

The  
**Intercom**



Official Newsletter of the Interlake Sailing Class Association



[www.interlakesailing.org](http://www.interlakesailing.org)

September 2022



MATT FISHER REPEATS AS NATIONAL CHAMPION!



# WHATEVER IT TAKES.

To get you to the podium.



Photo credit: Bob Sagan

## FALL SAVINGS

From weeknight racing to national championships, we're here to help. 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 a Quantum Interlake class expert for resources, support, and new sails. Be sure to ask about our fall discount and fleet deals!

*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.*

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# From the President

By Bridget Ireland, Interlake #952



Greetings Interlake Sailors!

For those that don't know me, I currently live in Columbus and I'm member of the Hoover Sailing Club. I grew up sailing at Indian Lake and actually did my first Interlake Regatta there in 1993. I was a member of the sailing team at Ohio State, where I met my husband,

Nate. From there we stayed in Columbus and have continued sailing since. I especially enjoy sailing with my family and seeing my three boys love the sport as well. When we're not sailing our Interlake, we're most likely traveling to junior sailing regattas.

What a great season of sailing we've had so far! I would like to give a big shout out to the Mohican Sailing Club for hosting a wonderful National's. Their time and effort put into the event did not go unnoticed. National's is always one of my favorite events. I enjoy the racing, but especially enjoy catching up with old friends and meeting new. Congratulations to Matt Fisher and his crew Jim Ward and Jamie Jones for finding the right shifts and winning the Championship Division! Congratulations are also in order to Stuart Fitzgibbons and crew Mark Guftason for winning the Challengers Division.

Looking ahead, the class can look forward to the production of boats and parts from our new builder, working on revamping our class webpage, and National's at Grand Traverse Yacht Club. Expect more to come as events unfold.

I look forward to seeing many of you at the Fall regattas! Feel free to e-mail or text/call me anytime.

Bridget Ireland  
nateandbridgetireland@gmail.com



Nationals chairpersons Bill and Cara with Julie



Bridget on the jib at Nationals

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Cover photo – top

Hang on – heading downwind at Nationals

Photo by Debbie Parker

Cover photo – bottom

All lined up at the windward mark at Nationals

Photo by Heather Fitz Gibbon

# *Intercom Feature*

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## **Interlake Nationals 2022**

**Mohican Sailing Club, July 20-23**

*By Matt Fisher, Interlake #1174, 2022 National Champion*

This past July 20-23 the Interlake Nationals were held at Mohican Sailing Club. It was an incredibly well-run regatta on and off the water. I will say this a couple times in this article, but if you didn't attend this year's Nationals you missed a great regatta. We all appreciate the effort that Bill Sanderson and Cara Sanderson Bown put into making this a special event. We also appreciate the volunteers from Mohican Sailing Club that took time away from their week to make the participants feel welcome. The breakfasts were great, the lunches were also good and we had a couple outstanding dinners.

On the water, Cara and Bridget Ireland brought in one of the best PROs in the US in Matt Bounds. Matt is truly a professional; I have sailed regattas in the open waters of Lake Erie with steady breeze where Matt set perfect courses and ran great races. At Mohican, with shifty breeze and a confined course size, he added entertainment to his communication on the radio but still set square lines and square beats. If we had a 45 degree shift he would wait and somehow get a windward leg that was even and not one long tack to the mark.

It seemed like some folks were initially hesitant about going to Mohican. We were fortunate with the wind velocity and it was great sailing. When I look through the list of competitors most grew up with small lake sailing. I have spent most of my sailing at Hoover Reservoir with stints at Buckeye Lake and Acton Lake. Mohican is most like Acton; there were at least 3 big shifts per weather leg. One could not simply go to one side of a beat and expect to get a shift big enough and long enough to take you to the weather mark. A lot happened at the weather mark, as there were big gains and losses to be had at each weather mark.

The competition was also outstanding. We won the regatta in the last two races but were well behind the Parkers and the Irelands at lunchtime on Friday.

Fortunately for you, one of the by-products of also being the Masters champion (over 60) at this year's

Nationals – combined with not starting this article until 2 weeks after the regatta - I forget the details of each race, so you won't get a blow by blow of each leg. I will highlight what we did and what worked and what didn't.

Jamie and I made the plans to sail together at the Nationals at the George Fisher regatta at Hoover in June. Jamie couldn't sail Thursday because he was the lead PRO at Junior Bay week at Put in Bay. My wife Lisa was scheduled to sail with me Thursday; but on the Sunday before the regatta, we started looking at the forecast and it was looking like 12-18mph. The forecast seemed to hold each day leading up to the regatta, so I called good friend Jim Ward and asked him to sail with me on Thursday. Jim was concerned that Lisa would be disappointed that she didn't get to sail with me in a heavy air, short course, Nationals event. I assured Jim that Lisa would get over that disappointment. Jim turned out to be an outstanding crew, and you all know he is a multi-National Champion. I crewed for Jim in the Nationals at Lorain in 2017.

Jim was really expecting to be impressed with my thorough organization and consistent, well timed starting.

Our first hour on the boat together was pretty much a disaster. All my fault, but a disaster nonetheless. We went out an hour before the start and the breeze was blowing the forecasted 10mph or so at 10am. I will take you back a month to the Hoover regatta in June and at that time, it seemed to me that the battens in the main were very tight to put in and I didn't want to wear out the elastic; so I popped them out so the elastic could relax. I actually do this in the winter with all of our sails. But not in the summer because I forget to put them back in. With 15 minutes before the start, I looked up and we had no battens. It is a pretty empty feeling. We had two top battens in the bottom of the boat and put one in the top

*Continued on page 5*

and one in the middle, and it was 6" short and that wasn't a good look. We thought about going in and getting a set out of our second main, but thought we would see how bad it would be. We thought if we got a two 8<sup>th</sup> place finishes that would be better than a DNS and a 3<sup>rd</sup>. We were hoping this was then going to be a good team building exercise. (I keep battens in the boat to set the trim line for the jib leads, not for replacing them if they come out).

The first race starts and we were OCS. It was a long way back, and we saw all of the top competition in the top 5. We rounded the first weather mark about 20<sup>th</sup>. Fortunately, there were 3 laps and we were able to come back to 4<sup>th</sup>. Brian Parker, and his team of his wife Tiffany and Mark Makeilski, caught Hank Boissoneault and won the race with Scott Savage 3<sup>rd</sup>. I told you I wasn't going to give a leg-by-leg view of the races and I'm not, but it was funny because Jim and I didn't talk about the battens until we came in for lunch on Thursday. We were also OCS in the second race.

What seemed to work:

### UPWIND OSCILLATING SHIFTS

In most races wherever I sail, I treat shifts as if they are all oscillating, which is correct maybe 85% of the time. I am working on persistent shifts but haven't conquered that part of sailing yet. At Mohican it was 100% oscillating - obviously - but it is somewhat of a mental perspective on how to approach the weather leg. Of course we were watching the velocity and when it got lighter (under 8-10mph) we were very aggressive in looking for the next breeze. When it is below 7-8mph (just a guess), velocity becomes more important than if you are lifted or not. But 80% of the weather legs we sailed in all 8 races at Mohican were over 10mph in my opinion. We were frequently back the first couple of races so we could see shifts on the boats in front. I will admit to using a compass on small lakes and when I say that, I get chuckled at by my sailing friends. We don't stare at the compass during the race, but it is a quick reference. I don't know Mohican so I couldn't tell if we were on a lift or a header by looking at our angle to the shoreline. Just a glance at the compass not being dictated by the numbers.

We did everything we could to stay on a lift in the breeze. We would hang in someone's bad air to ride out a 25-degree lift until the header came in.

### WEATHER MARKS

The weather marks were where big gains and losses occurred. We moved from watching the shifts when it was blowing 10-15mph, to looking for breeze and which side the puffs are forming when it got under 8 or so, which always happened at the weather mark. In the light air at the weather mark, we would tack to, or drive/foot to where we thought the puff was headed. At the leeward mark it would be blowing harder than it was at the weather mark; again, maybe 10-15 at the leeward mark and the bottom 80% of the leg and then 3-7mph at the weather mark because the mark was close to shore. There was always a puff on one side or another that you had to watch for. On Thursday we made big gains at the weather mark with Jimmy looking for puffs and which side to tack towards.

### LEEWARD MARKS

During Covid we had a group of sailing friends that had weekly zoom calls to discuss sailing issues around the course. Our group probably spent the most time reviewing situations on how to approach the leeward mark, and how to get in and out clean. One of the many positive traits of Matt Bounds' course setting is that he didn't set the leeward marks farther apart than 5-6 boat lengths. That removes some of the strategic part of which mark to round. The decision then rests on where you have the most clear air if you want to continue and what kind of shift you are on, going into the mark.

Determining what "phase" the wind is in is most critical so that you know if you are lifted or headed as you round the mark. If we were rounding the left mark facing downwind, and at 50 yards to the mark, the pole goes forward for more of a reach, we knew there was a right phase and we wanted to get onto starboard as quickly as possible after rounding the mark so that we were in phase. Same with if we were going dead downwind going into the mark, we knew port would be a lift so we would take the spinnaker down early so we had a little distance in front of us to hang onto port. I know this is basic, but we always thought it was critical to get in phase at the bottom of the weather leg.

### TRIM

I have to admit we felt fast upwind and downwind during the Nationals. The wind was up and down. Jim Ward and Jamie were very good about helping get into tune when a puff comes in and we were slightly overpowered. Jim spent a lot of time on the vang on Thursday and it was a huge help. Jim is actually one of the fastest in big breeze in an Interlake. He and Skip Dieball both put a tremendous amount of vang on to flatten the bottom of the main and help depower the boat.

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Photo by Debbie Parker

I will admit that I try to sail more powered up. I spend a lot of time in an MC Scow (sorry to mention another class) and tuning one-on-one with one of the best in the class, a guy from our club named Ted Keller. He has taught me to keep the boat moving through lulls. We all know what it takes to trim the boat properly in a puff. Trimming a boat properly through a puff still takes quite a lot of good technique and the balance between feathering and easing the main. But trimming properly in a lull is equally - if not more demanding - to change gears to the perfect trim. You have to make changes and change gears quickly. Proper main and jib trim and heel help keep the boat moving through a lull.

I had a few Hoover people tell me later that they thought our boom looked too high, which would mean we had too little rake. I am looking at the picture on the website of Jamie and I hiking in a puff and the boom is parallel to the water. Trimmed tight, but I believe the main looked good, so our rake is the same as everyone else's I believe. I think that I am easing the main and jib more in the lulls and making sure that the vang is all the way off. And maybe heeling just a little more to help keep momentum. Maybe that is why the boom looks higher than everyone else's. I see people on Hoover with the vang on when they are not overpowered. It is my opinion that this is not fast. It got to the point where when I asked if the vang was off, Jimmy would politely grab it and wiggle it 5 inches back and forth to show me it was off.

While I am on a minor rant, I feel the same way about the outhaul. If you truly have a "lense" foot, by all means pull the outhaul tight in most conditions to pull out the lense. But the mains I have been sailing in an Interlake do not have lense foos and we sail the outhaul accordingly. (A lense foot is usually very light cloth that is used to ease downwind. Some Thistles and MCs have a lense foot but I don't think it is coming on an Interlake). Yes, when we are overpowered we have the outhaul tight. But when it is light, why have the outhaul tight? (Please don't say more exposed sail area). The bottom half of the Interlake main is incredibly big and important. When you pull the outhaul on you are opening up the bottom of the leech and causing the lower batten to point straight back. I don't think you want to do that in under 8; I think it helps your pointing to allow the lower batten to point to weather a little bit.

With all of that said, I think one of the reasons Jim Ward (and Skip) are so fast in a big breeze and big water, is that they vang very very hard, putting a banana shape in the boom to flatten the lower section of the main. They tighten the outhaul to help continue to flatten and kick out that lower section and they are now depowered. That's my theory and I'm sticking to it.

## **BACK TO THE RACING**

So after the racing Thursday, we appeared to have a lead but with a throw, Bryan Parker had a 1-1-2, so he was actually ahead of us and the Irelands were close behind us in third. Jim and I had a fun day together and actually laughed between races and truly enjoyed the day.

Friday dawned with the same direction, west-ish, and a little lighter as an average, but actually the puffs were the

same or maybe more in the brief moments when the puff was on. The Parkers started the day Friday with a 1-2 and we had a 3-3. Irelands had a 5-1. Steve Aspery and Will Miller started sailing well and had a 2-4. I'm not trying to overwhelm you with numbers but just pointing out that the racing was close and fun. We were not winning at lunchtime by any stretch. As a matter of fact, Parkers had 7 points and we had 11 at noon on Friday. Irelands had 15.

Like I said, I am forgetting the specifics of the racing other than Scott and Tim Savage sailed a great 7<sup>th</sup> race. We were close more than once and finished 3<sup>rd</sup>, but Parkers had a 6<sup>th</sup> and Irelands were 10<sup>th</sup>. So we were close going into the last race of the day Friday. We had a good start and unfortunately Bryan and team were over the line. We ended up winning the last race on what was somewhat of a goofy last run, but we won it. Bryan got a 6-7 in the last two races to our 3-1. The Ireland family got a 10-9.

As it turned out there was no sailing on Saturday as a big storm line was coming to Mansfield area by 11 or 12pm so the PRO and regatta leaders wisely called the race off. We had 8 great races and you never want to have a regatta remembered for the one race you tried to get in at the end before the storm comes in and everyone getting pounded on the way in.

I really had fun sailing with Jim Ward on Thursday and Jamie Jones on Friday. They are both outstanding crew and brought the total skill level in the boat to a level that allowed us to win. They are both outstanding skippers and it seemed we were on the same page for both days. We had to work our way out of some tough spots but we stuck together and got it done.

So many people sailed well. Kevin Bradley with the Ruppens sailing with him had several good races. Steve Aspery also had some great races and sailed very smart in the tricky conditions. Scott and Tim Savage got better as the regatta went on. I will take a moment and say that some of the competitors had not sailed much this year for a variety of reasons. I am not being arrogant saying this - - more of a retirement statement -- but I have sailed quite a bit this year so far.

Hank Boissoneault and ISCA President Dan Olsen also sailed well and it seemed like we were around them quite a bit. I can't say enough about the Ireland family. They sailed well enough to win in most years. I will also say that from a sportsmanship standpoint they politely yelled at us to stay away from some rocks that we were headed towards during one of the races.

Bryan Parker sailed outstanding. He had a great team in his wife Tiffany and Mark Makiowski. We see Mark on the Thistle circuit and he is a very talented crew. Bryan will win the Nationals sometime soon.

Thanks again to Bill Sanderson, Cara Sanderson Bown and all the volunteers from Mohican who made this a great event. I have said before that when you attend a regatta you quickly get the feeling whether the home club really wants you there, and we felt very welcome. This was an outstanding event.

# Championship Division



2<sup>nd</sup> Place – Mark Makielski, Bryan & Tiffany Parker



3<sup>rd</sup> Place – Team Ireland including Women's Champ Bridget & Junior Champ Vincent



4<sup>th</sup> Place – Hank Boissoneault, Dan Olson



Tight competition heading downwind

Rank	Sail	Club	Skipper	Crew	R1	R2	R3	R4	R5	R6	R7	R8	Total	Net
1	M 1174	Hoover	Matt Fisher	Jim Ward, Jamie Jones	-4	2	2	1	3	3	3	1	19	15
2	923	Sandusky	Brian Parker	Tiffany	1	-7	1	2	1	2	6	7	27	20
3	952	Hoover	Nate Ireland	Bridget and Vincent Ireland	5	1	3	5	5	1	-10	9	39	29
4	1411	Sandusky	Hank Boissoneault	Dan Olson	2	-9	4	6	4	5	8	3	41	32
5	1340	Hoover	Scott Savage	Tim Savage	3	-8	6	8	6	6	1	5	43	35
6	M 1434	Hoover	Steve Aspery	Will Miller	9	6	7	-10	2	4	7	2	47	37
7	1332	NCYC	Kevin Bradley	Connor Ruppen / Carrie Rupper	-16	3	8	3	9	7	2	6	54	38
8	1178	Leatherlips	Tim Boucher	Alex Teffenhardt, Carrie Rout	-15	4	5	4	8	13	5	8	62	47
9	1320	Hoover	Jeff Jones	Jeff Tyndall	6	-13	12	7	7	8	4	4	61	48
10	1293	Leatherlips	AJ Savage	Doug Savage	7	OCS	10	9	10	11	11	10	89	68
11	M 1433	Mohican	Bill Sanderson	Cara Bown, Julie Senff	10	5	11	12	16	-18	12	14	98	80
12	1442	Traverse City	Bob Sagan	Tim Smith	8	11	15	-16	12	12	13	12	99	83
13	M 1397	Indianapolis	Thane Morgan	Ros Lim	12	15	14	11	11	14	9	-16	102	86
14	1382	Hoover	Mark Presley	Scott Stephen	11	12	9	13	14	-17	14	13	103	86
15	1360	Hoover	Don Bacharowski	Diana Kuiper	14	-16	13	14	15	10	15	11	108	92
16	M 1417	Traverse City	Bruce Moore	Tom Park	17	-19	18	18	13	9	16	15	125	106
17	1418	Hoover	Chad Headlee	Stephanie Headlee	13	10	16	DNF	20	15	DNF	DNF	137	116
18	1395	Maryland	Martin Howell	Brian Deming	19	14	-20	17	19	16	17	18	140	120
19	1372	Mohican	Tom Wills	Sue Wills	18	17	17	19	18	-20	18	17	144	124
20	1427	Indian Lake	Chip Wood	Barb and Lauren Dillon	DNF	18	19	15	17	19	DNF	DNF	151	130
														DNC, DNF, OCS = 21
														= throwout

M = Masters division



Sailing photos by Debbie Parker

## Challenger Division

Rank	Sail	Club	Skipper	Crew	R1	R2	R3	R4	R5	R6	R7	R8	Total	Net
1	M 1316	Mohican	Stuart Fitzgibbons	Mark Guftason	1	1	1	1	-2	1	1	2	10	8
2	M 1361	Portage Lake	David Gall	Julie Gall, Michael Timmer	2	2	DNS	DNC	1	2	2	1	16	13

M = Masters division

DNS = 3



Challenger sailors Michael, Julie, David, Stuart, and Mark



Women's Champion Bridget Ireland

## Women's Nationals

Rank	Sail	Club	Skipper	Crew	R1	R2	R3	Total	Net
1	1372	Hoover	Bridget Ireland	Sue Wills	1	1	1	3	3
2	1433	Mohican	Cara Sanderson	Bill Sanderson, Julie Senff	DNS	DNC	DNC	9	9

DNS DNC = 3

## Junior Nationals

Rank	Sail	Club	Skipper	Crew	R1	R2	R3	Total	Net
1	952	Hoover	Vincent Ireland	Nate Ireland	1	1	1	3	3
2	1427	Indian Lake	Amelia Campbell	Barbara Dillon, Chip Wood	2	2	2	6	6
3	902	Hoover	Quinton Ireland	Tom Wills	DNS	DNC	DNC	12	12

DNS, DNC = 4



Junior Champion Vincent Ireland

Mohican introduced a new perpetual trophy called the "Persistence Award". It is awarded to the sailor who finishes all of the event's races with highest scores. Racing is a long-term proposition to master and starts with being willing to get out there and compete regardless of where you finish. This year's persistent winners →



Tom & Sue Wills



## Never have I ever... ...been hit by a drone while sailing



*Until 2022 Interlake Nationals, that is.*

Day one at Mohican was a pleasant day. A light confused breeze greeted the twenty-some boats in the fleet. In between races, Brian Deming and I were reaching back and forth behind the starting line and exchanging playful banter amongst other boats. (We had already solidified our place at the bottom of the results column, so we had to resort to verbal abuse and alcohol overconsumption tactics if we had any hope of beating a few other boats.)

Unbeknownst to me, there was a drone flying overhead capturing video of the racing. Suddenly, a weird whirring and whipping noise came from over our heads. Except we didn't know it was from above. We thought perhaps a fish was jumping or a bird was swooping down to catch a fish. Several other boats heard it as well and were equally confused. A short while later, Brian – probably reaching for a beer, found a drone in our spinnaker turtle. Aha! That's what that weird noise was. As it turns out, the whipping noise was the rotors of the drone hitting the mainsail. Luckily the drone only captured video, not audio, because we ran through the complete dictionary of bad words when we discovered the cause of the noise.

Later, while telling lies and drinking beer on the MSC porch, we learned who the owner of the drone was and released the little drone from its hostage situation. The next day the drone was returned safely to its rightful owner. The following week the owner sent me the video from the incident. I would have expected it to hit at the top of the mast and take out the Windex (because those expensive little boogers never seem to last!). But the video showed it hitting right at the forestay-to-mast connection, several feet lower than anticipated.

So, the morals of the story are that not all obstructions are on the water. And if you're a drone pilot at a sailing regatta, fly higher than you expect to clear the boats.

*By Martin Howell, Interlake #1395 - Sellanraa*

Will Miller's texts:

Thu, Jul 21, 1:53 PM

After the race, if you find someone looking for the owner of a drone, well you know who it is. I got some great videos of 1434. I was lining up on your Starboard side for some more great shots when I was clobbered by another mast. It looked like it fell in the boat on, what looked like a trampoline. The drone is replaceable but the videos are not. I'm glad it didn't fall on anyone's head.

I got her! Lol

I was sitting next to a guy telling a story about catching a drone in his boat and I said it's funny I know someone that has a drone but I don't think he's out here today. So I have her and she's all in one piece.

From the Pilot's Perspective:

I bought a DJI Mini 2 Drone about a year ago. These are unbelievably sophisticated flying quadcopters. The video is captured in high resolution 4K video. Last year I started doing videos of the Hoover Sailing Club races near Columbus, Ohio. I heard there would be a Nationals Regatta near Mansfield, Ohio. So, I drove to the Mohican Sailing club. I found an ideal spot on the shore to watch the races and sent the drone out to do some videos of the boats before the races started. I had a good friend, Will Miller, who was crewing for Steve Aspery on Interlake 1434, so I planned to focus on that boat.

I was filming from the tailgate of my car and launched the drone to search for 1434. I was lining up for some great videos about 15 feet above the water when my world was flipped upside down.

The drone is designed to stop flying and fall to the ground if it hits anything. Before the race, the boats are sailing in all directions. My drone was struck by the sail of a boat traveling in the opposite direction. Lesson learned: wait for the race to start. I was lucky that the drone landed on top of the Spinnaker in the sail bag—a nice soft landing. If the drone had gone in the water, I would have lost it. My drone cannot swim.

My filming day ended, so I headed back home, not knowing whether I would see my drone again. Fortunately, the skipper of Interlake 1395 was kind enough to pass the drone along to my friend at the sailing club lunch later that day. It's funny that there was greater interest from club members to see the drone crash rather than all the great videos I was able to capture before the crash.

*By Tom Rau, Westerville, Ohio*

# Announcing 2023 Interlake Nationals

at Grand Traverse Yacht Club, Traverse City MI

Saturday July 29 to Tuesday August 1, 2023

by Tim Smith and Bob Sagan, GTYC Fleet 38

All of us at Grand Traverse Yacht Club are excited to invite you to Traverse City, Michigan for the 2023 Interlake Nationals! It's the 25<sup>th</sup> anniversary of Interlake Fleet 38 at GTYC, and we're looking forward to hosting a fun VACATION and memorable event.

## Vacation Destination

Traverse City, neighboring Leelanau County, indeed the entire surrounding area is a summer dream. There truly are things for the entire family to enjoy. The schedule is built to maximize vacation time and sailing conditions. The plan is to leave mornings clear, sailing to start in the afternoon sea breeze. We've done this in our previous three Interlake Nationals. Some people have biked, hiked, explored downtown, enjoyed a nice breakfast in this "Top 10 Foodie town" or even played 9 holes of golf before racing. What fun things will you do during your sailing vacation?

## Location

Our club is located on the southwest shore of West Grand Traverse Bay. This year we have added new docks at the launch ramp and a new waterfront deck and pergola. The club has recently purchased a property, just a couple minutes walk from the clubhouse, that provides plenty of parking and boat storage as well as additional beach access.



## Regatta Details

Measuring, and Women's and Junior's races will be on Saturday July 29. Champions and Challengers races will be Sunday to Tuesday mid-afternoon. The racecourse will be in the south end of the 2-1/4 mile wide bay. The local seabreeze typically fills in mid-afternoon with winds from 10 to 15 knots and settles down around 7 pm. Waves are usually 1 foot or less but sustained, stronger winds from the north can produce a more moderate sea state. During the regatta expect average high temperatures near 80F, average lows around 60F, and water temp around 70F.

## Lodging

Traverse City is a summer tourist destination and while there are many hotels within 20 minutes of the club, they tend to be fully booked during the prime summer season. There are also many vacation rentals available through



Airbnb, VRBO and other sites. Reserve early, maybe now.

There are usually rentals available in the residence halls at Northwestern Michigan College, 10 minutes from the club.

There is camping at Traverse City State Park, about 10 minutes from the club. Spaces can be reserved up to 6 months in advance. They fill up, so reserve in February.

## Things To Do

There is something for everyone in the Traverse City area!

There are wonderful beaches and swimming in the crystal-clear waters of the Bay and Lake Michigan. There is great cycling, mountain biking and hiking. The Sleeping Bear Dunes National Lakeshore is 30 minutes away. There are more than 30 public and championship golf courses in the Traverse City area. There is great boating, paddling and fishing in the Bay, Lake Michigan, and in the many inland lakes and rivers.

Wine tasting is available at about 40 wineries, there are more than 12 microbreweries, and nearly a dozen distilleries to visit. Traverse City is nationally recognized as a Farm to Table dining destination with many restaurants from which to choose. There are several casinos in the area.

The Interlochen Summer Arts Festival brings in many nationally touring musical acts, and the Traverse City Film Festival is tentatively scheduled for the week before the regatta, July 24-29, 2023.

**Remember to reserve your accommodations early.** Most places fill quickly after they open reservations for the summer. Some hotels and many Airbnb/VRBO vacation rentals are already booking.

We will continue to highlight local options and event specifics. In the meantime, for more information about the Traverse City area see [traversecity.com](http://traversecity.com). We hope you'll start planning a fantastic Northern Michigan sailing vacation soon. If you have any questions please contact Tim at [tcsmith00@gmail.com](mailto:tcsmith00@gmail.com).



# Intercom Tips and Techniques

## Rigging the Interlake Part VI...MARKING CONTROLS

By Bob Sagan, Interlake #1442, Quantum Interlake Sailor

It's sailing time. This rigging article does not involve moving or changing hardware, it's about things you can do in minutes to maximize your time on the water as well as make the most of those precious outings...

First: two quotes for racers and the corollary for cruisers...

"More sailboat races are lost than won."

*anonymous, often quoted.*

"The best sailors have won before the racing has begun."

*Paul Elvstrom, 4x Olympic Gold medalist, 20 World titles*

"The best cruising hosts have the outings well planned and appropriately dialed down expectations for guest performance before leaving the dock." (ya, I just made that up...but you see how it's all connected.)

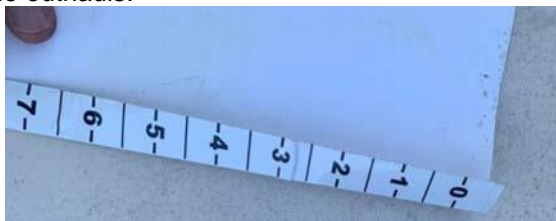
It might seem that the first two are opposites. They aren't. True, mother nature can be fickle and change her mind, perhaps multiple times in an outing. However, as Terry Hutchinson says, "80% of a race is in your (team's) control. Max out that 80%." This is what Paul Elvstrom is referring to. The best sailors are prepared, racing then is a repeat of prior preparation. Minimal mistakes. Less losses. Marking controls aids towards these ends and more!

It's summertime. Time for sailing. Whether you cruise or race "time on the boat" is the best way to improve. Yes, improving is good for cruisers too. I didn't give the best experience to some guests I took out in my early days. My improved boat handling, sail trim, weather reading, and control markings permit me to now provide a better experience to my cruising day sailors and racing crew.

Experienced local sailors are your best resource. Talking at the club is good. Going sailing with them is better. All ya gotta do is ask. Interlakers are the friendliest people. Find out what they like to eat/drink and bring it with you. YouTube has some good clips. Here are a couple starter ideas.

1) **Label controls.** "Furl jib (remember to include "please" to guests)" happens more quickly and is better remembered when the control is labeled compared to, "pull that line under the deck." Reduced confusion. Quicker response. More fun for everyone, crew, skipper, cruiser, racer. Note: use of colored lines IS recommended and a great addition to labels.

Another labeling method is to use a "scale." This helps for repeatable settings. Scales are often found on booms for the outhauls.



2) **Mark jib sheets for beating.** (It boggles my mind how few sailors do this.) Place marks (marker or thread) to reference max trim in 10 mph. Any novice crew can trim to this mark. BAM you are immediately in the ballpark. Quick reference for trim out of a tack for acceleration mode then the shift into point mode. Adjustments are also easier to ask for accurately and more confidently done. (see pics)

The normal full trim mark depends on wind strength. Lighter air is 1<sup>st</sup> mark, stronger wind or change of jib position is the 2<sup>nd</sup> mark on my boat.



Position of marks for accelerating out of a tack. Then, once the boat is flat and at full speed I ask crew to go to "full trim" or "trim to mark."



Big power up setting for after slamming into a wave during a tack or just a casual cruise. Note: I use a "friction ring" (actually, low friction) in place of blocks on a tail for my 2:1 jib lead.



Also notice that I have colored marks (could use a scale here) for jib car location. My two most common settings

Continued on page 13

Welcome Official Interlake Sailing Class Association Builder:

## Beacon Composites

By Bryan Parker, Interlake #923, ISCA VP  
8/15/2022

Back in mid-2020, the ISCA board was notified that Weatherly Boat Works no longer desired to be the official class builder. We thank Wes for his time and dedication to the class – it is a difficult task to get geared up and build Interlakes!

The board assembled a builder's committee in the summer of 2020 to help find and set up the next builder. That committee consisted of Thane Morgan, Steve Aspery, and me. Our strategy was to better document the current Interlake build process, identify potential candidates, and select the next builder.

Over numerous calls and meetings with both Terry Kilpatrick and Wes Blazer, I was able to build a spreadsheet with lists of materials, labor, hardware, part numbers, etc. of what has been used to build Interlakes over the years. Developing this first was important because it gave us a tool to share with potential builders so they could estimate the cost of what it would take to build a boat. We also used the historical class videos developed by Mike Muhn, as well as pictures from several builds to help document and show how a boat is made.

The next task was to come up with a list of potential builders from the eastern half of the US, contact them and gauge interest in being our builder. Our initial list had 11 builders ranging from Rhode Island to Florida. After initial discussions with each, 5 builders had interest in supporting our class. The builders committee then visited 4 out of the 5 builders (with Steve's Interlake in tow) to see their facilities, understand their capabilities, and firm up interest in the class. After meeting with them, it was a clear choice to recommend Beacon Composites as our next builder!

Beacon Composites is located in Creedmore, North Carolina (north of Raleigh/Durham), and is owned by Alex Venegas. Several strengths that we see in Alex is he is young in his career, and is using advanced composites manufacturing techniques to build for several different industries and classes. Alex was recently named official builder for both the Thistle and Finn classes, and has been an active participant in sailing one design. He understands boatbuilding, and has produced some very high quality and competitive Thistles.

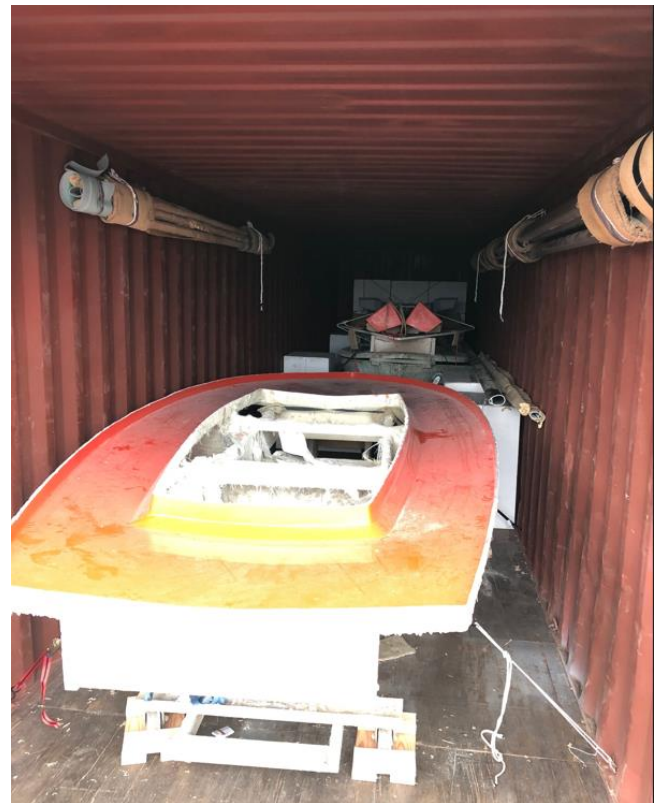
If you would like to see more about Alex's shop and capabilities, please see his website here:

<https://www.beacon-composites.com/>

The past few months have been spent finalizing the official builder's agreement with Beacon, gathering all the tooling and materials into a 40' shipping container and prepping for transport to Beacon's facility.



During a cool damp day in April, Bob Bradley, Steve Aspery and I met at Weatherly Boat Works to pack all the tooling and remaining inventory into the container and prep for transit to Beacon. A big thank you to Bob and Steve for your efforts that day!



Continued on page 13

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The container was finally picked up from Weatherly last week, and safely delivered to Beacon Composites! Alex is excited to dive into the details of the build and start getting the first few boats in the works!



I am scheduled to spend some time with Alex at his facility on August 23rd to review the contents of the container, and start discussions on moving forward. One of the most important topics we will cover is the new composite construction method. Alex is planning to move to a foam core utilizing a resin infusion process. This will move us away from using balsa core and polyester resin, so engineering effort will be going into designing a laminate schedule that will be equal in strength and performance to the historic construction method to ensure true one design competitiveness. There are many benefits to moving to this new construction process, two of which are improved consistency from boat to boat and elimination of core rot/water weight gain.

I appreciate your patience and understand during these past few years - we know it has been uncomfortable not having an official builder. A lot of effort has been put into the process so far, but we still have a lot of work to do. I am excited to be working with Alex, and I know he will be a great builder for our class! We hope to be taking orders in the next few months, please be thinking if you would like to be one of the first Beacon Composites Interlake owners!

I'd like to end by recognizing those who have assisted in the transition so far. Everyone has had an important role and we can't thank you enough for your support: Steve and Lisa Aspery, Thane Morgan, Terry Kilpatrick, Wes Blazer, Tom Humphrey, Bob Bradley, and Mike Muhn. Thank you All!

Stay tuned and look for more updates in the coming months!

## Minutes of the ISCA Board Meeting August 2, 2022

Attendees: Bridget Ireland, President; Dan Olsen, Past President; Clark Chapin, VP Michigan; Joe Novak, VP Indiana and East; Jeff Clark, Chief Measurer; Steve Aspery, Intercom.

Called to order at 7:05 PM EST.

- Voted to accept GTYC National's bid for 2023
- Selected Interlaker of the Year

Meeting adjourned at 8:08 PM.



Marking Controls - continued from page 11

are "Go Green" & "Go White" (I can't ever remember saying "Go Blue", but hey, I'm a Spartan fan!). Crew can communicate easily the car position and quickly adjust as requested. (Tip: if the wave angle to bow is different on each tac, consider lead forward a hole on the tac for direct waves.)

These tidbits aren't even the tip of the iceberg. The good news is that Interlakes respond best to "textbook" practices. Read. Watch. Talk with other sailors. Interlakes feel great when you do it right and become similarly cranky when you do it wrong. Time in the boat is where it all starts and why most of us started sailing in the first place.

See ya out there!

# George Fisher Memorial Regatta

Hoover SC, Westerville, OH

June 25-26, 2022

By Matt Fisher, Interlake #1174



	Skipper	Crew	Hull	R 1	R 2	R 3	R 4	R 5	R 6	R 7	Total
1	Matt Fisher	Stu Fisher	1174	2	1	1	1	1	1	2	7
2	Jeff Clark	Tim Savage, Dan Hickman	1370	5	2	2	2	3	2	5	16
3	Mark White	Lisa Kreischer	1383	4	5	7	5	4	3	1	22
4	Jeff Jones	Jeff Tyndall	1320	6	4	3	4	5	5	3	24
5	Bill Sanderson	Julie Senff	1433	3	6	5	6	2	6	4	26
6	Bruce Moore	Rich Amiton	1417	7	3	6	3	7	8	6	32
7	Don Bacharowski	Diana Kuiper	1360	1	7	8	9	6	4	7	33
8	Charlie Vasulka	Bill	1375	10	8	9	7	8	7	8	47
9	Nicholas Schmitt	Ralph Schmitt	1109	8	10	10	10	9	9	9	55
10	Scott Graham	JP Clows, Sarah	1280	9	dns	4	8	dns	dns	dns	57
11	John Cassidy	John Muller	383	11	9	11	11	10	10	10	61

dns=12

The annual George Fisher Memorial Interlake Regatta was held on June 25th & 26th at Hoover Sailing Club. This event was named in honor of my dad, who sailed Interlakes for 30 years and had a special relationship with the class. I was able to sail the regatta with my son Stu in my dad's boat 1174.

The forecast for the weekend was light on Saturday and thunderstorms on Sunday. This was a very well-run regatta with an outstanding RC of primarily Thistle sailors led by Steve Lavender. The Hoover Interlake Fleet also has an impressive reputation for serving a great dinner and hosting a good party. They didn't disappoint with a great grill-your-own steak dinner and lots of other delicious sides.

The forecast for Saturday was accurate. For the first 3 races the wind was blowing 0-3 mph with likely more 0. If you were sitting on the porch of HSC between noon and 5 pm you might have thought that there would be only one race, maybe at 4:15 pm when the wind was trying to come in out of the west. However, the outstanding race committee lead the effort to complete 4 races and the finishes of the contestants were surprisingly very consistent. Getting a good start was the key to each race, as a couple of the races were one lap and somewhat drifting races from start to finish. Don Bacharowski and Diana Kuiper got a great start in the first race and impressively led all of the way around the course to win the race. Stu and I were fortunate to have a 2-1-1-1 for the day. When you look at the standings you see consistency in the finishes for the fleet. What you don't see is how close the

races were. I don't think we ever won a race by more than a couple boat lengths. It was a fun day, but again, who ever won the start would be in the top 2 at the weather mark for all 4 races. Jeff Clark and crew ended Saturday in 2<sup>nd</sup>, Jeff Jones in 3<sup>rd</sup>, fourth went to Bruce Moore from Traverse City with Rich Amiton (new HSC Interlake owner) in 1417.

Grilling together at charcoal grill was a great way to discuss the day's light air tactics. The Interlake class is a fun group to hang out with.

An early start was scheduled for Sunday at 9:00 a.m. When we arrived at the club at 8:00 am the breeze looked like it was going to be a perfect day at Hoover with 8-10 mph out of the south. The breeze and rain changed its mind by the time we started the first race. We got none of the forecasted rain, and the breeze was 0-10mph with 75-degree shifts. It was a challenging day and Stu and I were fortunate to finish with a 1-1-2. Mark White and Lisa Kreischer had a great day and won the last race convincingly to finish the regatta 3rd behind Jeff Clark with Tim Savage and Dan Hickman in second and our boat in 1st. 4th was Jeff Jones with Jeff Tyndall crewing. 5th were Bill Sanderson and Julie (Bauer) Senff from Mohican.

Thanks to all of the volunteers who helped make the regatta happen. Kristen Jones coordinated dinner, Mark White was in charge of breakfast and Commodore Headlee was in charge of trophies and the trophies are beautiful. Thanks again to all of the volunteers and see you at Nationals!

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### Webmaster

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## Classified Ads: (some ads have photos on website)

**Interlake 1012** – This boat has had only three owners. The original owner purchased the boat new in 1974 and then left it to his son. They sailed it about one week a year in northern Michigan and stored it indoors for the remainder of the time. I purchased the boat in 2021 and have sailed it 4 times.

The boat, trailer and sails (jib and main) are original and in very good condition. There are a few minor scratches on the hull at the center of the boat and the trailer needs to be painted but is in perfectly serviceable condition. Call 419-654-0142 or email [ebeale@duketarchitects.com](mailto:ebeale@duketarchitects.com) with any offers or questions. Asking \$3500.00. The boat and I are in Maumee, Ohio.

**Interlake 821** – 1970, fiberglass with cover. Two main sails, two jibs, one spinnaker (Basic sails and racing sails). All in very good condition. Garage kept. Trailer. Boat has been professionally moisture tested with excellent results. Best in class for age. \$ 4,000. Located in Marblehead, Ohio. Call Henry 313-220-5078.

**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](mailto:andrewhyde83@gmail.com).

**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](mailto:nancybuderer@gmail.com)

**Interlake Classic from 1939** - Looking to sell an 18' wooden Interlake sailboat that has been fully restored to excellent condition, along with the outboard motor and trailer. Marleen Matson ... [memkmit@hotmail.com](mailto:memkmit@hotmail.com)

**Interlake 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 [zieglaw1@gmail.com](mailto: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](mailto: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](mailto: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](mailto:saylor6@hotmail.com)



\*photocredit Debbie Parker\*

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