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Intercom



Official Newsletter of the Interlake Sailing Class Association



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September 2020





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▲ **GEORGE SZABO**
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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 Boissoneault or Bob Sagan with anything you need.

Photo by Julie Davidson

From the President

By Thane Morgan



Hard to believe it's September already. I hope everyone has weathered the pandemic so far and been able to get some sailing in the process. It looks like we'll be able to get just enough Travelers Series events in the books to have a champion this year. Kudos to all the fleets that have been able to

host events. My plans to attend all of them have been derailed but at least I have my new Team R shirts to ease the pain.

My current focus is planning for 2021 and putting plans in motion to build the class and ensure its future. I'd be interested to hear any thought the rest of you have on the subject. In the meantime, stay safe and sail as much as you can.



Come on, Ron – you can take that Opti!
Photo by Ken Sabin at the Cattail Regatta

The ISCA thanks



for their support of the 2019
Interlake Travelers' Series

Quantum provided “swag” for all the
qualifiers: String bags, hats, flag/course
stickers, bottle openers, and sail ties.

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Cover photos – Sailboat racing can be exciting and relaxing, sometimes both during the same regatta! Photos taken by Bob Cornwell at the Great Northern Regatta at GTYC.

Intercom Feature

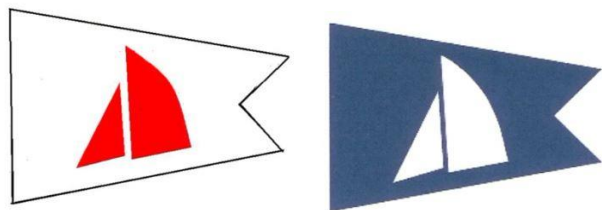
The History and Evolution of the Interlake

<https://interlakesailing.org/about-us/video-gallery/>

By Lisa Aspery, Interlake #1435

The Interlake has its very own video detailing the history of the boat, the class, and many of the people who made it all possible. Mike Muhn, ISCA Historian, spent time over the winter and during the COVID-19 lockdown creating a video that shares this history with the rest of us. Mike wrote, produced, and narrated the video. It's a Ken-Burns-esque documentary that is definitely worth watching. There are old photos, old and new videos, and some musical backup ranging from big band to surfer. Something for everyone!

It all starts in 1932 at the brand-new Sandusky Sailing Club (SSC). A group of guys had different boats and wanted to compete against each other. They couldn't all agree on switching to one boat, so they decided to commission a new one made just for Sandusky Bay. The Interlake was born! Well no, it wasn't that easy. Francis Sweisguth, also known for creating the Star, was chosen to design the boat. We could be sailing a boat named the Sandusky Sailor or Albatross or Erie. Watch the video to find out how Interlake (or Inter-lake) became the name.



The Interlake insignia is virtually identical to SSC's burgee. The founding group did this to maintain the link between the boat and the club. They also set up the ILSCA, Inter-Lake Sailing Class Association, to keep track of boat owners and manage the specifications of the boat – initially wood, and eventually fiberglass. At some point in the late 50's, the hyphen mysteriously dropped from the name Inter-Lake, and the class became the ISCA.

The Process of Building a Wood Interlake – This section of the video combines the old and the new, and documents the group of men who, at the prodding of Norm Winkel, an ISCA Life Member, decided to “build a wood Interlake, consistent as possible with the materials and construction techniques as called for in the original plans by Francis Sweisguth in 1933” for the Sandusky Maritime Museum. This boat which was eventually named “Norm” and was built by John Leopold, Mike Muhn, Fred Rode, Jeff Smith, and Jim Ziss under the supervision of experienced boat builder Bob Reynolds. Norm was completed in time to sail in a warm-up race at the 2013 Nationals, and “won the only race she ever participated in!” You can see part of this race and the exciting finish in the video.

James Vincent “Vince” DiMaio is introduced at 41:31 in the video, and we learn about his contributions to the boat. In 1950 he bought #67 and called it the “cement barge” due to its weight – 930 pounds! No wonder he wanted to build



a lighter boat. The intersection of the invention of fiberglass and Vince wanting to build a boat lead to the class approving a trial fiberglass Interlake, fittingly in Toledo – the Glass Capital of the World.

Interlake #160 had a solid fiberglass hull and wood deck and weighed 650 pounds, which was the average weight of the five wooden Interlakes being sailed in Toledo. Vince's racing improved dramatically, and soon many sailors wanted one of Vince's Interlakes. Watch the video to learn more about Vince's boats and the history of Custom Products and Customflex.

The evolution of the boat from wood to fiberglass was a huge change and is well explained. Norm Winkel took on the job of updating the specifications from wood to fiberglass construction. Some Flying Scot history becomes pertinent to the Interlake story when Customflex was granted a license to build them in 1959. Vince learned about balsa-sandwich construction from building Scots, which created much stiffer hulls and decks. Also related to the Scot, the Interlake's spars were changed from wood to extruded aluminum.



Probably my favorite part of the video is when we meet a very young Terry Kilpatrick. In 1965, as a University of Toledo freshman – civil engineering major, Terry started a part-time job at Customflex. After graduating in 1968, Terry was hired full-time. Only seven years later, in 1975, Terry bought Customflex from Vince. Terry is responsible for many innovations in the Interlake, including several

Continued on page 5

new deck configurations and adding bow and seat tanks to make the boat self-rescuing. With tanks and bailers, Terry proved that the Interlake can be righted and sailed out of a capsized even in four-foot seas.

Another example of the Interlake borrowing from another sailboat class is told in the spinnaker story. Class members played around with a Thistle chute for about 10 years before members voted in 1967 to finally approve allowing a spinnaker. This addition “quietly converted the Interlake from a predominately two- to a three-person boat for racing.”

The annual US Sailing Championship of Champions brings the current champions of different one-design classes together to compete against each other in a one-design boat that changes every year. In 1986, the C of C’s regatta was held at Sandusky Sailing Club in Interlakes. Video cameras for “regular people” were a relatively new technology in 1986. They were used at starts and mark roundings, and the resulting footage used in the protest room at this regatta. Lucky for us, Mike was able to include some of this “vintage” footage in the video. It was a breezy regatta and when the video starts playing the tune *Wipe Out*, you know what is coming!

The “other” builder, Desert Products (1965) in Phoenix is mentioned, and there is a section about Dieball Boat Works. Starting in 1987, Denny Dieball had a small boat shop that did repairs and restored one-design boats. The Dieball family experimented and developed improvements to the Interlake, including the favorite of the forward crew – cut-down centerboard trunks. The class approved the spec for cut-down trunks in 1993.

In 2007, the Interlake National Championships were again held in Sandusky. The year was special – it was the 75th birthday of SSC and the 75th anniversary of the conception of the Interlake. Many club and class legends came to the party and shared stories.

George Fisher was at that party and the video recognizes his many contributions to the class. George put on seminars and created videos to help other sailors improve for over 25 years. He won Interlake Nationals 13 times between 1979 and 2001 and was widely known as an ambassador for sailing in many classes.

Building a fiberglass Interlake – at 1:39:25 the video explains and demonstrates the process in videos made at Customflex.

The Future – 1:50:52 Mike speculates on the future of our boat and more. He eloquently states:

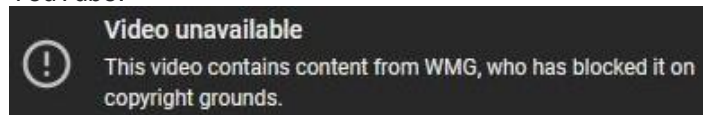
Very few products, with minimal changes to their original form, last and are still being enjoyed 90 years after their inception. The Interlake sailboat is an exception and will continue to be enjoyed years into the future, as long as those sailing her communicate to others how much fun they are having doing so.

1:54:52 Epilogue – Tips for boat care (#1 – a good cover is important!)

Thanks, Mike, for your efforts to document the history of our boat!

Breaking news about the video:

At the time of publication, the video has been blocked by YouTube.



Mike is busy taking the music out and hopes to get the rest of the video back out there in a couple of weeks. I hope you all can see the video as I did in the future, because the music was well chosen and added to the story.

Questions answered by Mike Muhn, ISCA class historian, about making the video:

1. What was the spark that started this project?

At the ISCA Executive/Fleet Captains Meeting held last winter, President Thane Morgan suggested that "it might be nice to get some of the previous written class history on some form of electronic media". Being quite familiar with "Pinnacle Studio" I thought this might be a nice winter project. When Covid-19 hit the world, it became a great project.

2. How long did you work on the video?

I did not keep track of time; I would estimate somewhere between 350 to 400 hours were spent researching, writing, gathering, and editing supporting pictures, drawings, and video.

3. What is the most surprising thing you learned from this project?

For me, probably the most surprising element was that no one now alive in Sandusky, not even his son Dennis, was aware that George Butts is the person responsible for renaming the boat "Interlake". Denny, who teamed up with Tim Boucher sailing both Interlakes and Thistles over the years, today is crewing for Brad Huntley on Interlake 1399. Starting sometime in the "fifties" until shortly before his death, George, a charter member of SSC, was known around Sandusky Sailing Club as "Mr. Thistle".

4. What was the hardest part of building the wood Interlake (Norm)?

The hardest part of building "Norm" was getting the bow right. As hopefully illustrated in the video, the frame at station 2 is undersized resulting in the unique flare of the bow of the boat. This goes against most boat building design concepts that generally state that curves shall have a "fair" shape.

5. What was the best part of building Norm?

The best part of building "Norm"? That question is easy – sailing her. Bob Reynolds, Eric Winkel and myself were honored. After sailing in seventeen Nationals, this is the only race I ever won. (It's much easier when you KNOW you are going to win). Bob enjoyed the day immensely! We were slightly illegal as we had more than three aboard the boat. If you look closely at the video Eric can be seen committing part of his dad (Norm Winkel) to Sandusky Bay as we cross the finish line.

Intercom Tips and Techniques

Heavy Air Racing

How we managed big wind at Indian Lake

By Steve Aspery, Interlake #1435

The 2020 Indian Lake Regatta was a great event. First, because we got to sail at all, and second because it was really breezy! The breeze built all afternoon going from “pretty breezy” (15?) to “no one will put up the spinnaker” (20-25?). The racing was fun and exhausting and at the end of the day the sailors were discussing what was working and what was not in these conditions.

We were fortunate to be in the groove on this day. I had Lisa and David sailing with me, and we have a lot of years together in the boat. Here is a rundown of what we were doing, how the boat was setup, and the rigging trick that I think makes a big difference.

Communication – in heavy air, sailing communication amongst the crew is paramount. The skipper is consumed with driving the boat in heavy air and it is a huge help to have input from everyone on the boat. This includes keeping a look out for other boats to avoid the need for surprise tacks, offering feedback on your boat’s performance relative to the boats around you (are we higher, lower, faster, slower), and calling puffs as they approach the boat. This last item is critical to good boat speed in heavy air. If the skipper is warned of that wicked puff racing toward you, they can ease the main and get the boat flat before the puff hits. Getting knocked on your ear by a puff is not fast. I always tell crew to call everything, that I would much rather get 10 false puff warnings than to miss the big one that knocks us over.

Sail Trim – in these overpowered conditions, sail and boat trim can make or break you. We had the Cunningham tight. This pulls the draft (and center of effort) forward in the main, reducing weather helm and allowing the leech to twist off. We also had the boom vang very tight when it was blowing hard but easing it when the breeze let up. This flattens the main (through boom bend and driving the middle of the mast forward) and limits the leech twisting off too far when the mainsheet is eased. Our outhaul was tight but not much more than usual. The centerboard was raised a bit all day to move the balance point aft and reduce weather helm. At Indian Lake we had big breeze but the waves and chop were small relative to the wind speed. Because of this we sailed the jib with a normal setup. We probably could have brought the jib tracks back a little in hindsight, but we did not and we were plenty fast.

Playing the sails and steering the boat – First, we all hiked like crazy. We are not a big crew but if you get the weight outside the rail consistently it makes a big difference in what you can do. We kept our bow down all day. I am normally a pincher but in heavy air you must keep the jib full and the nose down. This is really hard when Bill Sanderson is a half boat length below you on a long beat. It took all of my focus not to pinch with a boat below us, but

by keeping the nose down it sometimes looked wrong but we were able to hold our height because the boat was moving through the water well. Lisa was pulling on and easing the boom vang based on conditions and this mattered too. If you just crank it on and leave it you will lose power in the lulls. This was not a constant adjustment but rather eased a few times in the early races. There was no easing in the last race as it was blowing like crazy and everyone was overpowered. I was playing the main all the time. With each puff, called by the crew, I would slightly ease the main as the puff hit. A very slight delay in the ease allows the boat to carve up into the wind a bit, gain some height and feather the jib, then ease the main and get the nose back down and keep the boat flat. For this to work, the boat must be flat in the first place. Once the boat heels you lose the ability to be in control as the helm loads up and you lose options. Start flat and try to stay flat through the puff.

Spinnaker – Lisa didn’t always like it, but we flew the spinnaker in the first two races. In the heavy air we found that sailing 10 to 20 degrees above dead downwind was much more stable (and made the crew happier) and allowed us to pop up on a plane several times. Once again communication was critical to position the boat in the puffs and get planing sooner. We also did not want any surprises and needed to choose our spots for jibes. In the 3rd race we decided the risk was higher than the reward on the spinnaker. It was a pretty one-sided debate.



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Rigging – an update that I made a few years ago really paid dividends in the heavy air conditions. On a commonly rigged Interlake, the mainsheet goes through one turning block at the back of the boom, down to another turning block on the traveler, and back to a fixed point on the boom. I added another turning block at the usual tie-off bail and replaced the traveler turning block with a Harken Carbo Air 40mm. This block has a hole in the middle. In normal conditions, the main sheet is run in the common manner; through the first block on the boom, through the traveler block, now through the new second block on the boom and then tie a stopper knot. This

Continued on page 11

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Notable Victories

Current National Champions	
2019 Nationals	1st
2017 Traveler Series	1st
2016 Cleveland Race Week	1st

Designed and Built by two time Rolex Yachtsman of the Year, Jud Smith, and his One Design production team in Salem, Massachusetts, USA.

Class News

2020 Indian Lake Regatta

Indian Lake Sailing Club, Russells Point, OH

July 11, 2020

By Chip Wood, Interlake #1427

Indian Lake Yacht Club would like to thank all who joined us this highly unusual year! Fifteen Interlakes and five Lightnings participated in this year's regatta. Being a one-day event, we planned for three races but hoped to get more. The sporty conditions had other ideas, however. Winds increased throughout the afternoon and by race 3 approached 20 with gusts higher. The conditions took their toll and only eight boats started the third race. Teams Aspery and Ireland were in the groove all day battling for the top spots. At the end of the day, three straight bullets secured the regatta for Team Aspery.

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



First place team: Lisa, Dave, and Steve Aspery



Interlake competitors at Indian Lake – photos by Bridget Ireland

Sail	Names	Race 1	Race 2	Race 3	Total
1425	Steve Aspery, Lisa Aspery, David Aspery	1	1	1	3
952	Nate Ireland, Vincent Ireland, Seth Parker	2	3	3	8
1382	Mark Presley, Tyler Cullenen, Scott	4	2	4	10
1433	Bill Sanderson, Cara Brown, Heather Parsons	6	4	2	12
681	AJ Savage, Jill Savage	5	8	5	18
1428	Babara Dillon, Lauren Dillon, Marha Saurine	8	5	7	20
1427	Chip Wood, Bill Monsma	9	9	6	24
1240	Dick Evans, Carolyn Tanner, Cindy Elmore	3	6	DNS/16	25
1441	Mike McClinchie, Maddy McClinchie	7	7	DNS/16	30
902	Tom Wills, Sue Wills	13	10	8	31
1209	Mike Mirarchi, Ed Fairbanks	10	11	DNS/16	37
1330	Logan Tullai, Summer Tullai	11	DNF/15	DNS/16	42
1360	Don Bacharowski, Diana Kuiper	12	DNS/16	DNS/16	44
1393	Dan Graf, Marlene Graf	DNS/16	DNS/16	DNS/16	48



Second place team: Seth Parker, Vincent and Nate Ireland

A Day of Firsts

By Logan Tullai, 2020 Interlake Boat Grant Awardee, Interlake #1330



Logan and Summer at Indian Lake

July 11th was a day of firsts. Our first travel regatta as the Interlake Boat Grant recipients, our first time towing a boat with our SUV, our first solo raising of the mast, and our first capsizing in an Interlake! As I reflect on the day, it isn't the high winds whipping us across the lake that I remember most. It is the people, what brought me to this day, and what I carried away from this experience that will keep me sailing.

Right from the start, the Interlake fleet has welcomed me and Summer, my crew and sister. Thane Morgan helped us sail our first Interlake through ISC and tirelessly taught us how to raise and lower the mast in 90-degree humid Indiana summer air. He met us at the club to help us practice raising and lowering the spinnaker while he coached us from the sun-drenched dock. Last year when we sailed at Nationals, the warmth of the group was clear. After the first day of nationals, Cara Sanderson Bown approached us, and in her enthusiastic and friendly style, encouraged us to stick with the Interlake class and apply for the Boat Grant.

Enter the Aspery family. Mind you; I had never met any of the Asperys. When I learned I had received the Boat Grant, Steve Aspery answered countless questions about how to tow a boat. Then, sensing my Mom was a little afraid to meet on the highway to pick up the boat, Lisa Aspery drove the boat from Ohio to ISC for me! Talk about welcoming! On the evening before our first travel Interlake Regatta, Thane Morgan again met us at the club to help

ready the boat and trailer for my first maiden voyage across state lines with a boat in tow.

When we arrived at Indian Lake for our first travel Interlake regatta, we were immediately greeted by the Asperys. Despite having their own boat to ready for the regatta, the entire Aspery family stepped in to help us raise the mast, fix the jib furler, and help us every step of the way at the beginning and end of the day. After two races with decent positioning, and much to our surprise and embarrassment, we capsized! Indian Lake club members towed us in, two other members joined us at the dock and helped us pump the water out of the boat and get it safely out of the water. This effort took about an hour, but despite the heat and exhausting effort, everyone made even capsizing upbeat and happy. The award ceremony was filled with friends, seasoned sailors, and some sailors new to crewing, but what I saw made me want to be a better sailor and a better skipper. Each group beamed with fresh memories of fun had on the water, counting on each other, pushing through challenges, and trusting one another. The water had strengthened friendships. We drove home from this day of firsts and marveled at what we had learned. The Interlake Fleet has embraced me and helped me, knowing that I can't return the favor yet. However, this day of firsts made me want to sail for a lifetime, become a better sailor and a better person, and hopefully pay it forward too. Thank you, Interlake Sailing!

2020 Great Northern Championship

Grand Traverse YC, Traverse City, MI

August 21-22, 2020

by Bob Sagan, Interlake #1442



Winners Peggy and Kai.
GNC photos by Bob Cornwell

Forecast early in the week threatened to blow us off the water. Then Bill Sanderson returned (with daughter Cara), bringing his mid-summer Ohio inland winds aura with him. Something had to give. Spoiler alert: The Force is strong with this one!

Shifty, up and down winds for R1 & R2. Fortunately, the RC headed by Tom Lechota and Jordon Owens (JO) knew just what to do. They set multiple windward marks about 20 degrees apart for the WLWL course. This allowed them to make the call for the median wind close to the warning AND be ready for course changes if needed. A stellar job by the RC team, included square leeward gates and windward offsets. Bill's imported winds kept them busy.

Spoiler alert 2: Sailing can be a humbling sport. Everyone, except for the Champ, experienced this.

R1 started in 7-11 from 270ish. Most boats went left. Bruce Moore (*future Interlake owner*) and Peggy Menzies (*Jim Menzies daughter and experienced Ohio dingy sailor*) went hard right. Right paid big and they were launched. The rest of the fleet played a futile game of chase. I was in contact after leg 3, looking forward to mixing it up with them on the run, AND THEN...*skipper error*. I mixed up priorities on the offset, had my head down un-clustering something and noticed the offset pass us by on the WRONG SIDE ☹️. My daughter Marija got to hear a "sailor term." New plan. Regain 3rd. We caught two and finished behind Jeff Bodie for 4th. Bruce Moore took the bullet.

R2 saw the course adjusted to 240. Winds were becoming more "inland Ohio" like. Bill Sanderson found this to his liking leading at the top with myself and Peggy close behind. The run was painful with wind anything but consistent. Marija kept our spinnaker pulling which let us round the right-hand gate (looking dw) first and we went left. We sailed 30 seconds to a puff and tacked on the layline. Bruce followed us and we saw the rest of the fleet through the main window well right and below us. Cruising "fast" forward to the weather mark, life was good. Then, not so much. At least for us. Wind pretty much shut down on us but mixed for the others. Boats to leeward on same tack ended up 20 degrees higher at twice the speed, which

is to say twice snail's pace. RC appropriately shortened the race to 3 legs. Jeff Bodie stayed calm. Found something to pass everyone and win. Peggy was second. I was second to last but got to sail with my daughter (HS Senior) which always makes me happy. The previous winner ate pickles. Humbling.

Dinner featured steak and mahi-mahi prepared for us while we pulled boats and was ready as we finished putting on covers. Perfect!

Saturday. Bill is Jedi Master, or perhaps Sith. We slowly made our way to mid bay just in time to be becalmed. After a good wait, the RC towed us in. 20 min on shore then Bill made breeze fill in. RC was ready to start racing immediately when we returned. Winds 7-11 from 220.

R3 had the fleet work left in an obvious patch of wind. Peggy began on port, ducked everyone and banged right. It was a hero move. On the far right there was a persistent righty with pressure that stayed there. The left had mostly good pressure. Turns out the middle was the battle ground. No man's land for racers. Peggy (and Kai) hung on to win with me (and Marjia) getting to their transom. The rest of the fleet crossed in a pack, with the previous day's regatta leader in last. (Humble)

R4. Winds began lightening yet the playbook didn't change. I started at the boat, tacked to right as the fleet went left. Plan came together. Got to watch fleet meet at windward mark in a cluster. "Circles/turns" were done. All in good sportsmanship. Play on. Last run was beastly hot as temps rose and wind died. Peggy worked her way through the pack to finish 3rd, which scored 2nd after a Corinthian RET by Bruce who consulted with his crew regarding that mark rounding cluster.

Congratulations to Great Northern Champions Peggy Menzies and Kai Dolan. Peggy is a longtime GNC competitor who teamed up with an outstanding TACS HS sailor to sail a strong regatta. Fleet Captain, Jeff Bodie presented award plaques made of knotty wood with design inlay that he crafted. Jeff also crafted a flawless regatta that we all toasted from the well-stocked cooler. It was a fun and safe event. I hope the rest of your year is also.

Scores from Great Northern Champs (see article prior page)

Place	Hull #	Skipper / Crew	R 1	R 2	R 3	R 4	Total
1	1363	Peggy Menzies / Kai Dolan	2	2	1	2	7
2	1442	Bob Sagan / Marija Sagan	4	5	2	1	12
3	1229	Jeff Bodie / Laura Johnson	3	1	6	4	14
4	1333	Bill Sanderson / Cara Sanderson	5	3	3	3	14
5	1372	Bruce Moore / Ryan Clulo	1	6	4	7/RAF	18
6	1402	Chris Branson/ Peter Neithercut	6	4	5	5	20



Heavy Air – continued from page 6

is the same purchase or advantage as the common rig. When it really starts blowing, I untie that stopper knot and continue that line back down to the traveler block, run it through the middle hole and tie a stopper knot. This adds purchase or advantage. Instead of a 2:1 mainsheet rig, it becomes a 3:1 rig. This also requires that you replace your mainsheet as you will need more length when you go to 3:1 and the diameter must be small enough to pass through the hole in the middle of the block. (I apologize, I don't know the new length, but I will measure it next time I am at my boat). I believe that you might be able to use a double block instead, but I am not sure how it will behave when only using one side in the normal configuration.

With the 3:1 rig it is much easier to play the main in heavy wind and, as a result, I tend to adjust the sail much more actively. It makes it easier to make small adjustments in heavy breeze. Rather than dumping the main in a puff, I can ease it a few inches in a more controlled manner and maintain speed. The downside to this rig is that you have a lot more mainsheet to pull in, especially at the leeward mark. That is why I switch back to 2:1 unless it is really blowing. When we sail with three, I ask the middle crew to help pull all that mainsheet in as we round the leeward mark.

So that is what we did at Indian Lake. It worked well for us, we were fast and in control (most of the time) because our trim was set for the conditions, we hiked hard and kept the boat flat, kept the nose down, and played the main to keep the boat flat.

Scores from Cattail (see article next page)

Skipper	Club	Race 1	Race 2	Race 3	Total	Finish
Bob Bradley	NCYC	2	1	3	6	1
Ron Gall	JRSC	5	3	2	10	2
Bill Sanderson	MSC	1	4	6	11	3
Peter Frissell	NCYC	DSQ	2	1	12	4
Tom Marriott	JRSC	4	5	4	13	5
Sandy Burke	JRSC	3	8	5	16	6
Tom Crowley	JRSC	7	6	7	20	7
Tom Wills	MSC	6	7	8	21	8



Minutes of Board Meeting of August 27, 2020, 7:00 pm

In attendance: Thane Morgan, Tom Humphrey, Terry Kilpatrick, Joe Novak, Jim Ward, Daniel Olson, Bryan Parker, Cara Sanderson Bown

1. Discussion of tooling / mold storage and acquisition of a shipping container: the class has acquired a shipping container for storing the molds at a total cost (with delivery) of \$2,650. The container is presently at 139 Buckeye Boulevard outside of Weatherly Boat Works, where it probably will be allowed to remain for the foreseeable future based on the light industrial zoning of the building. The molds have been moved into the container to avoid storage fees from Weatherly Boat Works.

Tom Humphrey noted that, with some interior construction, the container could be efficiently used for storage of the grant boat in addition to all of the molds and tools owned by the class, thus avoiding storage fees for the grant boat as well. Terry Kilpatrick noted that it is advisable to store the plug (currently at Portage in Michigan) at a separate location from the molds.

Thane Morgan and Tom Humphrey committed to obtaining a quote for insurance coverage for the molds and any other tools or Interlake parts owned by the class when stored in the container. The Board tabled for future consideration, the issues of where to locate the container and how to finance its insurance, pending a resolution of the insurance issue and builder search.

2. Discussion of Traveler's Series: Several Traveler's Series events have been rescheduled, and several canceled, but it appears that at least 5 and as many as 7 Traveler's Series events will have been completed by the end of the 2020 season, with no conflicting dates. The consensus of the Board is that rescheduled events are eligible for the Traveler's Series despite having been rescheduled because the Series Notice of Race does not specify dates for the qualifying events. The Board tabled any further discussion of the Traveler's Series based on this consensus.

Adjourned 7:30 pm

2020 Cattail Regatta

Jolly Roger Sailing Club, Toledo, OH

August 30, 2020

by Ron Gall, Commodore, Fleet Captain, Interlake #1325

We had incredibly beautiful weather for this year's Cattail Regatta. The Covid-19 pandemic has limited our Race Committee resources and brought us back to a Summer of Ottawa River racing, as in the early days of Jolly Roger. River racing is fun and challenging at times and gives all spectators on Edgewater Drive a chance to watch. With river racing and the shiftiness of the wind that comes with that, anyone has a chance to do well. Plus, they are simple races that do not require a lot of work. We do more racing and less race preparation.

The Cattail went well and was well attended. We had six classes of One-Designs attend, and they were from all over the place. Boats came from as far as Richland, Michigan (2.5 hours away). The Laser Class had the largest fleet with eleven boats. The Interlakes were the next largest Class with eight entries. Tom Wills and Bill Sanderson came from Mohican Sailing Club, the rest were local. Jolly Roger's newest member, Sandy Burke, raced his Interlake for the first time. This March, Sandy sailed a Wayfarer in the 300-mile Everglade Challenge and won his Class. He plans to sail his Interlake in next year's Challenge.

Bob Bradley has been racing in the river most of his life and found Sunday to his liking. Bob won the Interlake

Class easily with his worst race being a third. Peter Frissell sailed the most consistent with a second and a first but had an unfortunate DSQ which negated a great finish in the first race. This pushed him back to fourth overall. Ron Gall and Bill Sanderson battled back and forth throughout the last two races.

We were treated to a beautiful day of racing, especially for this time of year. The first race was a little light but allowed for a lot of light air tactics. Some of the Interlakers crave light air and are really good in those conditions. The course was shortened for the second and third races, and the wind picked up for very pleasant racing.

This event could not happen without the effort of many hard-working people. Jim and Chris Davis volunteered to be our PROs. They made sure that we had all the flags and marks, made sure that the sailing instructions were good, and organized all the marks and crash boats. In other words, they took care of pretty much all the racing portion. And they did a perfect job!! Jim and Chris help every year and their work is incredible. I am very grateful to all the boats that came, especially those from out of town, during an uncertain year, to race at Jolly Roger on a Sunday. I encourage more people to attend next year. The Cattail Regatta never disappoints. Thanks again!



Ron Gall with the winning Team Bradley



River racing!

Cattail photos by Ken Sabin

Sandusky Fleet Update

By Bernie Ashyk, Fleet Captain

Here at Sandusky Sailing Club, we are all doing the best we can dealing with our unique circumstances in 2020. Hang in there.

The racing season, although abbreviated, is progressing and the participation levels are increasing. We had 10 boats on the starting line this past Wednesday August 12th, including a new SSC member Julian Fraize from Cleveland, who sailed the Olson's Interlake #501 and provided some competition for the fleet. Sunday mornings have had a new SSC member sailing as well. Brad and Michelle Kennett from North Ridgeville are sailing #850. I met Tom Park from Toledo on Wednesday night, who has just purchased #1095 and is in the process of completing some details to get the boat ready to sail. Welcome aboard!

There will be only the Sunday and Wednesday Series this year. Brad Huntley, #1399, logs all the results and prepares and updates the spreadsheets after every race. Give Brad a pat on the back for his efforts keeping us informed. The year's scoring will be based on the best 5 of 9 Wednesday places and the Sundays best 6 of 11.

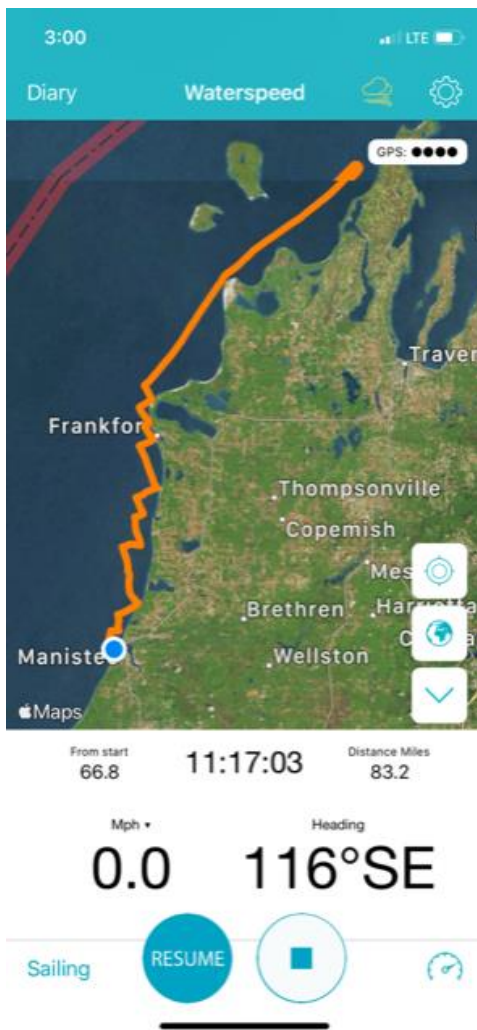
The season is going by quickly, there are only 3 Wednesday races left and 6 more Sunday morning races. (Make that only 5 left as the 8-16-20 race was abandoned on shore due to the thunderstorms approaching from the west). If you haven't raced yet this year, come on down and enjoy a socially distant beverage after the race.

To finish off the season, SSC will be hosting the "re-scheduled" One Design Regatta on September 26th. This will be a one-day event, that was piggy-backed onto a Thistle event with cheap registration, no food, no awards. See info on the regatta elsewhere in *The Intercom* and on interlakesailing.org

Bob & Jason's Excellent Adventure

In lieu of Nationals, Bob Sagan and Jason Masseroni took a "little" trip on Bob's Hobie 18.

We sailed XWing (a Hobie 18 with furling screecher on windsurfing mast/pole) from Traverse City to Manistee. About 130 miles rhumb line. Departed mid-Friday afternoon with whitecaps and a square beat. Winds settled down halfway and we arrived after midnight, setting camp next to the Grand Traverse Lighthouse. Slept in and started about noon Saturday down the west coast. Glorious day. Easy sailing with NW wind 7-11 knots. Conditions finally made us start gybing at Point Betsie. We stopped in Manistee due to storms in Ludington. Best of times.



XWing at the Manistee Lighthouse



Bob with XWing

INTERLAKES GONE VIRAL!

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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
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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!

This
parting shot
forwarded by
Clark Chapin
– kinda sums
it up...



Continued from page 15

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 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 821 - 1970 fiberglass Interlake with cover. Two main sails, two jibs, one spinnaker (basic sails and racing sails). All in very good condition. Garage kept. Trailer. \$4,000. Located in Marblehead, Ohio. Call Henry 313-220-5078.

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 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. 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

Sails & parts - Newer Doyle **main** (used 8 times) and Jib (used 4 times) \$1100; Brand new unused **spinnaker** \$850; Full **mast cover** \$75; Used **jib** \$75.
Contact Brad Balmert 440-670-5065 or bradb1384@yahoo.com

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

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Traverse City, MI
jbodie@crewfs.com

Interlake Parts

Terry Kilpatrick 419-349-6109
Whitehouse, OH
customflex@yahoo.com

Webmaster

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

Classified Ads: (some ads have photos on website)

Interlake 1434 - 2016 Customflex Interlake – \$15,000 OBO

Owners leaving the area so this lovely pale-yellow Interlake is for sale! One of the last Customflex boats built by Terry Kilpatrick.

Turn-key & race ready fast boat set up by Skip Dieball.

2 sets of sails:

- 2016 North Sails “practice” Main, Jib & Spin
- 2018 North Sails Main, Jib & Spin used lightly 3 times

2016 trailer. Full set of covers: travel top and bottom, mast/boom-up top with side skirt, rudder

Raymarine Micro Tacktick compass, boom-kicker. Always stored indoors during the winters

Contact Doug Forster (239) 209-8353 forster.doug@gmail.com

Interlake 1417 - 2009 Customflex Interlake, asking \$9000.

Built by Terry Kilpatrick as a demo for use by Greg Fisher for the 2008 Interlake Nationals, where it placed 2nd. Sailed regularly since 2011 by Tom Humphrey, current ISCA class secretary. Race ready; many modifications to improve function and operation of all standard systems.

Sails include a lightly used 2018 Quantum main and jib, and 2019 Quantum spinnaker. All sails are very fast. Main and jib placed 3rd at the 2018 Nationals. Boat also includes a 2013 Dieball spinnaker for practice use.

Includes 2010 Nickels galvanized trailer with two spare tires and two rear kickstands.

Covers: Trailering cover, bottom cover, mast cover, top cover for use when the mast and boom are up with side skirts.

Custom dual-use boom crutch for holding the boom under the

cover, and for catching the mast when raising the mast.

Boat includes a class-legal Tacktick microcompass, boom-kicker, and Harken hardware. Stored indoors during winters.

Contact Tom Humphrey, thomas.w.humphrey@gmail.com, cell 513-884-6441.

Interlake 1401 - sailed in Traverse City MI, boat is currently in the showroom at Weatherly Boat Works in Port Clinton, Ohio. 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 - White hull, 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 crosscut 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

Continued on page 14

Fun. Fast. Affordable.



Experience the
Evolution with a new
set of Interlake sails
from Evolution Sails.

Ryan Kyle

ryan.kyle@evolutionsails.com

Karl Felger

karl.felger@evolutionsails.com

Photo Credit: Robbie Roberts

The Intercom c/o Tom Humphrey
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Glendale, OH 45246