours of somber contemplation, the idea for a new Interlake Midwinters Trophy was born. I hope everyone enjoys it because we're stuck with it and there are 20 more years of space for plaques. It may be ugly, it may be obnoxious, but we already know we're too lazy to make a new trophy.

Intercom Tips and Techniques

Racer's Guide to Minimizing Risk

From *Speed & Smarts* – a bi-monthly newsletter packed full of practical tips, techniques, and strategies.

Publisher / editor David Dellenbaugh. www.SpeedandSmarts.com

If you're like most sailors, you have probably received a lot of racing advice in your lifetime, and much of it has been to "sail conservatively." But what exactly does that mean?

A conservative sailor is one who doesn't take a lot of chances. He or she minimizes risk, or exposure, by sticking to tactics and strategies that have a high probability of success.

In any race, there are a number of things that could go wrong. For example, you could suffer a breakdown, make a big boathandling mistake like a capsize or fouled spinnaker set, break a rule and get DSQ'd, be over early at the start, go the wrong way, and so on.

In order to avoid these pitfalls, you want to sail conservatively most of the time. Of course, there are situations when it's all right (or even smart) to take a chance, but you should generally avoid risky decisions, maneuvers, tactics and strategies.

Here are 13 ideas on how to minimize risk around the race course. Try to implement as many of these as possible and see if your results are more consistent.

- **Before each regatta, read the sailing instructions carefully.** If you really want to minimize risk-taking, don't ever sail a race without reading the SIs first. This is an easy, foolproof way to avoid the kind of embarrassing mistakes that can cost you a regatta.
- **Check your boat's equipment before every race.** Another easy way to lose a race or regatta is by having a major breakdown. Therefore, if you want to reduce your risk, be sure to check your boat carefully every day. Pay special attention to areas of high wear and tear like the vang, hiking stick, hiking straps, etc.
- **Work hard on boatspeed.** Improving your boatspeed may be hard work, but it can give you a huge return with no risk at all. In addition, good boatspeed will help you recover from mistakes. It lets you take slightly bigger risks (in search of slightly bigger rewards) while reducing your downside.
- **Practice boathandling, especially in heavy air.** When you're racing, there is always at least a small risk whenever you perform a maneuver. Heavy-air jibes are a good example. To minimize this risk, practice as much as possible, especially in stronger winds.
- **Aim to finish in the top five, not first.** If you try to win every race, you will probably take too many risks in order to beat all the other boats. One solution is to aim for the top 3 or 5, instead. Just as you don't need the best start to win a race, you don't need first places to win a series.
- **Keep your head out of the boat.** If you want to avoid bumps in the road, keep your eyes on the route ahead.



Anticipate, anticipate, anticipate. Keep the big picture firmly in mind so you won't sail into a position where you have only high-risk options.

- **Learn the racing rules.** Knowing the rules is the best way to avoid breaking any rule. So spend some time looking at the rulebook on a regular basis. Besides reducing your risk, it will put you in a much stronger position tactically and help you stay in control of your race.
- **Avoid close encounters with other boats.** If you foul another boat it can be very costly, especially if it's early in a race. Therefore, in order to reduce risk, make sure you keep clear of other right-of-way boats.
- **Be willing to take a Two-Turns Penalty.** No one likes to admit they broke a rule or do circles in the middle of a race, especially when they're not sure they were actually wrong. However, when you go to a protest hearing you typically have a 50% chance of winning or losing. So, if you really want to minimize risk, your best move is to take a penalty at the time of the incident.
- **Don't take 'fliers'.** The greater your separation from other boats, the more you are at risk. Therefore, stay away from the corners of the course and avoid sailing off by yourself.
- **Make a strategic plan and follow it.** Much risk-taking results from decisions that are made on the spur of the moment. To avoid this, get out to the course area early and develop a strategy for the race. Use this as your guide for decisions during the race, and of course, modify it as necessary.
- **Sail the longer tack first.** In other words, stay on the tack where your bow is pointed closer to the next mark. By following this basic strategic rule of thumb, you will stay closer to the middle of the course in a position where you can best play the windshifts and handle other boats.
- **Cover the boats behind you.** When you want to stay ahead of the boats behind you, cover them by positioning your boat between them and the next mark. This will minimize your risk of losing them.

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Regatta Road Trips: Trailering Checklist

By George Szabo, Quantum Sails San Diego

Regatta circuits require lots of travel and Quantum's George Szabo is no stranger to the logistical challenges that come with the road trips, including getting your boat to the regatta. With years of experience, he shares his tips for getting you and your boat there safely.



Driving to regattas over the years has taken its toll on me. More than once I've seen my own trailer tire pass me, and I've changed tires in numerous states. The worst trip, however, saw my van and the boat trailer on a flat-bed truck at different times. As a result, I've developed my own pre-regatta trailering list, and it's as important as my pre-regatta checklist. If you're planning to road trip to your next regatta, work your way through this list to make sure you – and your boat – make the trip safely. It's not a long list, but these items can mitigate and prevent issues from arising.

Make sure you check:

- **Hubs:** re-grease if it's been a while since you checked them and make sure the lugs are tight.
- **Hitch and trailer ball sizes:** do they match? (Don't ask who did that one...)
- **Trailer hitch ball nut:** make sure it's tight (It wasn't me, but it wasn't pretty.)
- **Taillights:** are all of the wires connected and working properly?
- **Chain:** Is the chain between your trailer and car properly connected? (Fortunately, that was someone else, too.)
- **License plate:** is it valid?
- **Spare tire:** do you have it? Is it fully inflated?

Bring with you:

- **Four-way lug wrench that fits the trailer tire lug nuts:** we permanently keep two sizes in our van to fit all of the boats/nuts
- **Magnetic lights:** in case your trailer lights fail, or in case someone accidentally breaks your lights in the yacht club parking lot
- **Trolley jack:** super quick and easy to use when changing a trailer tire
- **Several pieces of 2' x 4' or 2' x 6' wood:** when you need to change a tire, the ground under the trailer is not always accommodating
- **Rags** for clean up
- **Air pump:** you'll be surprised how often the spare is nearly flat when you need it
- **Flashlight:** you don't want to have to change a tire at night under the glow of your smart phone.

My last suggestion: if you do find yourself on the side of the road, pull as far off to the right as you can (past the emergency lane if possible). The further over you are, the more comfortable you will be as the semis whoosh past.

I hope you never have a road trip breakdown, but it's always better to be safe than sorry!

2020 Interlake Nationals at Sandusky Sailing Club

July 15 - 18, 2020

By Daniel Olson

Interlake Fleet No. 1 and the members of Sandusky Sailing Club, home of the Interlake sailboat since 1935, invite you to enjoy our facilities, seasoned Race Committee and sail on the protected waters of Sandusky Bay. The Interlake 2020 National Championship Regatta dates are Wednesday July 15th through Saturday July 18th 2020. Additional information and preregistration will be available through the regatta committee and <https://www.yachtscoring.com/emenu.cfm?eID=11795>.

Boats and sails will be measured on July 14th and July 15th prior to the Nationals. The Women's and Junior Championship Races will be sailed on Wednesday July 15th. Weather permitting, three back to back races, will be sailed, in Sandusky Bay. Crews for these races can be any of your choice on condition that a qualified Woman or Junior is at the helm. Measurements and weigh in for the Women's and Junior regatta is scheduled for July 14th from 1700-2100.

The Championship and Challengers races are planned to start on Thursday July 16th at 1000. This will allow for arrival and preparation on Wednesday afternoon. Measurements and weigh ins are from 0900-1600 on Wednesday July 15th. Races are planned for Thursday through Saturday with awards scheduled after the last race on Saturday. No races will begin after 1400 on Saturday July 18th. SSC is equipped with three boat hoists, as well as a trailer launch ramp.



With Sandusky being in the heart of Vacationland, it is a good idea to plan early for accommodations. On-site tent camping is available at SSC with access to our facilities for \$20 per tent per night. There are several area hotels as well as Airbnb for options.

We will feed you! Breakfast, bag lunches and dinners will be available with prior sign up during preregistration or registration. Our beverage center will be open, after races, during the Regatta. We will have live music or DJs every night in conjunction with dinner.

Friday evening will be reserved for the Class Banquet.

For more information, please contact Dan Olson (c) 440-376-7871, email dannyolson2007@gmail.com. If you are interested in being a sponsor, please contact Jim Ward at jimward7@hotmail.com. The above details are subject to change. We look forward to seeing you in Sandusky this July!

Tentative Schedule

DAY	Event	Time
Tuesday, July 14	Registration and Measurement – Skippers' packets available	1700 – 2100 hours
Weds., July 15	Registration and Measurement – Skippers' packets available	0900 – 1600 hours
	Women and Juniors Competitor Meetings	1100 hours
	First Warning Signal – Additional races may follow	1330 hours
	Nationals and Masters' Competitor Meeting	1900 hours
	Women and Juniors Awards	1930 hours
Thursday, July 16	First Warning Signal Nationals and Masters' – Additional races may follow	1000 hours
	Daily Awards	1700 hours
	Dinner and live music - Rolando	1800 hours

Friday, July 17	First Warning Signal Nationals and Masters'– Additional races may follow	1000 hours
	Dinner	1800 hours
	Interlake Class Meeting	1900 hours
	Daily Awards	1930 hours
Saturday, July 18	First Warning Signal Nationals and Masters'– Additional races may follow	1000 hours
	No warning signal to be made after 1400 hours	
	National Awards Presentation and Lunch	After Racing



Great sailing in Tampa Bay...

...contrasted with Pat doing Fireball tricks while waiting for the wind

2020 Interlake Travelers' Series

March 13 – 15	Midwinters	Davis Island YC
May 2 – 3	Chief's Regatta	Leatherlips YC
May 30	Cattail Regatta	Jolly Roger SC
June 6 – 7	George Fisher Memorial	Hoover SC
June 13 – 14	One-Design Regatta	Sandusky SC
June 20 – 21	Cleveland Race Week	Edgewater YC
July 11	One Design Regatta	Indian Lake YC
July 11	One Design Regatta	Lorain S&YC
July 15 – 18	Nationals **	Sandusky SC
Aug 21 – 22	Great White Regatta	Grand Traverse YC
Sept 12	Hot to Trot Regatta	Portage YC
Sept 19 – 20	Haphazard Regatta	Mohican SC
Oct 3 – 4	Poltergeist Regatta	Indianapolis SC
Oct 3	Fall Blowout	North Cape YC
Oct 10	Snowball Regatta	Buckeye Lake YC

2019 ISCA Travelers' Series Results

By Lisa Aspery, Interlake #1435

Congratulations to Steve Aspery and his crew – 2019 Travelers' Series Champs! Steve sailed with our kids, Dave and Melissa, plus friends Mike McClinchie and Tim Cullenen.

Note on the scoring: Five scores are required to qualify for the series. If more than 5 scores, then the best five count toward the series. The spreadsheet here shows skippers who sailed in two or more regattas.

A skipper must be an Active member of the ISCA at the time of the regatta for their scores to count. Scores recorded as text (like "third") instead of a number ("3") are regattas where the skipper had not yet joined the class for that year.

See the Notice of Race for the ISCA Travelers' Series for the complete rules.

The 2020 series began at Midwinters in Tampa and will continue through the Snowball on October 10 at Buckeye Lake. You only need to sail at 4 regattas if you include Nationals at Sandusky (which counts double) to qualify.



Steve and Mike at Nationals

Place	Hull #	Skipper	Home Club	# Regattas	Total Points	5 lowest	Midwinters #2	Chief's #2	Cattail	SSC One Design	CRW	G. Fisher Memorial	Indian Lake	LH One Design	Nationals #2	Great White	Hot-trot	Haphazard	Poltergeist	G. Fisher Snowba	Fall Blow out
1	1435	Aspery, Steve	HSC	7	13	8	2	2	3				1		2	2			1		
2	923	Parker, Bryan	LSC	5	10	10				second	1	2			3	3		1			
3	1397	Morgan, Thane	ISC	6	24	16	1	1			fifth	seventh	3		8	8			3		
3	1433	Sanderson, Bill	MSC	12	81	16	6	4	4	5		13	6	2	13	13		8		2	2
5	1370	Clark, Jeff	HSC	5	22	22	4	2	2			9	4					6	4	1	
6	681	Savage, Tim	LYC	5	23	23	4	4	6			4	5								
7	902	Wills, Tom	MSC	9	89	33		12	5	8				3	17	17		9	10		
8	1417	Humphrey, Tom	SSC	6	46	34	5	5					12		11	11			2		
9	1327	Saalmuller, Mark	ISC	6	50	39	7	7					11		10	10			5		
10	1248	Bracy, Kevin	SSC	5	43	43				7				1	16	16					3
11	952	Ireland, Nate	HSC	4	16	116		first			fourth	fifth			4	4		2	6		
12	972	O'Donnel, Bill	PYC	4	28	128		7							10	10	1				
13	1418	Headlee, Chad	SSC	4	29	129						8			9	9				3	
14	1411	Boissoneault, Hank	SSC	3	5	205				3					1	1					
15	186	Frissell, Peter	NCYC	3	11	211				1					5	5					
16	1276	Jones, Jamie	HSC	3	15	215									6	6					
17	1382	Presley, Mark	HSC	3	28	228		eighth			third		fourth		12	12				4	
18	1406	Weimer, David	ISC	3	32	232									12	12					
19	1338	Montgomery, Philip	SSC	3	34	234		9		4					15	15		8			
20	1317	Chapin, Clark	PYC	3	37	237									14	14					
21	1332	Bradley, Bob	NCYC	2	7	307						6									1
22	1425	Ward, Jim	SSC	2	8	308				6	2										
22	909	Marriott, Tom	JRSC	2	8	308			6												2
24	1374	Wilson, Don	ISC	2	14	314									7	7					
25	1375	Vasulka, Charles	HSC	2	22	322									11	11					
26	1209	Mirachi, Mike	LYC	2	28	328		11													
27	1270	Tullai, Logan	ISC	2	36	336									18	18					
28	1332	Bradley, Kevin	ISC	0	0	500	third			first											
28	1320	Jones, Jeff	HSC	0	0	500			second			first									
28	1330	Frink, Rob	HSC	0	0	500	eighth														
28	1360	Bacharowski,	HSC	0	0	500		fourteen				twelve									

Hitting the Travelers' Series

By Sue Wills, Interlake #902

Why to partake in the Travelers' Series?

1. We enjoy racing. When we joined Mohican Sailing Club there was a strong racing program. You could count on many Interlakes, Jets & even a Thistle or two to show up on the race line every Sunday afternoon. BUT as the years have gone by, the demographics of the club has changed & we have more casual sailors than racers.
2. We've gotten to know many of the Interlake sailors & like to visit with our Interlake family.
3. It's nice to enjoy racing without having to do the work of setting it up. Mohican SC, like many clubs, is a cooperative club where members share the responsibilities for the club, so the racers take turns setting up & running the races.

When we first started racing on the circuit, we picked the one-day regattas. They're easier on your body & we could be home for club races on Sunday. After a few years, we realized that if we added Nationals and another race, we could have enough races in to qualify for the series. It took a few years before the plan actually worked. 2016 was our first attempt to get enough races to qualify for a Travelers' Series award but our effort was thwarted when Tom had to have foot surgery the day before the Haphazard. 2018 we qualified for our first Traveler's Series award.

When the 2019 schedule came out, we selected our favorite one-day regattas & added in a few more to come up with the needed 5 tallies. What we didn't know at the time was that Mother Nature was going to throw a monkey wrench into sailing at Mohican Sailing Club and we'd end up with 9 tallies before the season was over.

While sailing in March sounds amazing, it wasn't in the cards & we skipped Midwinters.

Charles Mill Reservoir is a flood control lake. That spring, Mother Nature decided to see how many weeks she could keep the lake at a level that wasn't sailable.

Chief's Regatta, was not originally on our short list but with Sue, his regular crew, camping with the Cub Scouts that weekend and Charles Mill Res. being too high for sailing, Tom opted to round up 2 different friends to join him at Leatherlips. Each day he sailed with a different crew, one of which had only been on a sailboat once in his life. While the final place wasn't where Tom wanted to be, it was better than not sailing at all.

Cattail Regatta is one we regularly try to attend besides being a one-day event, Sue's dad sailed at Jolly Roger in the 1960's. Tom and Sue brought new Interlake sailors, Kent & Dee Dee along. Kent sailed with Sue & Tom; Dee Dee helped on the committee boat. Weather was iffy but we headed out. During the 2nd race a storm was blowing in. Initially, the race committee thought the storm would stay out in the lake but shortly decided it was changing course & abandoned the race and sent everyone in. Winds changed directions & it became challenging to



navigate up the channel back to Jolly Roger. While attempting to drop sails, we got caught in a wind shift & pinned against one of the pilings in the channel. A gust soon punctured our main sail & we were stuck 20 feet from the dock with a crowd gathering wanting to assist us. Cutting the sail to free ourselves from the piling, many hands grabbed the boat as we got to the dock. They borrowed bumpers from docked boats so we could lash the Interlake to the dock & head to the shelter of the club house. Not 60 seconds after arriving in the club house, it started to hail. Not exactly how we thought the day would go BUT Charles Mill Res was too high for sailing.

Next up was Sandusky One-Design. Due to the winds & the high level of Lake Erie, we had to wade thru the parking lot to the hoists to put our boats in the water. It was interesting watching the water snakes swim thru the parking lot. Luckily Tom's brother Pete was able to join us in Sandusky for the weekend. The high waters made it hard to know for sure where the rocks were at the mouth of the marina. Saturday the winds were up so they sailed us close to the club. Sunday the winds settled down a bit so they sent us farther out. A challenging weekend but it was sailing, as once again Charles Mill Res was still too high for sailing.

Finally, by the 4th of July, Charles Mill had subsided enough to set the docks a second time & launch the boats. We took a couple of weeks off from traveling to sail at home & for some family obligations.

When it looked like Tom's vacation request for Nationals might be denied, we decided to book vacation and head up to Traverse Bay for the Great White Regatta.

Continued on page 12

Eventually the vacation was also approved so we could head to Indy for Nationals.

The One Design at Lorain found us on the road again. Interlake competitors were scarce. Only 3 Interlakes were on the start line. Star boats raced and the Jets played tag on their own. No official racing for the Jets that day.

Nationals in Indy was our next destination. Nationals is always fun. It's like a family reunion where you actually know the people there and our son Kyle lives in the Indy area so it's a good excuse to visit with him as well. While we've been to Nationals before, this was our first time to compete in the Champion Fleet.

August found us on the road heading up to Traverse Bay for the Great White Regatta. Since it was about 400 miles away, we made it a long weekend taking Friday & Monday off. Sailing Friday evening was challenging but we knew it was only 2 races so we managed. We noticed white caps in the bay as we entered town. Saturday was calmer and we found our groove. In one race, we headed off opposite the fleet & found ourselves 1st at the 1st mark, 2nd at the 2nd mark, 1st at the 3rd mark & finished 2nd overall. The first two boats were well ahead of the fleet. That was a satisfying race! After awards, many headed off to a local brewery to complete the evening. Sunday & Monday as we headed home, we took time for sight seeing along the way. While there were plenty of boats from GTYC, only two ventured from out of town. Several of the GTYC boats were sailed by competent juniors and at least one junior who couldn't commit to the whole weekend was out on the safety boat to help. Good job guys for encouraging the juniors to sail. We need more juniors to keep our sport going.

September found us home with the Haphazard Regatta.

October found us traveling back to Indy for the Poltergeist. The best winds of the weekend were Friday evening. Fortunately, our son Kyle had a friend who had wanted to get out on a sailboat which got us out on the water when we wouldn't have been out otherwise. Saturday had shifty winds & Sunday was rained out but it gave us another excuse to visit with our son.

We found our way to 8 of the regattas with 9 tallies for the series. Some regattas had great turnouts some were quite light. Seems the 'big water' events didn't attract as many participants as in the past. We had some high points... finishing 2nd in one of the races at the Great White Regatta on Traverse Bay. And some low points; ruining a sail in our 2nd outing of the season. But by sailing in the Travelers' series we were able to sail in May & June when our lake was too flooded for sailing. If you haven't sailed the circuit, give it a try. It's fun! We trailered 'Bobbin' 2,500 miles this summer. Folks at Mohican SC were amazed to hear we'd been to so many out of town regattas because, as they put it, 'you're always here!'

More Midwinters.....

By Martin Howell, Interlake #1395, crewed on #1248

It's always a pleasure when I get a chance to sail with my BFF Kevin Bracy. Midwinters was no different. We never finish high in the results, but we always have a great time. I think combined we've been racing Interlakes for about 60 years.....you would think we'd be much better at this by now!!!!

This year was great because I got to reconnect with Craig Koschalk, who I haven't seen in many years except via a Facebook. And I got to know Ryan Kyle, which I've read about in the Intercom but had never met before. And nothing beats escaping to Florida in the middle of winter for a few days of sunshine, sailing, and good friends. This year was especially rewarding, as (unbeknownst to us at the time) it was our last bit of outdoor fun before being locked in our homes for what seems will be a very long time. Interlake Nationals this year just might turn out to be a single-handed event with a virtual skippers meeting and awards ceremony.

By Steve Aspery, Interlake #1435

Midwinters in Tampa is one of the best social events of the season along with the chance to sail in winter! We spent three days in warm sunshine, sometimes racing, sometimes sitting by the pool, and sometimes sitting in our boats, but always sharing the experience with our Interlake friends. This year almost every generation was represented with crews in their 20's, 30's, 40's, 50's and 60's.

When we did race it was a blast with big water and a nice sea breeze. And although it is not as fun on the other days, it's still pretty cool to float around in the sunshine and 80's watching dolphins while waiting for the breeze to develop. It really is an event and everyone should consider going next year. Just do it!



Martin and Kevin in #1248 at Midwinters

Board Meeting:

Called to Order 10:00 AM

January 25, 2020

LeMarin Clubhouse

Catawba Island Port Clinton, Ohio

I. Reports

- a. Secretary / Treasurer Report – Tom Humphrey
 - i. Membership: As of January 25, we had 106 Active members, and 14 Associate members, 8 First year free members and 5 Life members; (April 1 status: 73 regular, 9 associate, 4 First year, and 5 life members)
 - ii. Website Status: Web site service restored in January, moved to updated server platform and security enhanced. Social media sites and links are now a permanent feature of the web site, including a cross feed from Facebook posts. Member roster now live on the site so members may check their status at any time.
 - iii. Finances: As of January 25, \$25,894.97 in savings, \$711.94 in checking, \$10,834.01 representing Boat Grant funds (April 1 status after incoming renewals: \$2284.35 in checking)
- b. Chief Measurer – Bryan Parker
No current measurement issues.
- c. Intercom – Aspery
 - i. 2020 Intercom schedule
 - 1) Deadline Mar 15 Publish April 1
Regattas: Chiefs, Cattail, Sandusky, CRW, Hoover
 - 2) Deadline June 15 Publish July 1
Regattas: Indian Lk, Lorain, Nationals, G.Traverse
 - 3) Deadline Aug 15 Publish Sept 1
Regattas: Portage, Mohican, Buckeye Lk, Indy, N Cape
 - 4) Deadline Oct 15 Publish Nov 1
Regatta: Midwinters
 - ii. Editor notes policy of the Intercom regarding regattas: Publish ads but not NORs
 - iii. Intercom will have a continuous promotion of Social Media sites and links
 - iv. Motion passed: 2020 Intercom issues will include advertisements for Weatherly Boat Works
- d. National Race Committee – Daniel Olson
NOR for the Nationals is in a near-final form, discussion of formatting templates
Olson to finalize NRC for email Board approval.
<Email motion and vote on February 1-5 unanimously approving the following NRC: Daniel Olson (chairman), Joe Novak, Jim Ward, Jamie Jones, and Hank Boissoneault.>
- e. Marketing – Cara Sanderson-Bown
Review of marketing concepts and premises for the 2020 season
Discussion of Traveler's Series trophy concepts
- f. Builder – Wes Blazer
Discussion regarding documenting build standards not in current specifications
Measurement committee and builder will consult on documentation
- g. Historian – Mike Muhn
Discussion of history of the use of honor awards
Discussion of expanding class history on the website
- h. Regional VPs:
 1. Michigan – Jeff Bodie: discussion of Great White dates and possible change to Friday-Saturday format
 2. Northern Ohio – Jim Ward: discussion of Lorain regatta and combining it with Star Class events

3. Southern Ohio – Mike McClinchie: Nothing to report
4. Indiana / Mid Atlantic – Joe Novak: Nothing to report

II. Old Business:

- a. Boat Grant Publicity, Recipient Search
Discussion of a possible new coordinator of the program
Discussion of linking boat grant to learn to sail efforts
Discussion of locating college students and juniors, and prospects

III. New business:

- a. Traveler's Series NOR; Scoring for 2020: "Double Star" events. Adjourned topic for email vote after fleet captain conference.
<Email motion to Board February 9, 2020 for the following Traveler's Series schedule to be included on the 2020 Traveler's Series NOR which will be otherwise as adopted for 2019; approved unanimously:
Davis Island YC, Midwinters, March 13-15
Fleet 23, Leatherlips YC, Chiefs regatta, May 2-3
Fleet 4, Jolly Roger SC, Cattail, May 30
Fleet 24, Hoover SC, George Fisher, June 6-7
Fleet 1, Sandusky SC, 1-Design regatta, June 13-14
Edgewater YC, Cleveland Race Week, June 20-21
Fleet 10, Indian Lake YC, One Design regatta, July 11
Fleet 17, Lorain SYC, One Design regatta, July 11
Interlake Nationals at Sandusky SC, July 15-18 **
Fleet 38, Grand Traverse YC, Great White Northern regatta August 21-22 (Friday-Saturday)
Fleet 6, Portage YC, Hot-To-Trot regatta September 12
Fleet 5, Mohican SC, Haphazard regatta, September 19-20
Fleet 22, Indianapolis SC, Poltergeist regatta, October 3-4
Fleet 14, North Cape YC, Fall Blowout, October 3
Fleet 40, Buckeye Lake YC, Snowball regatta, September 10
- b. 2021 Nationals Bidding – Discussion of possible venues and sponsors
- c. Midwinters – Discussion of Lake Norman as an alternate venue, noted participation at Davis Island in 2020 looks to be strong

Adjourned 12:15 PM

Fleet Captain Meeting:

Commenced 1:30

Fleet captains reported their fleets' requested regatta date(s) and alternate(s), to develop 2020 schedule.

Fleet captains to confer with host fleets and clubs and finalize 2020 Traveler's Series NOR.

Adjourned 3:00



Downwind at Midwinters – photo by Robbie Roberts

INTERLAKES GONE VIRAL!

WEBSITE: 
www.INTERLAKESAILING.org

TWITTER: 
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interlake sailing

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InterlakeClassSailing

FACEBOOK: 
'Interlake Sailing Class Association'
@interlakesailing
is a public recreational and sports
page for general information.

'Interlake Sailing' is a group page.
Request for FB group membership or posts will be
approved by administrators. This allows us to filter
any spam, ads and trolls. Please submit updates,
questions, articles, pictures and comment to both!

YOUTUBE: 
Interlake Sailing
Videos needed!

WIKIPEDIA: 
Wikipedia.org/wiki/Interlake_(dinghy)

HASHTAGS: 
#interlake #interlakeclass
#interlakesailing #interlakefleet
Anything regatta, event, club, fleet, or boat specifics.
Please add for easy searches and cross-posting.

MARKETING EMAIL: 
INTERLAKESAILINGMARKETING@gmail.com
Please let us know your fleet or
club's social media account addresses.

FOLLOW, POST & ADD NOW!



A timely Midwinters photo by Cara Sanderson Bown

Continued from page 15

sails, 2 jibs and 1 spinnaker. The only sails I used are the oldest. The newer main, jib and spinnaker I never flew. The boat has a full mooring cover and an outboard motor mount. However it does not come with a usable outboard, I am keeping it. If you want it I have the original Chrysler outboard that came with the boat but it hardly runs. It has all necessary rigging, 2 life jackets, 1 anchor and a hand bilge pump.

The 1962 trailer is in great shape for its age. I put new bearings in it and have towed it all over S E Michigan without a problem. The Interlake is just as I packed it away in the fall and is ready to sail, but as with anything, it could use a few little things done. I have new battens which need to be fit, the tiller should be shimmed 1/4" higher and a good cleaning will make it ready to go. It has been garage kept since I owned it so no weathering issues here. I am in Almont, Michigan about 50 miles north of Detroit. Asking \$2000.00, please e-mail me at rcrieli@gmail.com

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.

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

North Sails - Full set for sale. Includes: Jib - Radial Cut, Main - Radial Cut, Spinnaker - AirX600 cloth. These are excellent sails. Only sailed one year. They are very fast. Call Brad Huntley 440-670-1935

Sails & parts - 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

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Fleet #5 Mohican SC

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Fleet #10 Indian Lake YC

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cmwood87@gmail.com

Fleet #14 North Cape YC

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Fleet #28 Indianapolis SC

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joe.novak@sbcglobal.net

Fleet #38 Grand Traverse YC

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

Builder

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

Webmaster

Search in progress
Could this be you?
Please contact us!

Classified Ads: (some ads have photos on website)

Interlake 1401 - sailed Grand Traverse Yacht Club, Traverse City Michigan. Medical conditions require that we sell it. Garage kept off season, this boat is race ready. Two jibs, two mainsails and a spinnaker and cover included. As is a road ready trailer. White Hull, White Deck. Asking \$6,550.00 for a quick sale. Contact: Todd Collins 231-944-4832 etoddii@aol.com

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. Set Dieball sails excellent condition, main, jib, and spinnaker \$1700. Hirtrjr@cs.com 231-947-1215. 231-499-9910 Dick Hirtreiter

Interlake 1335 - Interlake 1335 has a white hull, a white deck with seats, and factory flotation. It was built by Customflex and has been predominantly used for club racing. The previous owner of the boat won the Interlake Nationals in this boat. The boat is in good condition and comes with a 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. North cross cut sails have a couple seasons on them and it comes with a towing cover and a Sailor Tailor dock cover, both fairly well worn. The boat has been stored inside during winters. A few minor repairs are overdue. I have a flip down rudder and two fixed rudders as well as a spare tire for the trailer. Located in Livonia, Michigan (western Suburb of Detroit). \$4,350 as is. Carl Grolle cgrolle@goldenrefrigerant.com or leave a message at (248) 437-3827.

Interlake 1292 - 1986. White hull and deck with white rub-rail. New-style racing deck installed fall of 2015. Hull weight 660 lbs. at 2016 Hoover Nationals. Modern under deck mast step brace. Cut-down centerboard trunk with 360° swivel centerboard and boom vang cleats. Current pulley and cleating systems that are standard with new style racing decks, enclosed flotation, forestay tension lever, with separate jib cloth and halyard tension system adjustable from top. Two rudders - one 1-piece, one kick up. Main, jib, spinnaker 2013, second 2019 jib, and second 2016 spinnaker used sparingly only last two years with front of cockpit spinnaker storage bags. In-season stored on trailer or boat lift, off-season stored indoors, max size floor bailers, beautifully kept shiny package. Sailor's Tailor full-deck skirted cover. Galvanized trailer with spare tire, flip-up parking jack, and mast stand. \$5500 cash or check as presented, plus sales tax. Rick Lyons at rl@chartermi.net

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 591 - good condition, sailed in Lake Huron for the past 2 seasons and is a bit too wet for that lake. Built in 1967 with molded in seats. It has the original foam flotation and the centerboard trunk is still fully enclosed. It comes with 2 main

Continued on page 14



HIT THE WATER FLYING

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. Contact one of our class experts now to kickstart your season.

BOB SAGAN

bsagan@quantumsails.com

MARK REYNOLDS

mreynolds@quantumsails.com

GEORGE SZABO

gszabo@quantumsails.com

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.

The Intercom c/o Tom Humphrey
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Glendale, OH 45246