

The
Intercom



Official Newsletter of the Interlake Sailing Class Association



www.interlakesailing.org

April 2022





THE SAME SAILS YOU LOVE. BUT FASTER.



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 help you kickstart your season!

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

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

Need help on the circuit? Quantum reps are normally at all major Interlake events; but if not, feel free to contact Hank Boissoneault or Bob Sagan with anything you need.

Photo by Mark Capucini

From the President

By Danny Olson, Interlake #501



It has been a challenging past few years for many. A global pandemic created a great deal of disruption. The Interlake class saw some limited activity in 2020, some fleets racing more than others. In 2021 we saw a return to normalcy but still had to run many events with restrictions and limitations. In

2022 I'm looking forward to a less restrictive sailing season. One where event planners have less stresses when planning a regatta and participants can feel safe attending.

The sailing season has already gotten started. We had 6 boats compete at the Midwinters Regatta down at Davis Island Yacht Club. I am happy to hear that we were able to get more racing in this year than the previous year. Congratulations to Kevin Bradley and family for taking home the first place.

The Class is eager to find out who the new boat builder is. I want to thank you for your patience in this process. The board assigned a boat building committee consisting of Bryan Parker, Thane Morgan and Steve Aspery. I know it can be hard to see what happens in the background and frustrating not knowing how things are progressing. Please know that these gentlemen did a tremendous job driving an Interlake all over the east coast and finding the right boat builder for the class. We all owe them a great deal of gratitude. When you see them next, please say thank you.

Have a great season, I look forward to seeing you on the racecourse.



Charles Mill Lake from MSC - Nationals venue



What's Inside

3 From the President

Features

- 4 The Nine Commandments of Regatta Etiquette
- 5 A Priceless Birthday Gift

Tips & Techniques

- 6 – 7 Rigging the Interlake Part V ... Mast

Class News

- 8 Interlake Nationals 2022
- 9 Custom Trophies for Nationals
- 10 2022 Interlake Midwinters
- 11 2021 Travelers' Series Scores
- 12 Fleet 24 News – Hoover SC
- 13 Eight Bells – Judy B. Muhn
- 14 ISCA Minutes of Meeting – Jan 25, 2022
- 14 ISCA Minutes of Meeting – March 15, 2022
- 15-14 Classifieds
- 15 ISCA Officers and Fleet Captains

Cover photos – Enjoying the sun in FL at Midwinters.
Top pic – dinner at Margaritas, photo by Cary Kaczowka
Sailing pics – on Tampa Bay, photos by Lisa Aspery

The Nine Commandments of Regatta Etiquette

By SailZing Editor, from <https://sailzing.com/regatta-etiquette-nine-commandments/>



What is regatta etiquette in sailing? An internet search might lead you to think it's the fancy stuff – proper dress in the clubhouse, flag traditions, colors. Or it might imply following the racing rules. To others it might mean spectator boat and coach behavior on the water.

We were more interested in how the competitors conduct themselves throughout the regatta – both on and off the water. This led us to broaden the concept of regatta etiquette in the spirit of the Bible's ten commandments. We couldn't come up with ten, so you'll have to settle for nine.

Our commandments were not handed down on stone tablets. The internet and our sailing library had little to say. Instead, we used our own experience about behaviors that make regattas a positive experience for everyone. Perhaps you'll see a relationship between these and the "real" ten commandments.

1. Say thanks

The organizers have worked hard and probably experienced a degree of stress and negativity. Your genuine, personal show of appreciation shows them their work was meaningful.

2. Be a net giver

Some sailors come to the regatta unprepared and are constantly asking for help, spare parts, etc. Others don't require much assistance but stick to themselves and don't share much. It's much better to engage with others, accepting help when needed, but giving more than you receive.

3. Be positive, or at least silent

Don't judge yourself or others in a negative light. You may be unhappy with how you sailed, how the race was

run, or what someone else did that affected you, but don't wear that on your sleeve – it doesn't help anyone.

4. Don't push rules and tactics when not necessary

Rules and tactics are essential to sailing, but so is the principle of "do unto others as you would have them do unto you." Jonathan McKee writes about this in The Corinthian Conundrum in Sailing World.

5. Follow instructions

Registration, launching/retrieval, traffic/parking are major challenges at any large regattas. If the regatta organizers have specified a plan, don't try to gain an advantage by skirting it.

6. Don't cut

Everyone wants to launch and retrieve their boats quickly. Ideally, boats will get pulled out in roughly the order they reached the dock. You won't make a lot of friends if you sail into an open spot ahead of other sailors already docked.

7. Respect the property

Don't litter. Clean up after yourself. If you damage something, fix it or offer to help. If you're unsure about using club property, ask first.

8. Avoid contact with other boats at the dock

Gelcoat is not known for its resilience. Don't let your boat bang around at the dock.

9. Honor your fellow competitors

OK, so you didn't win a trophy. Why not stay for the presentation to honor those that did? If you must leave, congratulate them and other close competitors personally.



*This may look like junk to some, but to me it may be one of my most meaningful possessions.
This is the transom of Interlake #100: Engender.*

A Priceless Birthday Gift

By Timothy J. Forderer

My dad's first sailboat.

This is where and how my dad first began teaching me to sail. The boat to which he first “gave me the helm.” “Hold the tiller loosely,” he'd tell me, “so you can FEEL what SHE (the boat) needs.” This is how I began my life-long love affair with feeling, harnessing and balancing the wind's forces. I remember setting sail off my grandpa's dock on the Ottawa River, just down from Jolly Roger Sailing Club, where a few years later I would begin my journey into junior sailing and racing.

Through JRSC racing, I was very fortunate to meet and be mentored by Toledo sailing legends like Denny Dieball, John Greiner, Bob Francis, Jim Davis, Art Barrie, Jack Bernard, Paul Valigosky, Les Lashaway, Benny Lashaway, Randall Rea and more.

When my dad passed away 24 years ago, I passed Interlake #100 on to Mr. Dieball. Mr. Dieball knew the boat very well and knew how meaningful it was to me. We both hoped that he could someday restore her and we'd be able to sail her again. A few years before Mr. Dieball passed away, I visited him in the sail loft and he

sadly shared that the *Engender* was so badly rotted that he'd been forced to cut it up with a chainsaw.

What he did not share with me that day, though, was that he had saved the transom of the boat for me and that one day, at the right time, it would appear. That day was on my recent birthday.

Thank you, Mr. Dieball. Thank you, Ernie Dieball, Skip Dieball, and Sam and Maggie Thurber. This will forever remind of the power that “giving the helm” has had in shaping my life. Priceless beyond words.

In another chance of fate, I recently had the opportunity to reflect on “the helm” and how other influential Toledo sailing mentors like Bob Francis, Tom Andrews, Mike Aplin and George Osborne continued the work my dad started—and how I am working to pay it forward to kids from small island developing nations that I have visited throughout my lifetime of sailing. Have a listen to the story in this podcast episode (and see how you can get involved) at [“Give Kids the Helm”](#).

2022 Interlake Boat Grant – Apply Now!

The Interlake Boat Grant provides a competitive Interlake to a deserving young person for use for a season. **Reach out to your high school, college, or young adult sailors and urge them to apply!**

The deadline for 2022 applications is April 30, 2022.

Applications and more details: <https://interlakesailing.org/boat-grant/>

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

Intercom Tips and Techniques

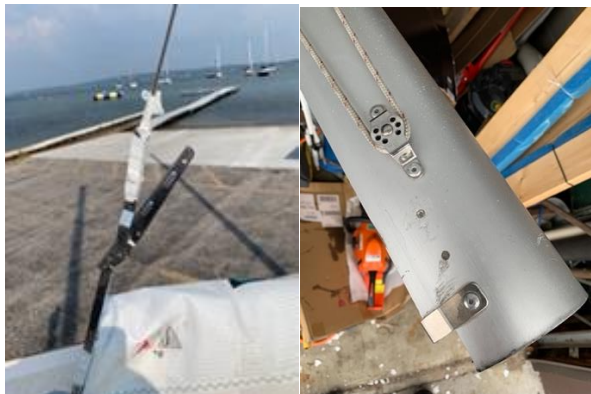
Rigging the Interlake Part V... MAST

By Bob Sagan, Interlake #1442, Quantum sailor

The Interlake mast is an aluminum telephone pole. While that is not an attractive description, this reality does have its advantages. It is robust. Cost effective. Simple to rig...no spreaders or backstay. This simplicity aids in mast up/down and most significantly, makes a great equalizer on the race course. Still, the mast has many systems attached and having them working smoothly can provide better performance through easier crew work, plus better operating systems just make sailing more fun... *here we go!*

MAST STEPPING: There should be pin attached to the mast step (*mast step pic*). This pin inserts up the mast bolt rope slot to anchor the base when stepping/un-stepping the mast. The pin stays in place while sailing. Pressure on the bolt rope groove from the pin during stepping will eventually cause the bolt groove to open. A stainless plate fastened over this area is the cure. However, I suggested using a smaller piece. I cut the standard plate into thirds. All the force is in the entry area, the rest is unneeded. (FYI: for a quick fix a stainless pipe clamp can be used, just be aware of where the adjustment screw is so that it does not catch lines.)

HYFIELD LEVER on forestay is highly recommended. It makes stepping/un-stepping simple while instantly repeating rig tune, a no brainer. This also lets you be nice to your yacht by easing tension between sailing days even with the mast up. Standard Interlake equipment. Don't have one? Just get it.



Hyfield lever

Mast base

The mast step is a busy place. Here is what's going on clockwise starting at about Noon: Cunningham hook, at 3 o'clock there is the vang attachment plate, thru deck vang control line, and stepping pin. Then at 5 is an open thru deck (w/stainless bushing) for spinnaker halyard, wire control (green), cloth attachment, finally at 9 is the "down haul" shock chord (black, running to bow) and grey topping lift. Fortunately, newer decks (about 1430+) have solid resin blocks under the mast to stop water intrusion and deck compression.

But before stepping, all the control lines/systems should be checked out.



Mast step

GOOSENECK: ONLY USE STAINLESS RIVETS. *Big load in breeze.*

Location of gooseneck: place so that the trac of the boom is 22" (+/- 1/2") above deck. Do you have the ancient "gooseneck track?" If so, the next question is, "When will it fail?" Do yourself a favor and replace it with a fixed gooseneck.

CRUISING SET UP: Jib wire/cloth on roller furling:

Want to keep things simple? Take out the luff wire and just use the cloth adjustment for halyard. This means you will use the cloth adjustment as the halyard. Connect this halyard/cloth control to the grommet in the head of the sail. You will still be able to adjust the jib entry. Removing the wire makes rolling the sail much easier. You get to use a single block at the mast. This all leads to less weight aloft, less rigging, less to do, more sailing. ☺

RACING SET UP: Jib wire/cloth on roller furling:

Roller furling rigs require a "double halyard" set up. Both the wire and cloth controls go up from the head of the jib to a double turning block on the mast and finally down to the deck. (*mast hounds pic*). This configuration is required because there is not enough room for downward led control lines to wrap around the base. That will create a jam-fest that no-one would enjoy ☹

Jib/wire for either step up cont': The proven Interlake standard for decades has been that the upward led wire/cloth lines wrap around the top of the forestay when furled and then unwraps when unfurled. It works. (Note: there is no swivel at the top of the head-stay. The head-stay twists tighter when furled acting like a torsion spring which aids in un-furling.) Traditionally, Interlakes use flex cable leads, in this case a double wire sheave is needed. I prefer to use "rope" rigging...specifically spectra SK75+ (or dyneema/depending on manufacturer) @ 7/64." Spectra rigging permits using a more standard

Continued on page 7

sheave (although look for a High Load, or a stainless ball bearing one), hand tying lengths and attaching. It is lighter, cheaper, easier to acquire, does not get spiral twists in it from furling nor does it develop "fish hooks" common in cable. Spectra is extremely UV stable and slippery. I aim to replace mine about every 4 years out of caution. (It would probably last longer.)

These two control lines are led to the base of the mast where they connect to the adjustment control lines that go to the purchase systems under the deck. Small hooks are often used to mate the ends. I prefer small snap shackles as they prevent lines from getting snagged as may happen with hooks. (*mast step pic for all of this*)



mast "hounds" with dual sheave



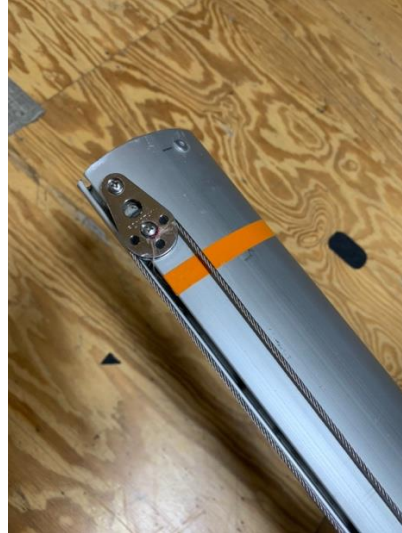
spinnaker hoist block & all taped up

MAIN HALYARD:

- Use endless system...check blocks at both ends of loop, eliminates clutter.
- 3/16" line in hand. Most any polyester line works fine.
- Harken micro block HR233 works good for base where the line turns.
- 3/32" flex stainless cable with crimped eyes at both ends. Include 2-3 crimped on stops for the hoist hook. Note: Flex cable is made of many smaller cables which allows it to ... wait for it ... flex (without fatiguing).

- Recommended to have 2-3 stopper balls crimped on at 1" intervals for hooking into when sail is hoisted. This provides adjustment as sail ages.
- Wire cheek block HR301 for mast head where the cable turns.

(*see pic of mast base with main halyard cheek and stepping bolt strap, mast head pic with wire cheek, and mast step pic with thru-deck control lines.*)



mast head wire cheek for main halyard

STANDING RIGGING: 1/8" standard stainless cable for both side stays and forestay.

- Side stays should have fork terminals.
- Forestay should have "aircraft eye" terminals on both ends.

MAST RACING BANDS (*electrical tape works*) 21 feet apart measured from inside of bands. Lowest band 22" (+/- 1/2") above deck. Mainsail needs to be between these bands during all racing.

SPINNAKER HOIST: Maximum of 18' 6" above deck. A smaller swivel block (less weight, less windage, and less expensive) works great. 3/16" line for the standard direct pull. 52' length if run to aft of center board trunk. (*spinnaker hoist block pic*)

SPINNAKER TOPPING LIFT BLOCK. Higher is better. Higher makes crew work much easier thus faster because of the reduced angle of line from up high. Attaching the upper block 4' down from the hounds makes for happy crew. 4mm (bit less than 3/16") Alpha Ropes SSR is real nice for the adjusting section. One end terminates to the pole hook, the other leads up to a block, then down to cleat. The other section is shock cord. It also attaches to the pole hook. Shock cord runs down. Its mission is to keep an unloaded hook from skying. It will not keep a loaded spinnaker in control. (*mast base pic for guy hook with line and shock cord*)

Two popular systems for the shock cord both include blocks near mast step...either on the mast and turn back up, or turn and go forward to base of forestay. The need to use one of these systems is to have sufficient shock

INTERLAKE NATIONALS 2022 at MOHICAN SAILING CLUB in MANSFIELD, OHIO

by Chairmen, Bill Sanderson and Cara Sanderson Bown



In our last article we spent some time highlighting reasons everyone to consider joining us July 20-23 for Interlake Nationals at Mohican Sailing Club in Mansfield, Ohio. We encouraged those who are new to the Class or who have not been to a Nationals Regatta to consider our invitation wide open.

Our most exciting news is that the Nationals Race Committee has built a new online registration site www.InterlakeNationals2022.com for the event. This link will be live May. On this site you will find everything you need for registering for Championship, Challenger, Women's and Juniors, meals, gear, and updated details of the Regatta. The page format is à la carte for different categories, it's easy to navigate, and with the online payment process you will be emailed a receipt for check-in and other purchases. Other features include meal selection, directions, downloadable documents, such as the NOR, Sailing Instructions, schedule of events, lodging and accommodations, scratch lists, results, social media and much more. The gear page will give you a view of the spectacular designs for shirts and hats. Not only are the designs unique and somewhat timeless, but we will be making customization for team gear available through club member Sue Wills who is overseeing that piece of the offerings. She can be reached at thwills@earthlink.net.

We are thrilled to welcome Matt Bound as our US Sailing Professional Race Officer who is one of the finest in the country. Furthermore, we have surrounded him with three outstanding USS Judges from various backgrounds and decades of experience. All of the Race Committee and volunteers are committed to keeping the regatta on

track by getting in as many races as possible and fair sailing.

Sailing at Charles Mills Lake is much like sailing at Hoover, Indianapolis, or Portage in Michigan. It will be more stable blowing from the North or South, and shiftier East or West. It is usually flat water, and wave action will be minimal that time of year but challenging as with all Midwestern venues. That said, you never know what Chief Mohican will deliver.

Expect to encounter the friendliest group of sailors anywhere in the country. Our welcoming team, registration materials, directional signage, and club layout will be user friendly and make your stay with us enjoyable. Ease of registration, boat and car parking, launching, sail measuring, and many other details are top priority. The MSC members have been preparing for this event for almost a year. They have really stepped up wonderfully to cover all the bases along with some fun surprises we have in store. We are still looking for volunteers from the Class and different clubs, please contact us if you are available.

Lastly, consider sailing with us before the regatta! Mohican Sailing Club has an open door this summer. Some of you have never been to the Club and might find it enjoyable to have a shake down race on the water. Drop in anytime for racing and tune-ups. We generally have Club races on Sunday afternoons at 1:30pm. (Potluck dinners generally follow). Alternatively, we can arrange for a weekday or Saturdays as Cara and I sometimes do for coaching, practicing, and brushing. Call Bill Sanderson at 330-388-9894 and we can work it out for you.

Look for updates online and more articles to come...We certainly hope you will join us in July.

Custom Trophies for Nationals

By Chip Wood, Interlake #1427, Fleet 10

Growing up in Toledo, I am from a family of carpenters and sailors. My grandfather along with my father and uncles established the first sea scout ship in Toledo where they built and sailed their albatross scows.



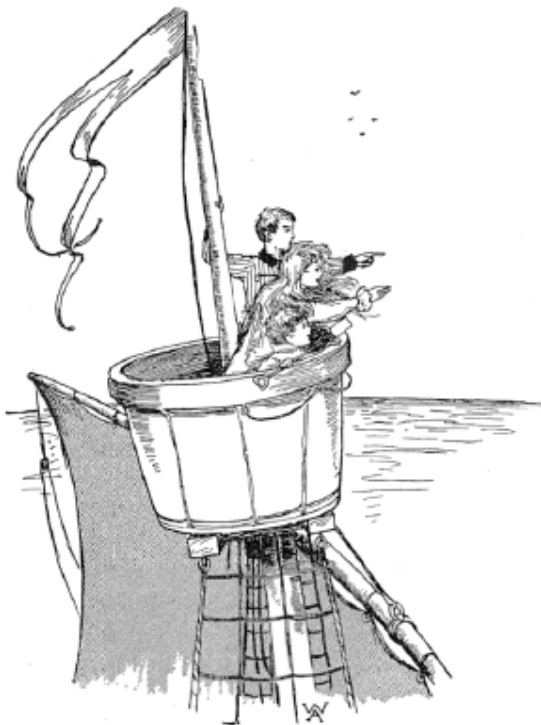
The love of sailing and working with wood has always been a part of me.

I left town for college and a career - only occasionally boated with my parents. But a trip to Mackinac kindled an interest to discover sailing on my own. Our first boat was Thistle 2291, but that was soon replaced with an Interlake. 1187 and 1427 have been faithful companions over the last 24 years and in that time, I have met and sailed with many great people.



This year the joy of sailing and woodworking come together for the National Championship regatta to make the plaques for this year's top sailors. As you can see the project is well underway with the skippers' plaques taking shape.

Look forward to seeing everyone at this year's Nationals and having some great inland lake sailing!



Ahoy Matey!

We sailed your seas last season ...

Now we challenge you to sail ours!

**Interlake Nationals
July 20-23, 2022
Mohican Sailing Club**

**Tom & Sue Wills
Interlake 1372**

2022 Interlake Midwinters

Davis Island YC, Tampa, OH

March 11-13, 2022

By Betsey Bradley, Interlake #1332



Midwinters top 3 – Kevin, Betsy, and Bob; Roz and Thane; Cary, Melisse, and Steve

Every time we do midwinters, I am reminded how much I enjoy it, no matter what the sailing conditions are. It is so much fun to get together and hang out with Interlake friends. Especially since most of our summer regattas are only one day events, so nice to have a full long weekend. It's also exciting to get the boat out of storage and head south when the weather is still wintery at home.

Upon our arrival on Thursday we were greeted by dolphins swimming into the harbor! Most of the group went to the Cuban restaurant/cafeteria for dinner, as always, an excellent meal, with the feel of one big family sitting around the counter.

Friday morning there was a warm, windy southerly breeze, so lots of chop. Felt like typical Lake Erie conditions. Kevin said it reminded him of Jr Bay Week with waves over the bow and into the cockpit, a bit sporty. So only four boats went out. The race committee agreed to run short races, so we were able to get two off quickly. However, the wind was building and Asperys capsized

on the second down wind of the second race. Everyone went in to re-group and as the wind continued to build we decided to call it for the day.

Saturday was rainy and blowing a steady 34 gusting to 50. Around 11 the race committee called off for the day.

Sunday was unseasonably cold, in the 40's! Kevin (Florida resident) could not believe that Steve Aspery showed up wearing shorts! In spite of the temperature, it was a beautiful, sunny day with an offshore breeze, so nice flat water, great sailing conditions. One Fireball and one Thistle joined in and started with the Interlakes. We were impressed with the Interlakes keeping up with them and giving them some good competition. We got four races in before the noon cutoff and warmed up quite nicely. Kudos to Thane Morgan and Roz, and John Schwartz and Graham for being out there double handed.

Hope to see more boats next year, it is truly a fun event, definitely worth the drive.

Place	Sail	Skipper	Crew	Club	R 1	R 2	R 3	R 4	R 5	R 6	Total
1	1332	Kevin Bradley	Bob and Betsy Bradley	NCYC	1	1	1	1	2	(2)	6
2	1435	Steve Aspery	Melisse Aspery, Cary Kaczowka	HSC	2	(dnf)	2	2	1	1	8
3	1397	Thane Morgan	Roz Lim	ISC	3	2	3	3	3	(3)	14
4	473	John Schwartz	Graham Schwartz		4	dnf	dnc	dnc	dnc	(dnc)	32
	1433	Bill Sanderson	Mike Stratton, Noreen Kaczowka	MSC	dnc	dnc	dnc	dnc	dnc	(dnc)	35
	1395	Martin Howell	Matt Blecke	PRSA	dnc	dnc	dnc	dnc	dnc	(dnc)	35

2021 Travelers' Series

By Lisa Aspery, Interlake #1435

10th Win!

Congratulations to my favorite sailor – 2021 Travelers' Series champion Steve Aspery! This is Steve's 10th time winning the series.

Steve was able to participate in 7 regattas last summer (Nationals counts twice). A total of 7 Interlakers qualified by accumulating at least 5 scores. Another 7 sailors would have qualified with one more score.

Perfect attendance!

Kudos to Tom and Sue Wills for perfect attendance in 2021 – they sailed at every Travelers' Series regatta and finished third in scoring. At the end, Sue said:

"It was fun going to every venue but being on the go for the last 5 weekends was just a bit much. And the weatherman got the forecasts wrong for a lot of the regattas. Weather may not have been ideal but it never turned out to be as severe or crazy as forecast."

Way to go, Wills!



Steve with his favorite crew – our kids Melisse and Dave

Place	Hull #	Skipper	Home Club	Qualify for Trv. Series	# Reg-attas	Total Points	5 Lowest scores	SSC												
								Chief's	Cattail	G. Fisher Memorial	Indian Lake	Nat- ionals	Nats #2	Hot-to- Trot	Great North	One Design	Hap- hazard	Polter- geist	Fall Blowout	G. Fisher Snowball
1	1435	Aspery, Steve	HSC	Yes	8	25	11	4		1	2	5	5			3	4	1		
2	1320	Jones, Jeff	HSC	Yes	5	14	14	5	2	5							1			1
3	1372	Wills, Tom	MSC	Yes	13	146	22	19	7	11	3	31	31	7	7	9	9	4	6	2
4	1370	Clark, Jeff	HSC	Yes	7	54	26			2	14	14	14	4	1		5			
5	952	Ireland, Nate	HSC	Yes	6	41	31	1		4	10	10	10				6			
6	1433	Sanderson, Bill	MSC	Yes	7	73	37	14		14	5	18	18		2		2			
7	1280	Graham, Scott	LYC	Yes	5	82	82	9	8	13		26	26							
8	1340	Savage, Scott	HSC	No	4	22	122	15		3		2	2							
9	1411	Boissoneault, Hank	SSC	No	4	26	126	8				8	8		2					
10	1332	Bradley, Bob	JRSC	No	4	30	130		1			12	12						5	
11	1441	McClinchie, Mike	HSC	No	4	35	135	6			7	11	11							
12	1397	Morgan, Thane	ISC	No	4	52	152	11				19	19					3		
13	1417	Moore, Bruce	SSC	No	4	56	156					23	23	5	5					
14	1382	Presley, Mark	HSC	No	4	58	158			7	1	25	25			1				
15	1425	Ward, Jim	SSC	No	3	7	207					3	3							
16	1317	Chapin, Clark	PYC	No	3	12	212	7				6	6			5			2	
17	234	Fraize, Julian		No	3	17	217													
18	1392	Hunt, Joe	LYC	No	3	22	222	10		4		8								
19	1293	Savage, AJ	LYC	No	3	35	235	3				16	16							
20	1400	Malott, Chris	SSC	No	3	38	238					17	17			4				
21	1440	Winkel, Dylan	SSC	No	3	50	250					22	22			6				
22	1248	Bracy, Kevin	SSC	No	3	70	270					30	30			10				
23	473	Schwartz, John	SSC	No	3	71	271					32	32			7				
24	1174	Fisher, Matt	HSC	No	2	2	302					1	1							
25	972	O'Donnel, Bill	PYC	No	2	4	304							1						3
26	1325	Gall, Ron	JRSC	No	2	7	307		5											2
27	842	Kyle, Ryan		No	2	8	308					4	4							
28	1399	Huntley, Brad	SSC	No	2	14	314					7	7							
29	1360	Bacharowski, Don	HSC	No	2	17	317			8	9									
30	1442	Sagan, Bob	GTYC	No	2	18	318					9	9							
31	1276	Jones, Jamie	HSC	No	2	26	326					13	13							
32	1401	Koschalk, Craig	NCYC	No	2	30	330					15	15							
33	1338	Montgomery, Philip	SSC	No	2	40	340					20	20							
34	466	Logan, Sam	JRSC	No	2	42	342					21	21							
35	400	Irwin, Scott	SSC	No	2	48	348					24	24							
36	1267	Mosgo, Brittany	HSC	No	2	54	354					27	27							
37	1166	Ashyk, Bernie	SSC	No	2	56	356					28	28							
38	1330	Tullai, Logan	HSC	No	2	58	358					29	29							
39	501	Kelly, Patrick		No	2	66	366					33	33							

Fleet 24 News - Hoover SC

By Tom Fee, Interlake #1254, Fleet Captain

On February 26th the HSC Interlake fleet had a midwinter party at Grizzly Bird Brewing co in Westerville. We had a pretty good turnout and took the time to take care of a few items of business. We shanghaied (I mean elected) the following people for fleet officers:

- Fleet Captain Tom Fee
- Race Rep Jamie Jones
- Social Lynn Savage
- Treasurer Mike Collins

Don't forget to send your 2022 fleet dues to Mike.

We decided that we would run a 2-day George Fisher Memorial Regatta on Saturday June 25th and Sunday June 26th. Another sign that things are getting back to normal – we're back to a 2-day event.

Keep your eyes out for the Tarps Off day. This is a great time to have experienced help to step your mast and get help setting up your boat. It's amazing what a tape measure and a little knowledge can do to make your boat perform better.

Racing results for 2021:

- Tom Fee - Fleet Champion: 1st Fall Series, 2nd Spring Series, 3rd Wednesday Series
- Jeff Clark: 2nd place overall, 1st Spring Series
- Don Bacharowski & Diana Kuiper: 3rd place overall, 3rd Fall Series
- Mark White & Lisa Kreischer: 1st Holiday Series, 1st Wednesday Series
- Jeff Tyndall & Rob Kerr: 2nd Holiday Series, 2nd Wednesday Series
- Gunnar & Beylen Gode: 2nd Fall Series (new member in 2021)
- Mark Presley & Scott Stephen: 3rd Spring Series, 3rd Holiday Series

Jeff Tyndall with Rob Kerr are the HSC Club Champions for 2021. We have 4 Pursuit Races through the summer and score the highest 3 races. Jeff and Rob won it all.



Top: 2021 Fleet Captain Don Bacharowski with 2021 Fleet Champion Tom Fee; Bottom – Club Champions Jeff Tyndall and Rob Kerr



Dan Graf, Interlake #1393, made two mistakes here: #1 – capsizing, and #2 – sending us the photo!
Great form, Dan!

Eight Bells – Judy B. Muhn

Longtime Sandusky resident, Judy B. Muhn, (72) peacefully passed away February 26 at the Stein Hospice Care Center, after courageously battling Cancer for the last 20 months.

Born in Lakewood Ohio to the parents Thomas Bebb Jones and Elizabeth B. Jones, Judy spent the formable years of her life growing up on a farm near Venedocia, Ohio. She was a graduate of Spencerville High School (1967) and Miami University (1971).

While attending a summer session at Miami in 1970, on a beautiful Sunday afternoon, Judy along with a couple of friends, was sunbathing on the beach of Acton Lake located in nearby Hueston Woods State Park. Using an 18' Interlake Sailboat as a lure, a Miami graduate student named Mike, along with a fraternity brother, asked the girls if they would like to go sailing. They accepted. Upon returning to the dock Mike was very impressed that his favorite out of the three girls, the one named Judy, knew how to properly fold sails.

After graduating from Miami in 1971 Judy accepted a position teaching Art at Sandusky High School. She married Mike in November of 1971, and together they enjoyed sailing and racing Interlake Sailboats for almost 50 years. Upon retiring from teaching in 2001, Judy greeted patients for ten years at Schaefer Family Dentistry as a receptionist.

In addition to sailing and powerboating, Judy enjoyed engaging in various forms of art including painting, sculpture, jewelry, copper enameling, cloisonné, pottery, and basket weaving. Her favorite activity was beachcombing and in recent years Judy loved to walk the beaches in South Carolina and Florida gathering shells and other treasures provided by the sea to merge into her works of art.



Judy was a Life Member of both the Sandusky Sailing Club and the Sandusky Maritime Museum.

She is survived by her husband of 50 years, Mike; sons Bob (wife Emily) Upper Arlington, Ohio; Bill (wife Caroline) Mount Pleasant, South Carolina; sister Lynn Ann Jones (husband Thomas Dewhirst) Kalamazoo, Michigan; brother John B. Jones (partner Rhonda Aither) Winchester, New Hampshire; mother Elizabeth B. Jones, Sandusky, Ohio; and niece Hannah Dewhirst, Lexington Kentucky.

Judy was preceded in death by her father Thomas Bebb Jones.

Per Judy's request, her body has been cremated and services will be private. Her wish was to have a party to celebrate her life which will take place from 1:00 - 3:00, Saturday May 21, at the Sandusky Sailing Club, 814 Meigs Street, Sandusky, Ohio.

For those wishing to make a donation to charity in Judy's memory, an excellent choice would be Stein Hospice Service Inc., 1200 Sycamore Ln., Sandusky, Ohio 44870.

Continued from page 7

cord length that it can stretch far enough when the pole is attached yet still have tension on the hook when not in use.

SPINNAKER POLE RING: Consider attaching two. A high one which will help keep the spinnaker pole square to mast thus increasing projected sail area. A lower one which will aid shorter or weaker crew. The lower ring made it possible for my 12-year-old daughter to "work the front of the boat." She could get better leverage at this one, more appropriate for her height. The result was safer, faster and more fun maneuvers. Also, having a back-up is never a bad thing. Heights from deck: 48" & 36." *(I can't believe she is now in college...)*

WORD OF CAUTION: water loves going into things *(like deck cores)* but resists coming out. Make sure that all thru decks have an uncompromised liner and that everything is well sealed. Failure to do so is the TOP TEN reasons why cored decks go bad. Just sayin'.

LAST ITEM: Tape all rings. Wrap any pins and rings in tape to prevent snagging or working loose. Electrical

tape gets 'er done. Redo taping each year. Also, plug any rivet holes, or even the rivets themselves with silicone to keep your mast dry and light. *(notice the taping on pic with spin halyard and silicone holes on mast hounds and step pics.)*

Now that your rig is ready and stepped it's time for **BASIC TUNING:** 240-260 lbs. tension on the side stays. Rake 25' 2-3" as measured from full hoist to center of rear deck. You may wish less rig tension in light air, more in big breeze. Dialing in is a matter of what feels good, confirmed by your performance compared to that guy/gal sailing next to ya.

Quantum Sails Interlake rig tuning guide:

<https://www.quantumsails.com/en/sails/one-design/inshore/interlake>

GOOD NEWS: once your mast systems are working and rig rake/tension set, they take precious little maintenance to provide years of reliable and enjoyable performance.

Interlake sailing with family and friends. The best of times both on and off the water. Cheers!

Minutes of meeting of January 25, 2022

Called to Order 7:30 pm

Attending: Daniel Olson, President; Bridget Ireland, Vice President; Tom Humphrey, Secretary; Steve Aspery, Intercom; Clark Chapin, VP Michigan; Thane Morgan, Past President; Joe Novak, VP Indiana-East; Jeff Clark, Chief Measurer; Mike McClinchie, Marketing; Mark Presley, At Large

Approval of the minutes from the previous meeting via Slack, without objection.

Secretary-Treasurer's Report

Membership Report:

- 2021 Membership up by 24 to 149
- Membership renewal reminders to be sent by the end of January

Financial Report:

- Combined Checking and Savings \$16,662.12
- Property (tooling and grant boat) \$23,025.48 (book value).

Budget Discussion:

- Review of 2021 spending and discussion of 2022 budget
- Motion approved without objection: Treasurer, Intercom Editor, Marketing Committee and Builder's Committee to present expected revenue and expense numbers to the Board by February 1, to allow preparation of a 2022 budget.

Discussion and Approval of a Measurement Committee, without objection

- Jeff Clark, Chair
- Bryan Parker
- Clark Chapin
- Mike McClinchie
- Terry Kilpatrick

Discussion and Approval of the NRC, without objection

- Hank Boissoneault, Chair
- Clark Chapin
- Jamie Jones
- Bill Sanderson
- Alternate: Thane Morgan

Discussion and Approval of a Nominating Committee for 2022-2023 officers, without objection

- Thane Morgan, Chair
- Clark Chapin
- Steve Aspery
- Tom Wills
- Ryan Kyle

Intercom report - publication dates:

- 1) Deadline Mar 15 Publish April 1
- 2) Deadline June 15 Publish July 1
- 3) Deadline Aug 15 Publish Sept 1
- 4) Deadline Oct 15 Publish Nov 1

Discussion of formation of a Marketing Committee, to be chaired by Mike McClinchie. McClinchie to report committee members at the next meeting.

Traveler's Series Approval: Postponed to allow settlement of a few regatta dates; Board will meet in early March to finalize the Traveler's Series.

Minutes of meeting of March 15, 2022

Called to Order 7:30 pm

Attending: Daniel Olson, President; Bridget Ireland, Vice President; Tom Humphrey, Secretary; Steve Aspery, Intercom; Clark Chapin, VP Michigan; Jeff Clark, Chief Measurer; Mike McClinchie, Marketing

Approval of the minutes from the previous meeting via Slack, without objection.

Discussion and approval without objection of the final draft of the License Agreement with Beacon Composites.

Secretary-Treasurer's Report

Budget Discussion:

- Review of proposed 2022 spending and discussion of 2022 budget numbers collected after previous meeting.
- 2022 budget adjusted and approved without objection

Discussion of status of Nationals and current work of the NRC. Board discussed providing guidance that the Nationals reduce the number of trophies to, e.g., Top 5 finishes in Championship and Top 3 finishes in the Challenger and provide certificates or honorary mentions for other notable performances.

Traveler's Series Approval: Approved without objection

Midwinters @ Davis Island YC Mar 11 – Mar 13

Chiefs Regatta @ Leatherlips YC Apr 30 - May 1

Indian Lake @ Indian Lake YC May 21

Cattail Regatta @ Jolly Roger SC Jun 4

George Fisher Memorial @ Hoover SC Jun 25 - Jun 26

2022 National Championship @ Mohican SC Jul 20 - Jul 23

Hot to Trot @ Portage YC Aug 20

Great North Regatta @ Grand Traverse YC Aug 26 - Aug 27

Sandusky 1 Design @ Sandusky SC Sep 17 - Sep 18

Haphazard @ Mohican SC Sep 24

Poltergeist @ Indianapolis SC Oct 1 - Oct 2

Fall Blowout @ North Cape YC Oct 8

Snowball @ Buckeye Lake YC Oct 15

Continued from page 15

Interlake 366 - AND sails, \$450. Price includes boat, mast, boom, custom-built traveler, spinnaker pole, sling for launching the boat with a hoist, rudder & tiller, canvas cover, rigging, mainsail, jib and spinnaker. Full height centerboard trunk, floor boards, wide deck, Styrofoam block removable flotation. Harken hardware. Sails are in great condition for day sailing. Located in the Sandusky, Ohio area. Photos available upon request. Contact Nancy Buderer at nancybuderer@gmail.com

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

Free Sails for Wood Mast - I have sails left over from a long-retired Interlake with a wood mast. It has the old C channel clasp type attachment to the mast. They're free to whoever might be able to use them. Contact David Saylor at saylor6@hotmail.com

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Webmaster

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

Classified Ads: (some ads have photos on website)

Interlake 1168 - "Boulder" is for sale. #1168 is an older boat but sound and in good shape. Her sails are crisp and clean and there are two nice spinnakers in her inventory. 1168 has seats; I am selling because at 72 years, I do not live up to Boulder's expectations. I am asking \$1000.00 - that is what I paid and at least that is what she is still worth. Boulder lies Wheatley, Ont. But I live in Michigan and can bring her home. Nice trailer is involved. Douglas Semivan - dsemivan@gmail.com - 248 224 4406 Price is fair and firm.

Interlake 1109 - Recently refurbished by Customflex with a new seated racing deck and floatation tanks. Like new tilt trailer, gently used Sailor's Tailor mooring cover, and never used Sailor's Tailor travel cover all included on this wonderful race-ready Interlake! Racing sails used for just half a season. Priced at \$5000 also includes two sets of practice sails. Hoist currently located at Portage Yacht Club is also for sale separately. Call or text Todd Willford for more information at 734-904-2514.

Interlake 1085 - 1976, modified by Customflex in 2018 (\$1,130), weighed at Customflex, it was "barely over the minimum weight and aside from the few scratches it's like a new boat". Cut-down centerboard housing with teak trim, new SS centerboard, new side and fore stays, forestay tensioner, jib furling, rigged for single handed sailing, new hiking straps, whisker pole, 2 tillers (one relatively new). North DSD sails (new in 2018, sailed no more than 10 times since - \$2,525), serviceable Sailor's Tailor Mooring Cover, a number of sailing extras. Always stored indoors in the off season and on a lift during the sailing season. Caravan galvanized trailer with mast crutch & 2 spare tires. It's always been located on Stony Lake in

Michigan and lovingly cared for by both owners. It's a terrific boat. It's aged better than I have. \$3,000 or best offer
toconnor2009@wowway.com 312.343.9200

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 to take phone calls after 3pm: Derrick Small - cell 1 269 568 1042, home 1 269 467 4529 in Sturgis Michigan, just North of interstate 80/90.

Interlake 671 - 1968, in project condition. Balsa core in floor lamination was wet and rotten. Inside floor skin has been removed, along with the balsa core. Centerboard trunk has been repaired at centerboard pivot. New balsa core material, fiberglass cloth, and epoxy are available. Deck is solid and dry. Standing rigging is complete and in good condition, running rigging is mostly missing. Two sets of older sails are included. Price \$500 o.b.o. Contact andrewhyde83@gmail.com.

Interlake 658 - 1968, off white hull and white deck, custom racing deck of a wooden structure, main, jib and spinnaker, one piece rudder, stainless steel centerboard, running rigging suited to a racing boat, full deck summer cover mast up/boom down, full hull bottom cover, lifting bridle, trailer painted steel with front mast stand and with front jack stand w/wheel, sold as-is, cash, \$1590 brokered by Midwest Sailing rl@chartermi.net inspection summary available

Continued on page 14

EXPERIENCE THE EVOLUTION OF ONE DESIGN



eVOLUTION SAILS



CHAMPIONSHIP CALIBER SAILS

For over thirty years Greg Fisher designed sails have proven to be the fastest in the world, winning regional, national and world championships in numerous classes, including the Interlake.

Refined for 2022 and beyond, Evolution's Interlake sails still follow the same basics that sailors have relied on for years!

Come try out the sails that won the 2021 Nationals!

Join Team Evolution and get the support your team needs to sail smarter, go faster, point higher and accomplish your sailing goals. Contact your class expert or visit www.thesailinginc.com/interlake for details on the fall discount and other exciting news.

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