

The Intercom



Official Newsletter of the Interlake Sailing Class Association



www.interlakesailing.org

April 2021

**20 INTERLAKE
04 MIDWINTER
CHAMPIONSHIPS**





STRONGER INTERLAKE SUPPORT IN THE GREAT LAKES REGION.



With the addition of new lofts run by Al Declercq in Detroit, MI, and Harry Melges and Andy Burdick in Zenda, WI, Quantum now offers nine lofts in the Great Lakes region to provide you with unrivaled service and support.

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 help you kickstart your season!

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.

▲ **BOB SAGAN**
bsagan@quantumsails.com

▲ **MARK REYNOLDS**
mreynolds@quantumsails.com

▲ **GEORGE SZABO**
gszabo@quantumsails.com

Photo by Julie Davidson

From the President

By Thane Morgan, Interlake #1397



As we discard the long Covid winter of our discontent, sailing comes appareled like the spring. (Sorry, Willy, it had to be done.) I hope everyone is as excited as I am for the coming sailing season. Although we lost Midwinters, the rest of the Travelers' Series is scheduled and

ready to go. My personal plan is to sail in all of them this year. I look forward to seeing all of you out on the line with me.

This offseason has been very busy. Our builder selection committee has made great progress. We've found strong interest from a very qualified group candidates and expect to conclude the process before the end of the year. We're also working on an update to our website. Growing our class requires great communication with current and prospective class members. interlakesailing.org is our metaphorical front door and we want to make it as inviting as possible for people to come in and join the Interlake Party.

I'm really excited to have Interlake Nationals hosted by Sandusky this year. They've had an extra year of prep so it should be extra special. (No pressure guys!) I'm a little disappointed we haven't received a firm commitment from any clubs to host in 2022. I encourage any fleet thinking about it to let me know and get the process started ASAP.

See you in May at Chiefs!



Thane won Midwinters in 2019

2021 Interlake Boat Grant

Apply Now!

The Interlake Boat Grant provides a competitive Interlake to deserving young people for use for a season. **Reach out to your high school, college, or young adult sailors and urge them to apply!** The deadline for 2021 applications is April 15, 2021.

Applications and more details:

<https://interlakesailing.org/boat-grant/>

Questions? Email or call Steve Aspery
saspery@DariFill.com or 614-841-1846



What's Inside

3 From the President

Feature

4 – 5 2021 Nationals at Sandusky Sailing Club

Tips & Techniques

6 – 7 Sailboat Rigging – Part 2: Purchase Systems

Class News

8 2021 Travelers' Series Schedule

8 Michigan Road Trip

9- 10 2020 The COVID Summer - MSC

10 US Sailing – One-Design Class Committee

11 Can't Keep a Good Guy Down

12 Leatherlips and Hoover regatta ads

13 ISCA Board and Fleet Captains Meetings

14 - 15 Classifieds

15 ISCA Officers and Fleet Captains

Cover photos – Scenes from Midwinters past. This year's Midwinters was yet another cancellation due to COVID, but we'll be more than ready for next year!

Intercom Feature

2021 Interlake Nationals at Sandusky Sailing Club

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 2021 National Championship Regatta dates are Wednesday July 14th through Saturday July 17th 2021. Additional information and preregistration will be available through the regatta committee and <https://yachtscoring.com/emenue.cfm?eid=14483>.

Boats and sails will be measured on July 13th and July 14th prior to the Nationals. The Women's and Junior Championship Races will be sailed on Wednesday July 14th. 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 15th at 1000. This will allow for arrival and preparation on Wednesday afternoon. Measurements and weigh ins are from 0900-1600 on Wednesday July 14th. 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 17th. SSC is equipped with three boat hoists, as well as a trailer launch ramp.

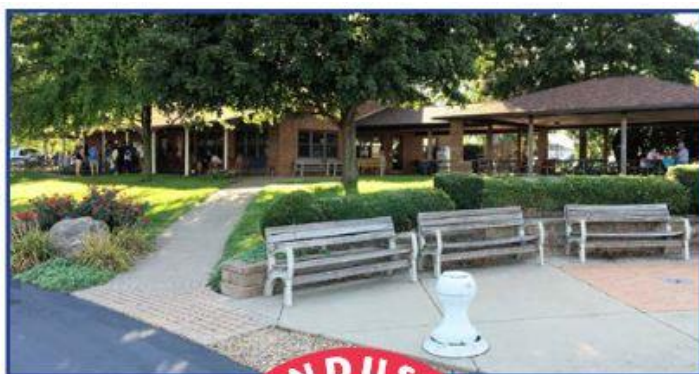
With Sandusky being in the heart of Vacationland, it is a good idea to plan early for accommodations. On-site tent camping is available at SSC with access to our facilities for \$20 per tent per night. There are several area hotels as well as Airbnb for options.

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!



2021 Nationals - Tentative Schedule

DAY	Event	Time
Tuesday, July 13	Registration and Measurement – Skippers' packets available	1700 – 2100 hours
Weds., July 14	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 15	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 16	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 17	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

News from Sandusky Sailing Club

By Bernie Ashyk, Fleet Captain

After a short season of ice boating, Spring is finally here and we have been un-hibernating after a cold but not too snowy winter. SSC kept our members' sailing interest alive by hosting Fireside Fridays with tasty pizzas baked and served by PC Matt Bedee. The Sandusky Junior Sailors Inc. served nine different chilis during the 2020 Chili Cookoff fundraiser, and Rear Commodore Hank Boissoneault put together a well-attended Taco Night and held regular Board and other committee meetings both at the club and on-line via Zoom. During all this activity, the club's officers did a great job making sure all of our members were aware of and abided by the State's COVID regulations.

The season's club racing schedule has been published and plans for getting the Committee boats in shape and in the water are underway. Spring workday at the club and the General Meeting will be on April 17th. Volunteers are being recruited for all the necessary pre-season chores. SSC's Annual Award Banquet was scheduled for last November but will now be in May. A little late, but better than never.



Photo from 2019 – SSC Facebook page

One SSC event that didn't make the ISCA Travelers Series is the one-day Interlake Tune Up Regatta on June 12th. See if you can make this series of 3 to 5 races, it might give you a refresher of what to expect in July at the Nationals. Hank Boissoneault is the regatta chair, so stay tuned for an email and NOR for more details.

Intercom Tips and Techniques

Sailboat Rigging - Part 2: Purchase Systems

By Bob Sagan, Interlake 1442, Quantum Sailor

What purchase should I use? What are some rigging options?

The personalization of purchases helps to make a great equalizer on the race course. Physically weaker sailors can add purchase power thus helping them keep up with physically stronger sailors.

Rig your boat based on crew. 1 or 2 crew? Age? Experience? Height? Strength? Customize locations and power for ease of use in your specific needs. *Ease of use = more fun and better performance* ☺

An example of “personalized” leading to better team performance is spinnaker pole length. The Interlake class allows a range of 7’ to 8’1.” Theory and commonsense say “longer = clearer air + more projected area = better performance.” Yet, my “Take Five” had better performance when I used the shortest length as my young daughter (*Marija*) started working the front of the boat. I also used a lower spin pole ring on mast. That didn’t make for the recommended pole angle, yet the combination allowed a shorter and weaker sailor to handle the pole safely, smoothly and confidently. These positives far outweighed the negatives. Thus, what is often a strenuous task became the leg my young daughter most looked forward to. We love breeze. *Game on!*

There are two parts to rigging: Blocks and line (don’t dare say ropes, *arrgh!*)

Standard Interlake purchases (*note: purchase strength is unregulated, rig as you will*)

- Outhaul 6:1 or 8:1
- Cloth (jib Cunningham) 4:1 or 6:1
- Jib Wire (Halyard) 6:1 or 8:1
- Cunningham 4:1 or 6:1
- Centerboard: 6:1
- Topping lift 2:1
- Vang:
 - Adjusted from boom/mast step: 10 or 12:1
 - Adjusted from cb trunk: range of 9 to 16:1
 - Double ended led to side deck: ranges from 12 to 20:1

Blocks: Smaller lines permit smaller (cheaper, lighter) blocks. Modern blocks are amazing, yet you must still check working loads and be sure that the line does not rub against the block itself.

Modern lines: such as spectra, don’t need to be larger than 1/8” on dinghies under 20’ (can often be thinner). However, you can’t hold this piano wire plus it doesn’t cleat for diddly.

Example: The savings of the Harken 084 double bullet vs Harken 16mm is 71g vs 27g per block (60%), 33% cheaper, and 25% stronger. (YES, the smaller block has a *higher* working load.) There is much less friction in the smaller system. The breaking loads of this fat, all-polyester

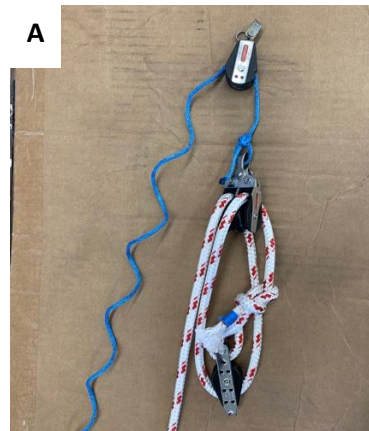
line vs this thin, all spectra 78 line are similar. These are real gains to be had in rigging. (*Warning...see anchoring blocks below.*)



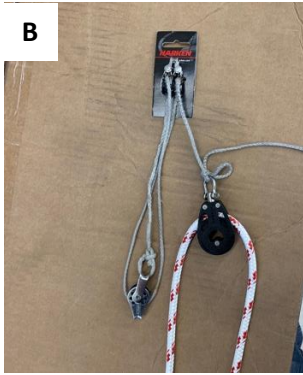
Compound systems use two different sizes of lines thus taking advantage of modern materials while taking care of your hands. Compound systems also require fewer blocks to create the same purchase with improved performance, saving weight and money.

Cascade/size matters. Cascade systems are multi-part purchases. They multiply the purchases of the part together, usually are cheaper and permit using a line with nice hand in one part and aggressively thinner spectra in the other part. The biggest downsize is that they require more “throw-length” than a standard pully setup.

Check out these two variants to an 8:1 cascade system. Both are lighter, cheaper and more efficient (pulls and eases easier) than a pair of quad pullies. Note: Crew will appreciate it if you let them handle the thick line. System “A” is a common set up to double the purchase of an existing purchase. System “B” is the least costly and most efficient. “B” is a useful way to rig “double ended” systems...the ones that are often run to either side of the deck.

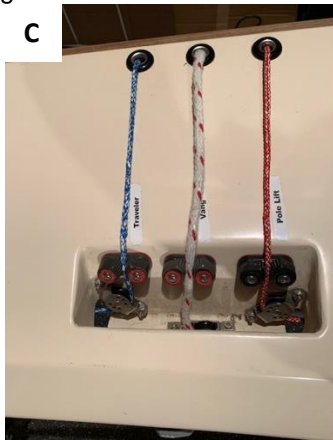


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B

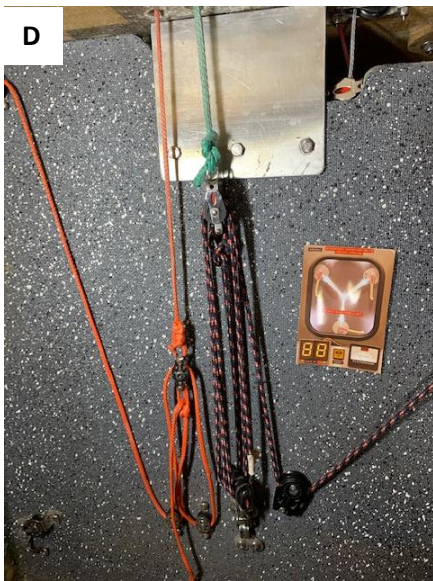
C) Side deck pocket. These systems are “double ended.” A 3/16” is line in hand...except my vang is 1/4”so I can select it without looking.



C

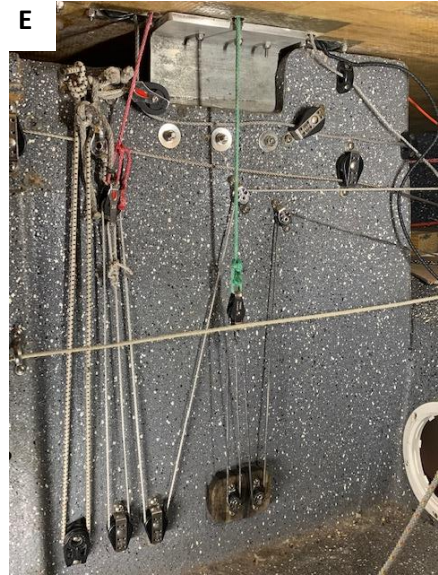
Placing the majority of the system on the cb trunk centers weight plus increases accessibility. The shock cord is to facilitate easing on my outhaul (not needed if outhaul system is contained on boom.)

D) Port side: Wire (black). Cloth, led forward then double ended.



D

E) Starboard side: outhaul, part of vang, Cunningham, part of cb, uphaul lead and downhaul shock cord.



E

Easing is just as important as tightening. Everyone loves pulling on strings as the wind builds. Few are as quick to ease in lulls. Gains can be made here. Problem is that pushing on lines doesn't work so well. Friction is the enemy of easing. Hunt down and reduce friction. Thinner, spectra lines run best. They are also smooth. Compound systems usually ease with ease.

Knots/Splicing/SAFETY: Lines are weakest at knots. The typical knot weakens a line by 40-50%. A bowline maintains approx. 60% of full strength (1). A proper splice can retain 90% of strength (2). Recommended application is no more than 25% of the weakest part of the system (3). That is usually way less than the line rating (perhaps 1/8 of max line rating).

- (1) <http://www.geospectra.net/kite/knots/knots.htm>
- (2) https://en.wikipedia.org/wiki/Rope_splicing
- (3) <https://www.premiumropes.com/rope-advice/breaking-strength-sheets-halyards>

Anchoring blocks: The loads don't diminish just because you are using space-aged thin line and equivalently smaller blocks. The screws anchoring a small block see the same loads as their big lined, big blocked alternative. Use beefy screws. The anchoring fasteners need to be as large as possible for little blocks. Stainless. Include washers. Fender washers are your friend. Proper sized pilot holes are required. Too small cracks fiberglass and weakens the screw head. Too large just doesn't hold and lets in water in (not to mention that it is rather challenging to find drill bits that make holes smaller ;)

Use “glassed in” blocks when anchoring underneath the deck. Be sure to remove the surface sealer from under the deck before glassing in to ensure proper adhesion. Seal all holes with silicone, even those with screws in them. Water ingress might be slow but it is persistent and is the top five reasons decks go bad.

2021 Interlake Travelers' Series

May 1	Chiefs Regatta	Leatherlips YC
June 5	Cattail Regatta	Jolly Roger SC
June 19	George Fisher Memorial	Hoover SC
June 19-20	Cleveland Race Week	Edgewater YC
July 10	One-Design Regatta	Indian Lake YC
July 14-17	National Championships	Sandusky SC
August 21	Hot to Trot	Portage YC
Aug 27-28	Great Northern Championship	Grand Traverse YC
Sept 18-19	One-Design Regatta	Sandusky SC
September 25	Haphazard Regatta	Mohican SC
October 2-3	Poltergeist Regatta	Indianapolis SC
October 9	Fall Blowout	North Cape YC
October 16	Snowball Regatta	Buckeye Lake YC

Regattas that are not on the Travelers' Series

June 12	Nationals Tune Up	Sandusky SC
July 10	One-Design Regatta	Lorain Harbor BC

Schedule Alert

Michigan Road Trip

August 21- 28, 2021

By Tom and Sue Wills, Interlake #1372

Portage YC moved their Hot-to-Trot regatta to the weekend before the Great North Regatta at Grand Traverse YC. With the Michigan regattas back-to-back, it gives those of us 'down south' the opportunity to plan to visit 'the north' and do some great sailing and vacationing too. And yes, the Grand Traverse regatta is Fri/Sat – winds are better Friday eve than they are Sunday am.

Plan a mini get away and sail two weekends in a row. There are currently 50+ festivals scheduled in MI for those two weekends so a lot to do once the sailing is done. Michigan is home to many craft breweries, distilleries & wineries. Traverse Bay area is a diverse area with activities of all sorts.

The Northerns have arranged their schedules to make it easier for the Southerns to take advantage of what they have to offer. Let's support them by having a great turnout at their regattas. We've already booked an AirBnb in the Traverse Bay area for the week. Who will join us?!



2020 The Covid Summer: Mohican Sailing Club

It was the Best of Times & It was the Worst of Times

By Sue Wills, Interlake #1372



2020 was eagerly anticipated. There were high hopes for the season; it was the 75th anniversary of the sailing club. Early in the year, the club officers met to set the schedule for the upcoming year. Little did we know that soon 2020 was going to be the best of times as well as the worst of times.

Covid swept the nation. Ohio issued a 'shelter in place' and 'limit activities' order. What does this mean for Mohican Sailing Club (MSC)? Do we open the club? The officers mulled over the question.

After discussion, they decided to open the club. They figured there was plenty of room for social distancing due to the large property. Instead of the typical rally of forces, encouraging all members to come out en masse to set the docks and clean up the winter cobwebs, a skeleton crew would set the docks. Due to availability of the equipment and operators, dock day was delayed a week. This was good, weather was beautiful for setting docks – the previous week was rainy and cold.

The remaining season opening chores were listed on the club website and family units were encouraged to 'claim' a chore or two and come down to the club on their own schedule and complete them. The cooperative nature of the club rang true and the chores were quickly claimed and completed. This was good.

Everyone hoped the virus would disappear quickly and it would be business as usual but it didn't happen. That was bad.

Luckily, we have a large parklike property. Members were encouraged to come to the lake and enjoy our private park. Club house use was discouraged but there was plenty of space for social distancing at the picnic tables or by spreading a blanket on the hillside or cruising on the lake.

'This is the best kept secret in the area' is a phrase often heard from new members. Well, this year, it wasn't kept a secret. MSC gained 8-10 new family units over the season.

One family would tell another family of the great facility that they'd found where they could safely get away from the confines of their home. The news spread and many new families arrived. This was good.

Soon we had a fleet of new kayaks on the hillside. Youngsters enjoyed kayaking in the bay, parents enjoyed visiting on the hillside or reading a book. This was good.

Due to the limits on the size of gatherings, our traditional Sunday potlucks were canceled. This was bad. But people came out throughout the week using the club as an escape. The club was a busy place. This was good.

Long time members worried how to connect with the new members and make them feel part of the club. Sailing lessons were arranged. Soon the club Sunfish were out on the lake on a regular basis. This was good.

Covid wreaked havoc on the Interlake Travelers series. While clubs tried to hash out how and if they could/should hold regattas, MSC started up its club racing program. Stewart, who had fallen in the late winter and was unable to sail, offered to be race committee for the season. Early on with no Travelers series, MSC sailors turned to the club races to stay sharp. This was good.

Since the Sunfish were getting lots of use, club officers decided we should bring in sand to refresh the beach to make it easier to launch the Sunfish. Our new family units were asked if they would be willing to help spread the sand figuring they would use the beach a lot. Many quickly agreed and the beach was revived. This was good.

Summer rolled on and the virus wouldn't give up its hold on the community but MSC continued to be an oasis in the storm. One afternoon, I observed 3-4 carloads of young families streaming in. I was gardening and so I didn't see what they were planning on doing. After a short while, they were all gone. 'Where had they all gone?' I wondered. After a couple of hours, they returned – a catamaran, several Sunfish, kayaks, and a SUP. Everyone was smiling and had had a good time on the water. Watercraft were put away; blankets were spread on the hillside and picnic dinners appeared. This was good.

One housekeeping chore at the club that had been put off for a number of years was painting of the clubhouse. Since travel was restricted and we had many new members thus more funds – the club hired a painter to refresh the exterior of the club. Club members did some repairs and painting in the interior. This was good.

A few clubs decided to try socially distanced regattas and the Interlake Travelers series light began. Tom and Sue traveled to a couple events then lobbied hard for MSC to hold its Haphazard regatta. Many club members were unsure it was a good idea but after changing from a 2-day to a single-day regatta and explaining how other clubs had done it, the Haphazard was on. This was good.

Continued on page 10



One-Design Class Committee Re-formed for Assistance to One-Design Classes

US Sailing has re-formed the One-Design Class Committee as both a vehicle to assist one-design classes and a forum so that classes can discuss mutual problems and exchange ideas.

US Sailing's Adult Programs Director, former Olympic sailor Betsy Alison, is the staff liaison along with Nancy Mazzulli. Chris Snow (Etchells) and Debbie Probst (Lightning) are the Chair and Vice Chair. The other members are from a wide variety of locations and locations, including Gail Turluck (Sunfish) and Chrisy Hughes (Scows).

In addition, two veterans of US Sailing activities have been tapped as "advisors" to assist this new group. Most prominent is US Sailing past President Dave Rosekrans (Thistle). Dave sails at Cowan Lake in Ohio. Also assisting is Clark Chapin (Interlake, Michigan).

The Committee is focusing on three areas: Data, Content, and Communication.

DATA

The Data workgroup is developing ways that one-design participation can be measured – both in the past and going forward – so that the effectiveness of the other programs can be measured.

COMMUNICATION

The Communication workgroup is working on facilitating ways for class officers and officials (such as measurers) to interact with each other and exchange ideas and data, particularly in the near term when face-to-face meetings are unlikely to occur.

CONTENT

The Content workgroup is focusing on developing products within the next few months that can be of immediate assistance to US Sailing member classes, such as the ISCA. First among these is a revision of the Class Management Handbook, a compendium of individual articles on diverse topics such as fleet growth, inviting new sailors, tax-exempt status, and managing great class regattas. This workgroup hopes to begin releasing content within the next two months, but acknowledges that this is an aggressive timetable.

Finally, the Committee is offering feedback and suggestions to Nancy and Betsy regarding the US Sailing "One Design Central" web page.

The ISCA should leverage this opportunity by making certain that our fleet locations are listed in the "Where to Sail" link on the One Design Central page and that our Travelers Trophy regattas are included in the US Sailing calendar.

Respectfully submitted,

Clark Chapin

Continued from page 9

Since 2020 was the 75th Anniversary of MSC, etched stemless wine glasses were purchased for end of the season mementos for the club members. Extra glasses were purchased with the intent of using some of them as race awards at the Haphazard. Tracking on the glasses originally indicated arrival in time for the Haphazard but as the race day got closer, the tracking time frames changed. This was bad. Tom quickly regrouped and came up with a different award for the Haphazard – sweatshirts with a covid inspired logo. This was good as race day proved to be chilly.

As the season wound down, 'Rona refused to release her grip on the community. Like dock day in the spring, undock day was done with a skeleton crew and other members claimed clean up duties on different days.

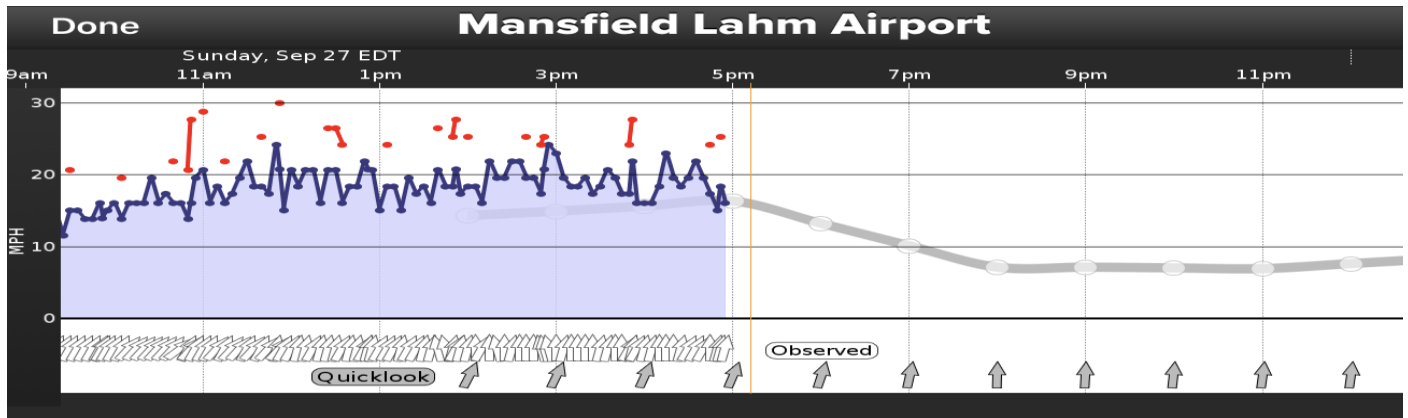
Since the incidence of the virus was increasing, the annual gala dinner was canceled. Wine glasses were available at the club for members to pick up when they visited.

While it wasn't the Gala 75th Anniversary Season anyone anticipated, it was a successful season in many ways. The club was heavily used as folks looked for an escape from the four walls of their homes. Club memberships were up significantly as folks looked for local things to do. A number of unused boats at the club were sold as people wanted watercraft as an escape. Long overdue maintenance of the club house took place. Weekly emails recapping the activities at the club helped keep people informed and engaged even though we couldn't do some traditional activities. This was good. No Sunday potlucks or annual dinner were bad parts of the season.

2020 proved MSC is resilient. We were able to adapt to the changing situation and still enjoy the water and the outdoors. Here's hoping that 2021 with the advent of vaccines will allow us to enjoy gathering as we did in the past.

Can't Keep a Good Guy Down A Maiden Voyage

By Sue Wills, Interlake #1372



September 27, 2020 was a great fall day. Mohican Sailing Club was busy. Many sailors were out enjoying the sun and the wind. Winds were forecast to be brisk and increasing as the afternoon wore on. Club members came down to enjoy the wonderful fall weather. There were at least two Sunfish, a Thistle, a Hobie Holder, a Javelin, several pontoon boats, probably some kayaks, and an Interlake out playing in the sun and the wind.

Since Tom and his regular crew, Sue, and his brother, Pete had spent the day previous up in Sandusky sailing in heavy air; Tom gave Sue the day off. He figured he could pick up crew at the club and with the season rapidly winding down, he was eager to try out the new boat. Everyone who showed up at the club had plans for the day so no crew was found. Tom couldn't wait to take his new Interlake 1372 out for her maiden voyage. Tom decided he couldn't wait and decided to single hand his

new boat. He frequently did that with Bobbin. With wind gusts from 20-30, Tom found himself overwhelmed more than once. In fact, in the 3 ½ hours he was out there, he was knocked over 6 times. But since the new boat has a racing deck and floatation tanks, being knocked over was a non-issue. Tom quickly righted and sailed his yet unnamed boat again.

At one point he lost his throw cushion and a pontoon boat returned it. The pontoon boat commented that it looked like he was having a blast out there. Thanks to Stewart and Heather FitzGibbon who were enjoying the lake cruising on their pontoon boat, many pictures of the day's adventures were taken. Tom was amazed how quickly and easily he could right the new boat. Guess how much time elapsed from the first picture to the 3rd picture in the series. (Answer below)



Elapsed time based on time stamps on the pictures was exactly 1 minute



Registration: 10-12 a.m.
 Skippers' meeting: 12:15
 First race: 12:45
 Food, drink, and awards on the porch after racing

More information at Leatherlips.com Contact: Mike Mirarchi (614) 572-4110

George Fisher Memorial Regatta

ONE DAY - June 19, 2021

Hoover Sailing Club, 4250 Smothers Rd, Westerville, OH 43081

<p>Saturday 10 am – noon 11:30 Noon 12:45 After races</p>	<p>Registration \$20 Box lunch \$8 (if pre-ordered or bring your own) Skippers' Meeting First race Appropriately-distanced happy hour</p>
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LUNCH – we will pre-order \$8 box lunches from Subway again this year. Indicate sub sandwich = Italian, Ham, or Veggie. Please email Lisa no later than Wednesday, June 16 to request lunches; pay at registration. laspery@columbus.rr.com

Questions?

Contact Don Bacharowski donbach@insight.rr.com 614-595-7471

ISCA Board Meeting

January 23, 2021, 10:00 AM

ISCA Slack Video Conference, General Channel

I. Reports

a. Secretary / Treasurer Report – Tom Humphrey Financial Report:

- \$23,072.80 in Bank Accounts, inclusive of \$10,834.01 of Boat Grant Funds
- \$2,540 book value boat grant assets
- \$12,769.48 book value of tooling and supplies
Total Assets \$38,382.28

Member Statistics:

	2014	2015	2016	2017	2018	2019	2020
Active Members:	131	133	119	113	118	106	104
Associate Members:	23	17	12	12	11	14	10
First Year Free:	18	12	20	27	11	8	12
Life Members:	5	5	5	5	5	5	5
Total:	177	167	156	157	145	133	131

2021 Renewals now underway, currently 48 renewed members
Web site format update in January 2021

- ### b. Chief Measurer – Bryan Parker
- Measurement Committee evaluating use of Spectra (UHMWPE) line for jib luffs
- ### c. Intercom – Lisa and Steve Aspery: next Intercom deadline in March
- ### d. National Race Committee – Daniel Olsen
- NRC members of 2020 Nationals are re-nominated for the 2021 event: Daniel Olson (chair), Joe Novack, Hank Boissoneault, Jamie Jones, Jim Ward. Board unanimously voted to appoint this National Race Committee
- ### e. Builder Search Committee – Bryan Parker, Thane Morgan, Steve Aspery
- Search continuing, several candidates to be personally visited when possible
- ### f. US Sailing – Clark Chapin
- US Sailing has resurrected the one-design sailing committee
 - Link from the US Sailing Home Page – has a “where to sail” page. Marketing Committee will be adding our fleets and regattas
 - Discussion of encouraging US Sailing Membership as part of Class communications
- ### g. Regional VPs: No reports
- ### h. Marketing – Cara Sanderson-Bown
1. Initiatives for 2021:
 - Publication of NOR for each event - 2 months prior to the event
 - Orchestrating event RSVPs on the website or Facebook
 - Orchestrating a process for website updates, artwork, and copy
 - Tightening use of class’s registered design trademark
 2. Budgeting for 2019-2021

Marketing has underspent its budget for several years.

Discussion of moving budgeting process to Winter Meeting for planning

II. Old Business:

- ### a. Website overhaul – Appointment of committee of Morgan, Humphrey, L and S Aspery, Sanderson-Bown and McClinchie to prepare website specifications, review and finalize a new sitedesign and select a vendor. Authorization will be sought at a future meeting when a detailed proposal is in hand.
- ### b. Steadfast Interlaker recognition / award – Discussion of proposals for recognizing “steadfast” Interlakers. Motion passed unanimously for VP of Marketing in conjunction with Measurer and any other volunteers from the Members at Large to develop a proposal for recognizing those honored with steadfast status via hulls, sails, stickers or other items.

III. New business:

- ### a. 2022 Nationals – Board is presently soliciting bids for the 2022 Nationals
- ### b. Lifetime Membership Nomination - Motion to grant Honorary Membership status to Clark Chapin in recognition of his years of service to the Interlake Sailing Class Association and the Sport of Sailing. Motion passed unanimously.

ISCA Fleet Captain Meeting

January 23, 2021, 1:00 PM

ISCA Slack Video Conference, General Channel

- ## I. Fleet captains report their fleets’ requested regatta date(s) or alternate(s).
- ## II. Development of 2020 schedule.
- Davis Island YC, Midwinters, March 13-15 (Cancelled)
Fleet 10, Mohican YC, Haphazard regatta, September 25
Fleet 22, Indianapolis SC, Poltergeist regatta, October 2-3
Fleet 14, North Cape YC, Fall Blowout, October 9
Fleet 40, Buckeye Lake YC, Snowball regatta, October 16
- (Lake Norman regatta entry? - HOSPICE CUP April 24-25, 2021 Possible)
(Bayview One Design entry? Possible)
Fleet 23, Leatherlips YC, Chiefs regatta, May 1-2
Fleet 4, Jolly Roger SC, Cattail, June 5
(Fleet 1, Sandusky SC, Nationals Tune-up Regatta, June 12)
Fleet 24, Hoover SC, George Fisher, June 19-20
Edgewater YC, Cleveland Race Week, June 26-27
Fleet 10, Indian Lake YC, One Design regatta, July 10
(Fleet 17, Lorain SYC, One Design regatta, July 10)
Interlake Nationals at Sandusky SC, July 14-17 **
Fleet 38, Grand Traverse YC, Great Northern regatta August 27-28 (Friday-Saturday)
Fleet 6, Portage YC, Hot-To-Trot regatta September 11
Fleet 1, Sandusky SC, 1-Design regatta, September 18-19
Fleet 5, Mohican SC, Haphazard regatta, September 25
Fleet 22, Indianapolis SC, Poltergeist regatta, October 2-3
Fleet 14, North Cape YC, Fall Blowout, October 9
Fleet 40, Buckeye Lake YC, Snowball regatta, October 16
- ## III. 2021 Traveler's Series NOR.
- Proposed 2021 NOR to be the same as 2020 with date corrections. Nationals will be the only double-star event.

SOCIAL DISTANCING CHAMPION



Continued from page 7

LINE TYPES:

Three basic types of materials in modern boating: Polypropylene, Polyester, Dyneema/Spectra. These are often blended. Here are the fundamental characteristics.

Polypropylene: Lightest of lines. Does not absorb water. Floats. Often slippery in hand. Weakest for given size. UV eats it like Superbowl chips. Also, extremely stretchy. The line of choice for waterski tow lines. Not recommended for any control lines, sheets or halyards.

Polyester: Longtime workhorse on sailboats and working boats. UV and chafe resistant. Strong enough for low and medium load applications. Stretches a bit. Heaviest for a given diameter. Absorbs water. Usually has good "hand" (grip-able) depending on finish. Cleating champ. The most common dock line for PHRF and cruising boats. Works well for main/jib sheets and the handled part of control lines. Examples: the long beloved "Trophy Braid," and "Bzzzzz" line.

Spectra/Dyneema (depending on brand). Spinoff tech from Kevlar. Newest formulations (SK75 & 78) are all a dinky sailor could ask for. Use as halyards, internal purchase systems and great in blended lines. Strong as steel for diameter. Light. UV resistant. Slippery. Easy to tie/splice. Affordable. Not good in cleats or hand due to slippery coating and thinness of line for equivalent strength. I love this line.

Vectran: Almost identical to spectra. Slightly less creep but more expensive and doesn't melt to seal ends. Recent spectra formulations (SK78+) have essentially equaled the performance difference on boats under 20'.

Blended lines: These gain the benefits of multiple materials. Example: Alpha Ropes SSR (replacement for Maffioli Swiftcord) is a blend of cordura and spectra. It has great hand, is light, cleats and wears like a champ... my other favorite line.

When in doubt: KISS (*Keep It Simple, Stupid*) ...and always have fun ☺

To be continued in part III...

Classifieds continued from page 15

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.

Newish North Sails Spinnaker - IL Maxo Radial Spinnaker, current design. Excellent condition, no flaws or repairs. Very fast, full shoulders, easy to trim in various conditions. Used in only 2 regattas. Measured in and Class stamped at ISC Nationals 2019. Blue base with red in the panels. \$999.00 obo. Contact Mark Presley mpresley46@yahoo.com or cell 614 783-7091

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

ISCA OFFICERS

President

Thane Morgan 317-250-2259
Greenwood, IN
tjmorgan@alum.mit.edu

Vice President

Dan Olson
Aurora OH
dannolson2007@yahoo.com

Secretary/Treasurer

Tom Humphrey 513-884-6441
Glendale, OH
interlakesailing@gmail.com

Chief Measurer

Bryan Parker 440-716-1859
North Olmstead, OH
bep2535@aol.com

Intercom Editors

Lisa & Steve Aspery 614-841
Worthington, OH -1846
LAspery@columbus.rr.com
saspery@darifill.com

Past President

Terry Kilpatrick 419-875-5106
Whitehouse, OH
customflex@yahoo.com

VP Marketing

MikeMcClinchie(614)330-1033
Westerville, OH
mike.mcclinchie@gmail.com

VP Northern Ohio

Jim Ward 440-669-8712
Bay Village, OH
jimward7@hotmail.com

VP Southern Ohio

MikeMcClinchie(614)330-1033
Westerville, OH
mike.mcclinchie@gmail.com

VP Indiana / East Coast

Joe Novak 317-501-7805
Carmel, IN
joe.novak@sbcglobal.net

VP Michigan

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

Interlake Class Historian

Mike Muhn 419-202-3282
Sandusky, OH
mjmgoskins@yahoo.com

FLEET CAPTAINS

Fleet #1 Sandusky SC

Bernie Ashyk 419-433-6387
Huron, OH
BernsterA@aol.com

Fleet #4 Jolly Roger SC

Ron Gall 419-450-6972
Toledo, OH
rgall@buckeye-express.com

Fleet #5 Mohican SC

Stewart Fitz Gibbon 330-464
Wooster, OH -0509
fitz1316@gmail.com

Fleet #6 Portage Lakes YC

David Gall 330-806-3808
Canton, OH
bowramton@aol.com

Fleet #10 Indian Lake YC

Dan Graf 419-738-9437
Wapakoneta, OH
dcgraf@bright.net

Fleet #14 North Cape YC

Craig Koschalk 816-206-0477
Toledo, OH
thistle3994@yahoo.com

Fleet #17 Lorain Harbor BC

Tim Parker 440-734-6121
Lorain OH
timdparker1@yahoo.com

Fleet #22 Portage YC

Bill Holmberg 734-358-4887
Stockbridge, MI
Billholmberg2@gmail.com

Fleet #23 Leatherlips YC

Mike Mirarchi 614-572-4110
Hilliard, OH
mamirarchi@hotmail.com

Fleet #24 Hoover SC

Don Bacharowski 614-595
Columbus, OH -7471
DonBach@insight.rr.com

Fleet #28 Indianapolis SC

Joe Novak 317-501-7805
Carmel, IN
joe.novak@sbcglobal.net

Fleet #38 Grand Traverse YC

Jeff Bodie 734-347-4177
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 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 \$3900 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 1037 - Blue hull fiberglass. Centerboard trunk not cut down. Full set of sails (jib, main, spinnaker). 1975 trailer. Sailed regularly last season. Boat parked at Hoover Sailing Club on the east side of Columbus, OH. Contact Mark at markgallagherjmj@gmail.com or 937-956-2364. Asking \$1900.

Interlake 1012 - I have a boat that needs a good home. It has been garage kept always. My father bought the boat new in 1974. He sailed it some, mostly I did, but I only did it on vacations which was maybe a week year; other than that it's never been in the water. The sails are original in the bag they came in. The boat has some scratches on bottom center line but everything is original and in good condition.

I will be happy take phone calls after 3pm: Derrick Small - cell 1 269 568 1042, home 1 269 467 4529 in Sturgis Michigan, just a few miles North of interstate 80/90.

Interlake 915 - Good condition, yellow hull, white deck, centerboard trunk not cut down, floatation seats. She has been day-sailed, garage-kept and trailered. Original main and jib (no spinnaker). Cover. Pamco tilt bed trailer. Located near Columbus, Ohio. \$1600. Contact Bryant at briley@startmail.com.

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. Contact Nancy at nancybuderer@gmail.com.

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
Glendale, OH 45246