

The
Intercom



Official Newsletter of the Interlake Sailing Class Association



www.interlakesailing.org

November 2020





THE SAME SAILS YOU LOVE. BUT FASTER. AND ON SALE!



We've made some adjustments to our sails to make them faster and easier to use, meaning more fun on the racecourse!

Quantum has a team of expert Interlake sailors, supported by world, national, and Olympic champions, all dedicated to making sure you get the most out of your time on the water. Contact one of our class experts to learn more and be sure to ask about our fall discount and fleet deals!

▲ **BOB SAGAN**
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▲ **MARK REYNOLDS**
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▲ **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 Boissoneault or Bob Sagan with anything you need.

Photo by Julie Davidson

From the President

By Thane Morgan



The 2020 season is finally in the books. I'm impressed and proud of all the ISCA fleets, members and their clubs that managed to sail and run regattas. Congratulations to the skippers and crew that qualified for the Travelers' Series. 5+ regattas in 2020 is outstanding.

I want to wish everyone a safe and productive offseason. With luck we'll get things sorted out and have a fantastic 2021.



Just had to share – our daughter Melisse and her husband Grant sailing away after their October wedding at HSC!
Photo by Broc and Alexa Photography Co

Save the Date:

Interlake Midwinters

Davis Island Yacht Club

March 12 – 14, 2021

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Cover photo – There are three boats in this photo – really! Great shot of Bill Regan, then Colin and Bryan Parker, finally Steve Aspery. Photo by Debbie Parker

Intercom Tips and Techniques

Rigging the Interlake - Part 1: Sheets

By Bob Sagan, Interlake 1442, Quantum Sails Rep

I plan for this to be the first in a series regarding running rigging on the Interlake. Class rules permit customization in this area. This flexibility has proven to be a great equalizer on the racecourse. The strength of a sailor will largely determine the best purchase. The number and level of sailors (2-3) can lead to control location preferences. Proper rigging will help you get the most performance, and more importantly, the most enjoyment from your boat. Hopefully this series helps.

With the sailing season done, now is the time to repair and replace as we dream of repeating 2019 (*not 2020!*). **SPOILER ALERT:** You can skip all of this and get the standard lines in the correct length by contacting **Terry Kilpatrick at (419)349-6109**. Terry continues to support Interlakers with both standing and running rigging. He also continues to have the best prices and service you'll find. Special thanks to Terry for providing the "standard" lengths for this article.

Line has selection has grown rapidly over the past twenty years. What to get? How long? So much to keep tweeker, well...tweaking. Through these articles I'll present Terry's standards and specs, along with options. Fortunately, there are many ways to skin the Interlake rigging cat. Your mileage may vary.

Goals of Rigging

- Strong enough to have a reliable safety margin.
- Low enough stretch for the application - so once set, stays in position.
- Easily adjusted so it can be finely tweaked. No struggling promotes head out of boat.
- Provides a good "feel" for feedback and fun.

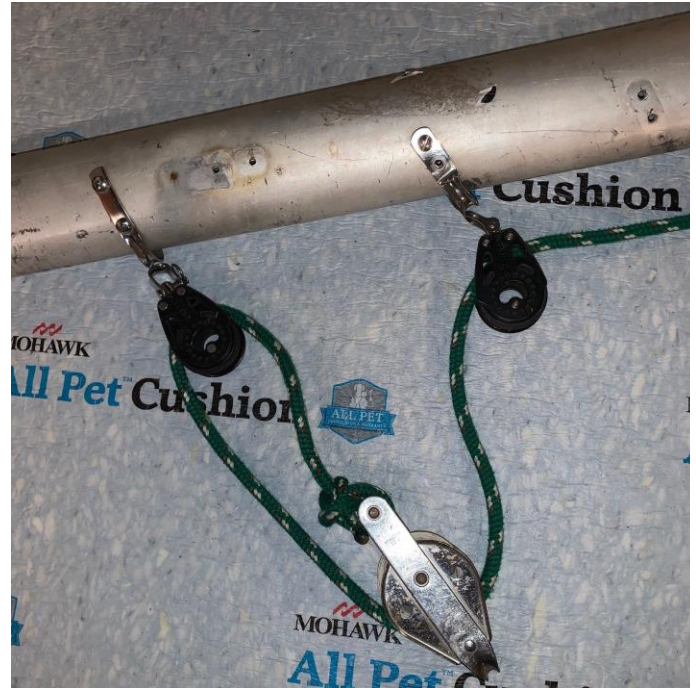
Colors. So many colors available. Use of many colors is attractive and more importantly, helps communicate. "PULL THE VANG" is confusing and no fun to rookies. "PULL THAT LINE" isn't any better. "PULL THE BLUE LINE" - no problem!

I'll start with sheets and their setup. Lines for other controls will be in future discussions of each system.

Main Sheet

7mm (5/16") Bzzz line (New England) is sweet. Old school is 3/8" (8mm) Trophy Braid. Standard length is 38'. Some are now doing 3:1 at the end of the boom in breeze, in that case you'll need 48'. Bzzz line is a firm, round polyester line developed as a Star mainsheet. Runs very well. Trophy Braid is fuzzy. A softer feel. Easy on the hands. Runs okay if not going through many purchases. Both lines are cost effective up front and last forever.

3:1 set up for end of boom in breeze. On bridle: single block with becket. On boom: double block or two singles. Two singles are nice because you can tie off at the rearmost block for most sailing, then simply run the line down to the becket on the bridle block when the breeze is on.



3:1 main rigging. 40mm Harken Carbo blocks on boom. Recommend using same w/becket on bridle (replacing the one in this mock-up)

40mm blocks work for diameters up to 3/8". The specs on newer Harken 29mm says they are plenty strong, they work better with 7mm, however, look undersized to old eyes.

Jib Sheet

1/4" (6mm) for standard sheets. 20' per side. New England Sta-Set polyester runs well due to its smooth yet grip-able cover. Low cost. Alpha Ropes SSR runs even better and is lighter. Going 2:1? It's great for smaller crew, big wind, or finer adjustments. Tie off 2:1 on the base of the jib car or use a becket block on the jib car. 5mm (3/16") is recommended for 2:1. SSR is my go-to line. I love the endless system. 40' long if you tie the blocks real close to the clew. 33' if your pig tails are long. (1'5" is about max piggy length). Longer pig tails translate into less line to be pulled while tacking. About 3' less per side in my long pig ail set up.



My jib pig tail lead. 3mm Spectra w 10mm lead rings

Continued on page 5

29mm Harken carbo and Harken mini blocks are standard. OR...go modern (*actually square rigger school upgraded*) and use a LEAD RING. No moving parts. Won't flip, jam, or break. Light and less expensive. Started using them in 2019 and love 'em!! Made by Harken, Ronstan and others. 10mm size has a nice radius, works well with 5mm line.



Pig tails attached to jib clew. This actually holds! Or you can tie blocks directly to clew.



Tie off end jib sheet to base of jib car or to becket on jib car block when using 2:1 system

Spinnaker Sheets

1/4" Sta-Set has been regularly issued for decades. I find it heavy, unresponsive with poor feel in medium air or wet. 5mm SSR (Cordura/SK78 blend) is a great all-around sheet. 4mm for hard-core light air up to 7 mph wind. Yes, tapered sheets make sense, yet I really like this combination of sizes with no tapering. Simple. 45' feet per side for traditional set up. 70' for the endless approach.

WARNING! Don't even think of using nylon or polypropylene lines. They stretch like rubber bands. Your sheet setting won't stay put, changing themselves in the wrong direction with every puff and lull, especially when working as the guy on a reach. Bad. Like, broken pole bad.

Polyester lines

Old school workhorse that gets the job done at low cost and lasts forever. They stand up to UV well, have good feel and hold great in cleats. Downside is that they are heavier, absorb water, and run slower through blocks.

I love blended lines

Maffioli Swiftcord brought us Cordura blended with Dyneema. Alpha Ropes SSR single braid is the modern replacement. Blended with SK78, it provides soft hand, good grip in cleats, light weight which doesn't absorb water, runs well. SSR and Dyneema are the lines you will find all over my boat.

Block note

Smaller blocks are lighter, cheaper, and modern designs are strong (*check specs*). However, lines run freer through thicker blocks because of reduced line friction and lines turn easier around greater radiuses. Standard rule for twisted line is block diameter should be at least 5x line diameter. 4x works for single braid and Dyneema lines. More on blocks in future "control system" discussions.

The bottom line (*pun intended*) is make yourself happy. Sailing is happy time. It's your Interlake. String it how you like. New lines are nice bling. It's all good. Cheers.



Bob's daughter Marija after sailing the GNC at Traverse City. Hopefully she appreciated all the effort her dad put into the rigging!

Finding Crew

By Steve Aspery, Interlake # 1435

How come you always get the good crew?

How often do we hear this question or think it ourselves? To sail, particularly racing, we need crew and finding someone good with whom you want to spend the day or weekend can be challenging. Sometimes it is tough to find anyone at all.

So where do we find all the good crew?

Set your expectations – what are you looking for in a crew? We would all like to have a great friend who immediately helps us win races and is available every time we want to go sail. But the reality is that those three things are hard to find and do not happen overnight. Given that we are all different, a good start would be to identify what it is that you care about. Do you want to win races or just have a good time on the water? (either is ok). Do you want to practice, read books, improve your skills, or do you just want to go out and race? Do you avoid or embrace the stress of competition?

Knowing your answers to these questions is important because if you want to work hard, practice, and be serious in races you want to find someone who wants to do those same things. Crew that is looking for a pleasant day on the water with no additional time commitment and no stress is not going to be a good match for you. Conversely, if you find a talented crew determined to work hard to improve their abilities, but you are not interested in matching their commitment they will not be a good match for you either. Start with the hard part; what do you want from your sailing? What is most important to you? There are no wrong answers, but you should decide.

Alright, we have done our soul searching, thought about what matters to us, we are ready for crew. Where to look:

1. **Junior sailors** – this is a great place to start. These kids have already decided that they like sailing and racing and there is nothing like the enthusiasm of a teenager racing a sailboat. It is important to remember that today many of these kids have only experienced one type of racing (junior program) in small boats. Understand that there will still be a learning curve on the boat and make sure that their introduction to adult sailing is a positive one.
2. **Friends, co-workers, neighbors** – when is the last time that you took a non-sailing friend sailing? There are people out there who want to sail, they just may not know it yet. This is not a fast path to experienced crew, you will need to teach them everything, but you already had something in common. You already know that you like them, get them out to sail! Jeff Tyndall at Hoover may be the king of this approach. He has sailed with numerous people over the years and they are his neighbors, friends, anybody. And it has worked out. Rob, his current crew, got an Interlake logo tattooed on his forearm! One of your current friends or neighbors might just be your next great crew.
3. **Breeding crew** – this is the long game solution, and it is a serious investment with no guarantee of results.

This crew will expect you to pay for their meals, lodging, clothing, and education not just during a sailing event but every day of the year! There is no greater joy than sailing with your kids.... when they want to be sailing with you. The tricky part with your kids is that you need to be able to decide to put sailing with your kids ahead of success in racing, at least for a while.

4. **Spouse** –When Lisa and I started sailing (a looong time ago) most of the boats were husband and wife or family teams (I highly recommend Nicholas Hayes' book *Saving Sailing* (2009) for some great discussion of these shifts in sailing). This has sadly become less common today. I get the reasons; Lisa only sails occasionally with me these days, but it is a real loss for our sport. A big part of this change is the increasingly competitive nature of our sport and the stress and strain that comes with that. There is also a lot that has changed outside of sailing that has made finding time difficult. Make a commitment to sail at least occasionally with your spouse and make it a positive experience. I can personally speak to the challenges of doing this, but we need to find ways to make this work, at least once in a while.

So, what is the takeaway from all this? If you want crew, get out there and ask some people to sail with you. Some will only go once, some you may not ask back again, but ask someone and take them sailing. In addition to possibly finding your next crew, you will be introducing someone to the sport that we all enjoy. But here is the tricky part, you must think about this now for next season. You cannot expect someone to show up to sail at an hour's notice when you decide to go sail. Talk to people now about their possible interest. Make a list of people that you plan to take sailing. And ask them well in advance of the time that you want to go. Be willing to invest in potential new crew understanding that you may need to sacrifice doing well in a few races. And make sure they have a positive experience! You might want them to sail with you again.

Be proactive, take some chances, and soon people will be asking you: How come you always get the good crew?



Steve and his favorite crew
(but he appreciates all his other great crew!)

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skip.dieball@doylesails.com**

**Brad Balmert
440-670-5065
bradb1384@yahoo.com**

**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

The 2020 Haphazard – COVID - Style

Mohican Sailing Club, Mansfield, OH
September 19, 2020

By Tom Wills, Fleet Captain, Interlake #902

This year's Haphazard Regatta was "Family Day" on the water. Mohican hosted the annual regatta on September 19th. Social distancing gave us a slightly "watered-down" event this year: We had intended a 2-day event in recognition of the club's 75th anniversary but took it back to a single day event and eliminated meals in recognition of CDC and Ohio social distancing recommendations.

In typical Charles Mill fashion, winds were shift: Our race committee set the course 5 times before the start of the first race. If you took an average of the wind direction, the course was fairly true to windward-leeward. There were a total of 8 boats at the regatta and I found it kind of cool to note that 6 of our eight entries were being sailed by various families. Bryan and Tiffany had sons Colin and Adam out for their first-ever sailboat ride. Steve Aspery sailed with his son David. Nate and Bridget were out with Vincent. Bryan Bradley with his dad Jim; Bill Sanderson with his daughter Cara. Sue and I were out on Jim Maul's new boat, (it's actually hull 1396 but we were sailing with newer sails borrowed from 902).

Many thanks go out to Stewart and Heather Fitzgibbon for managing race committee this year. Stewart had a knee injury last winter that had him off the water the entire season. Also, many thanks go to Debbie Parker who took a "boatload" of fantastic pictures of this year's event. Debbie was down here just in case Colin or Adam didn't take to the water as well as their parents do. Results were texted to our competitors shortly after they returned to shore and awards were presented at their boats.



From Cara Sanderson Bown:

Sue Wills of Mohican Sailing Club designed a special 2020 Covid-Style Interlake Haphazard logo (see above) for the regatta's awards. Sue created for the winners exceptional sweatshirt awards. She also donated her time, resources, and materials to put on the event while also competing. She's incredibly talented and always comes through for the club and class. Look to Sue, Richland Embroidery Services, for your crew gear or custom apparel.

Thank you, Sue and Tom Wills, and all of MSC volunteers for helping host another great annual event.
Sue@RichlandEMB.com



The Parker family sailing for a win



Parker and Ireland families at the Haphazard – photos by Debbie Parker

Place	Skipper	Crew	Club	Hull	R1	R2	R3	R4	Total
1	Bryan Parker	Adam, Colin, Tiffany	Lorain SC	923	2	1	1	1	5
2	Steve Aspery	David Aspery	Hoover SC	1435	3	2	2	3	10
3	Nate Ireland	Bridget & Vincent	Hoover SC	952	1	7	5	2	15
4	Bryan Bradley	Jim Bradley	Jolly Roger SC	1376	4	5	3	4	16
5	Bill Regan	Mike Fulton	Mohican SC	1355	6	3	4	7	20
6	Bill Sanderson	Cara Bown & Hannah	Mohican SC	1433	5	4	7	6	22
7	Donald Bacharowski	Diana Kuiper	Hoover SC	1360	8	8	6	5	27
8	Tom Wills	Sue Wills, Jim Maul	Mohican SC	902	7	6	8	8	29

Sandusky One-Design Regatta

Sandusky Sailing Club, Sandusky, OH

September 26, 2020

By Bernie Ashyk, Fleet Captain, Interlake #1166



Jim Ward, Wes Blazer, and Skip Dieball



Nate Ireland – photos by Bernie Ashyk

Hull	Skipper Name	Crew Names	Club	R-1	R-2	R-3	Total	Place
842	Wes Blazer	Paul McAllister	SSC	3	1	1	5	1
952	Nate Ireland	PJ Blonski and Vincent Ireland	HSC	6	2	2	10	2
1376	Bryan Bradley	Jim Bradley & Shelly Weisman	JRSC	5	4	4	13	3
1180	Skip Dieball	Laurie & Max Dieball	NCYC	1	3	DNS	19	4
1417	Tom Humphrey	Anne Humphrey	SSC	12	8	3	23	5
1338	Phil Montgomery	Sarah & Cassidy Montgomery	SSC	4	6	DNS	25	6
902	Tom Wills	Sue & Pete Wills	MSC	13	9	5	27	7
1411	Hank Boissoneault	Kelleigh Beatty	SSC	7	5	DNS	27	8
1382	Marcus Presley	John Rampe & Chris Fogle	HSC	8	7	DNS	30	9
473	John Schwartz	Carolynne Zettler	SSC	14	11	6	31	10
1425	Jim Ward	Jayme & George Ward	SSC	2	DNF	DNS	32	11
1440	Maddy Henry	Dylan Winkel	SSC	9	10	DNS	34	12
466	Sam Logan	Tim Vining & Maddy McSweeney	JRSC	10	DNS	DNS	40	13
234 (425)	James Keane	Kellie Keane	SSC	11	DNS	DNS	41	14

DNS or DNF = Participants + 1

(+15) (+15)

This event was promoted to fulfill our needs to get in some one design sailing to make up for all the regattas that were cancelled or postponed due to the pandemic. Saturday's racing certainly lived up to all the promotion!

Many thanks to Jay Austin, Sandusky Sailing Club's Regatta Chair who doubled as the event's PRO, and who initiated the idea to combine other classes with the previously scheduled Thistle Lake Erie District Championship. As a result of good advertising and support by SSC, 14 Thistles, 14 Interlakes, and 14 Lasers showed up Saturday morning in near 80-degree temperatures, sunshine, and 7-9 mph winds from the southwest when the first warning was sounded at 1135 in the Main Bay south of Johnsons Island. The Main Bay was chosen to avoid the small boat traffic and allow some extra starting and finishing room for the collection of 42 boats.

The winds were building as the first Thistle start was called back with a general recall and the one-minute rule was in effect for the second start. The Interlake's start was all clear as the winds were building and approaching 15 mph. The Lasers started sailing towards a shorter windward mark.

The Thistles were starting the 2nd race as the Interlakes and Lasers were finishing the 1st, and so it went for race 2 for the Interlakes as the wind piped to 20 mph prompting 8 boats to head for shore leaving 6 for the 3rd. The Thistles and Lasers toughed it out for race 4 with winds still near 20 mph. Needless to say, the race committee was very busy.

There were a bunch of tired sailors after a blustery day on Sandusky Bay. Perhaps a couple of cold beverages were enjoyed after the boats were packed up and put away. Congrats and thanks to all the skippers and crews for making this a first-class sailing event.

Additional thanks to the busy race committee on Escort I consisting of PRO Jay Austin, Commodore Matt Bedee, Ruth Anne Van Fleet, Bernie Ashyk. Registration help by Ryan Kyle. Mark boat - Terry Parker, PC John Hartung. Pin boat Louie Palmer and PC Bill Semans, Safety boats Karl and Yanny Vander Horst, and Thistler Kyle Finnefrock. A special thanks to Louie Palmer for going the extra mile and sailing a young and very tired Laser sailor's boat back to the club.

This was a good warm up for the Interlake Nationals at SSC in 2021.

2020 Fall Blowout

North Cape YC, LaSalle, MI

October 3, 2020

by Skip Dieball

The John Greiner Fall Blowout has been going on for over 50 years (!!), primarily as a stop on the Thistle Fall Circuit. Interlakes were added a number of years ago, as have Snipes, Lightnings and Force 5s. The weather is very hit/miss on the traditional October date and this year was not only a hit, but a home run! Beautiful sunny skies and a light southerly breeze. No one was going to strain themselves hiking on this day.

When I chatted with my team about doing the Blowout, I had not talked to any fleet mates to know if there was going to be a fleet this year. My expectations were low, with all things Covid, but to my surprise we had not only a good turnout of locals, but a very strong/competitive fleet.

In the fall, the southerlies tend to clock as the day warms up. I was convinced that the right side was going to be strong...so convinced that I decided to start on port tack and duck much of the fleet to get right. My conviction hit me over the head like a sledgehammer, however. I should have anticipated instability and kept the game plan simple. So we found ourselves playing catch up and trying to pick our way upwind in very light wind and big 20* shifts. Tom Marriott was well ahead and the rest of us were battling for position on the famous Blowout triangle courses. Fortunately for us in the back, the wind died for the leaders and the fleet compressed a bit. Tom did a very nice job staying in front as we inched our way back. The last run was lopsided, so I tried to "bring the fight" to a more centered-up spot as we approached the finish. A few gybes to the finish and we literally nosed out Tom for the race win.

Races 2 & 3 were in a slightly more steady breeze. Boatspeed was more of the game plan, while staying in phase...which was very tough. Everyone had moments of brilliance, followed by that frustration of having the wind follow you through a tack. Laurie did a nice job keeping us going and making sure little Max stayed in the boat on the numerous tacks.

What I learned (re-learned): In breeze under 5 knots, you have to have speed before you even try for point. Early



in the day I was too thin on the breeze and it showed. Once you get pressured up, you certainly can take stabs at point, but you have to be quick to change gears and foot the boat again when the breeze goes away. Another thing I re-learned was finding the optimum heel angle. This was tough as we were a little out of balance with crew weight. I found that I had to sit in to get the boat to 10-15* in the light and then when the pressure was on, flatten to 5*. "Reloading" with heel was pretty key to keeping the boat going upwind.



Skip Dieball with crew Max and Laurie

- Race Results:
1. Skip Dieball
 2. Tom Marriott
 3. Ron Gall
 4. Bryan Bradley
 5. Bob Bradley
 6. Sam Logan

2020 Chiefs Regatta (Covid Edition)

Leatherlips YC, Powell, OH

October 17, 2020

by Scott Savage, Interlake #1340

“So you’re saying there’s a chance”

Mike Mirarchi and his wife Linda must have had the Interlake Class in mind when they brainstormed the **Fall** version of the Spring classic. All the aspects that make the Chiefs a springtime tradition were present at this year’s event. We had weather that was equally seasonal for April or October - 60 degrees and sunny works anytime. A shifty 5-15 knots from the SSW, South, NNW...you get the idea, was plenty to get in 5 back to back races, and post-race hospitality that has made Leatherlips the spring regatta classic that it is, even in October.

PRO JP Clowes did an outstanding job using the prevailing breeze to set up courses that made for great competition. Consistency was in short supply all day as Chief Leatherlips made sure



Photo by Linda Mirarchi

that no lead was safe and no boat was ever out of it, there was always a chance to come back. The recipe was pure home cooking for Jeff Jones and myself. Going home to Leatherlips always reminds me of those basic racing lessons of patience, calmness and optimism. I am not sure I had any more than one of those attributes at any given moment, but I was sure trying. The scores were a testament to the competitors’ efforts as the race wins went to 4 different boats.

It was great to see old friends and meet new Interlakers Joe Hunt and family sailing their new boat 1392 in its first regatta.

With the arrival of Covid this year, all of our lives have been touched in one way or another. Sailing in particular has taken a huge hit as gatherings across the nation have been strongly discouraged or outright banned. I am proud that a “**can do**” attitude was shown by many of our clubs throughout the Midwest. With precautions taken, distancing respected and respect for guidelines, many clubs were able to have events even in these extraordinary times. I have great hope that a normal regatta season may be possible next season. But if we can’t return to that quite yet, I hope people like Mike can figure out ways to safely let us gather our friends for a little bit of competition and comradery that is so needed right now. Thank you again to all the wonderful volunteers at Leatherlips for making the Chiefs what it always is, **Fantastic**.



	Boat	Club	Skipper	Crew	R1	R2	R3	R4	R5	Pts
1	1340	Hoover	Scott Savage	Jeff Jones	1	4	1	4	3	13
2	1276	Hoover	Jamie Jones	Joe Hurst	4	2	4	5	1	16
3	952	Hoover	Nate Ireland	P.J. Blonski	7	5	2	2	2	18
4	1411	Sandusky	Hank Boissoneault	Daniel Olson	5	6	3	1	4	19
5	1240	Leatherlips	Carolyn Tanner	Cindy & Dylan Elmore	3	11	5	3	5	27
6	1293	Leatherlips	A.J. Savage	Eric Sandstrom	6	1	6	9	8	30
7	1280	Leatherlips	Scott Graham	Lauren McKown, Flynn Becker	2	10	11	6	7	36
8	1433	Mohican	Bill Sanderson	Cara Brown, Heather Parsons	10	3	8	11	6	38
9	1006	Hoover	Dave Alvarado	Brady Smith, Brandon Smucker	9	8	7	10	9	43
10	810	Leatherlips	Ken Fallon	Mason Mattice	8	12	9	7	12	48
11	1392	Leatherlips	Joe Hunt	Amy & Hannah Hunt	12	7	12	8	10	49
12	1209	Leatherlips	Mike Mirarchi	Ed Fairbanks	11	9	10	12	11	53

Sandusky Fleet Report

By Bernie Ashyk, Fleet Captain

I am happy to report that the Interlake Fleet No. 1 wrapped up the 2020 season with a great event at SSC. Prior to the main event, Cameo Pizza and cold beverages were enjoyed while watching the Cleveland Browns battle the Cincinnati Bengals until halftime, when the real festivities began.

While doing our best to be socially distant, we witnessed a fabulous video production prepared by veteran Interlaker, Fleet Scorer, and past Blue Velvet winner Brad Huntley. Brad's gripping narrative was supplemented by a Star Wars themed video that provided some history and then the circumstances that prompted this year's selection. The 2020 Blue Velvet awardee has the distinction of being the first back to back BV winner, was the 2019 ISCA National Champion, and was just elected as the Sandusky Sailing Club's new Rear Commodore. Congratulations go to Hank Boissoneault!!!

By the way, good job Browns for the last-second victory over the Bengals.



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More great photos
from the Haphazard Regatta
by Debbie Parker

Clockwise from right: Bryan and Jim
Bradley; Don and Diana Bacharowski;
Bridget, Nate, and Vincent Ireland; Cara
Sanderson Bown; Tom and Sue Wills,
Tom Maul



INTERLAKES GONE VIRAL!

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Parting Shot:

Sue Wills suggested that perhaps the Ireland family would enjoy a "turkracken" for their Thanksgiving meal...

(see a photo of their transom on the previous page)

Classifieds continued from page 15

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 366 - It's a classic! (And a "fixer-upper"). Last sailed 5 years ago. Stored outside in the Port Clinton area. We also have an assortment of accessories in decent condition: 3 rudders, 1 tiller, 4 mainsails, 1 jib, 2 spinnakers, canvas cover. Interested buyers can contact Nancy at nancybuderer@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.

Project boat - 1974 Interlake by Customflex; white fiberglass in good condition with seats; project boat condition; rotted center board box removed; FICO hardware; aluminum mast with flotation and boom; jib, main, spinnaker in usable condition; TeeNee fitted trailer with hinge frame; new winch and dolly wheel; spare tire; two tires may need replacing; all rims in good condition; must sell; \$500 obo. contact zieglaw1@gmail.com; Chagrin Falls, Ohio. Photos on request.

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 - 2020 North DSD Mainsail (used one day) and 2015 DSD Jib (used 10x) in excellent condition. \$1,150 plus shipping. Skip Dieball, +1-419-392-4411, skip@dieballsailing.com

North Sails - Full set 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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Fleet #38 Grand Traverse YC

Jeff Bodie 231-421-1120
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 1133 - Red hull with full seat deck style: light stern, “Parkerized” (faired bottom with NAs measurement papers), cut down trunk, standard and graphite poles, standard and Dieball racing rudders, aluminum racing and wood cruising tillers, boom kicker for light air, suit of Dieball once-used standard and light/medium air, 2 North “club” suits, new and used Quantum spinnakers, full top-side top cover, and trailer with new LED Lights and good spare. \$5,000 (or best offer)
Call Craig Tovell at (614)7834383, email: C4Tovell@aol.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

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
8 Little Creek Lane
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