

The  
**Intercom**



Official Newsletter of the Interlake Sailing Class Association



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

**September 2023**



## **PARKER!!!! FOR THE WIN AT NATIONALS**





# ONE DESIGN SAVINGS



*Photo credit: Bob Sagan*

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 one design 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



What a great season of sailing we've had so far! Grand Traverse Yacht Club did a spectacular job hosting Nationals.

Congratulations to Bryan Parker and crew for winning the Championship Division and Julian Ahluwalia and crew for winning the Challengers Division.

Nationals is always one of my favorite events to catch up with friends and meet new. Before the start of Nationals, my family and I decided to drop the boat off at GTYC and do a little sightseeing. We kayaked around the Pictured Rocks, did some dune exploration, saw some waterfalls, admired the crystal-clear waters, visited a winery, kissed a moose, and spent each night in a tent!

As the sailing season continues to unfold, there are still plenty of opportunities to make it to some regattas and I hope to see you there. Wishing you all smooth sailing and a fantastic rest of the season!

*Thank You*

## To all Interlakers and their families:

Thank you so much for the wonderful recognition of Terry in the July Intercom.

And a special thank you to all involved. The Interlake and everyone involved was a huge part of his life as well as mine.

Also I have heard from several people as well as watched the video of the beautiful tribute at The Nationals in Traverse City. The renaming of the Customflex trophy is an honor to Terry's legacy.

~ Karen Kilpatrick



Madam President Repeats as Women's Champion  
Bridget Ireland with her crew Nate Ireland

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## 2023 Interlake Nationals

Grand Traverse Yacht Club, July 29 – Aug 1

By Bryan Parker, *Interlake #923*



The 2023 Interlake Nationals were hosted by the Grand Traverse Yacht Club in Traverse City Michigan on July 29th through August 1st. This was my 3rd nationals sailing at Traverse, and it is one of the most beautiful bodies of water in the country. The water is crystal clear, the thermal almost always provides enough breeze to race, and the course is just a short sail out from the club. As in the past events, the schedule had the Nationals starting on Sunday, and racing starting mid-day to help catch the best breeze of the day.

A big thank you to event chairman Tim Smith, the team from GTYC, and PRO Jeff Maier! The on shore organization was excellent, the food was delicious, and the racing was great given the challenging conditions that surprised us all. I would also like to thank Jeff Clark for running measurement, and the NRC committee of Bill Sanderson, Bob Sagan, Chip Wood, and Clark Chapin for ensuring a smooth event.

I have recently had the opportunity to do a little racing down south (Florida) over the past few years on Mark Foster's courses. If you have not had the chance to meet Mark, he is one of the neatest (and best) PROs you will run into. One of the aspects he provides is a very thorough and technical summary of what he sees for the day's forecast. One of his more famous sayings that I really only started to appreciate this week is "I promise the line will be square, for at least 20 seconds"... While we generally had great breeze, it ended up being

extremely shifty, keeping our RC on their toes for the entire event. They did a great job with what they were given to work with, and got in six good races to complete the championship.

Day 1 - Sunday

Tip of the day: "Don't go right!"

Wind started @ 325. The RC did a good job setting a square course, but as we tried to start, large left hand shifts really made it difficult to get across the line and tough for the right side of the course to do well. Several restarts happened through the day, mostly because the fleet couldn't cross the line on starboard. It's almost as if the breeze knew when we were under 2 minutes to the start – because that is usually when the big leftie rolled in.

The trick of the day seemed to be to go left, but not too far left, especially up near the weather mark. There were a lot of shifts and velocity variations across the course all day, with big holes around. Breeze was 6-12, with a few larger puffs mixed in. The key was looking for the next velocity, and then playing the shifts within that velocity to get to the mark.

We were fortunate enough to find a W in the first race, duking it out with the Ireland family. Team Bad Queso (skipped by Craig Koschalk) broke out with a commanding lead in the second race, and could not be caught. Steve Aspery and team sailed a very strong



2nd with a large lead over 3rd. Places 3-5 were neck-neck photo finishes (Parkers, Wards, and Jeff Clark's team), which I always find amazing after several miles of racing on a shifty course. The third race started with a group of boats hitting the right side on the first weather leg (Chapin, Sanderson, Young, and maybe more) and enjoying a large lead at the first weather mark. Wait... I thought I said to not go right??? I guess sometimes it does pay off! The Ward family was able to sail smartly and take the lead for the win.

After 3 good races, several restarts, and a bit of waiting for the wind to settle into a direction, the RC sent the fleet in to conclude day one. Everyone enjoyed catching up at the club and exploring an evening on the town.

#### Day 2 - Monday

Tip of the day: "It was tempting to go right, but the left always paid"

With the light wind forecast for day 3 (Tuesday), the NRC asked the RC to move up the start time to 12:30 in an attempt to use the best forecast of the event, and provide an option for a 4th race if the day went smoothly. A two race day was never even discussed by the NRC... Unfortunately the winds had their own plan for the day, and caused the RC to postpone on the water until almost 2pm to settle in. Somehow day 2 seemed to be a repeat of day 1, but even shiftier!

Race one started with the wind north-northeast and the weather mark up near the right shore. The boats that played middle right were the first around, and by the time the second beat started, the breeze had clocked to the left about 50 degrees forcing the RC set a new weather mark. It was tempting to go right, but the boats that went towards the left shore and played the left hand shift made out the best. Team 842 Bad Queso lead wire to wire for the win.

The RC had to hold off a while between races again as the wind oscillated from shore to shore, shifting almost 180 degrees at times. After a long break, the wind eventually settled in enough again to start the second race of the day.

Race two felt very similar to the previous races. The

right side looked tempting, but the breeze line everyone saw to the right was untouchable. The boats that went towards the left shore were consistently treated to a nice lift and velocity on port tack. Team Ward played the left side the best and secured the win.

By the time this race was over, it was time to head in for the class banquet and meeting. Bill Sanderson brought his bagpipes and played a wonderful tribute to Terry Kilpatrick. He started with a Scottish tune "Will You No' Come Back Again" and ended with "Taps". After a moment of silence, everyone enjoyed a delicious dinner of steak, chicken, lake trout, and cherry pie. President Ireland presided over the class meeting.



#### Day 3 - Tuesday

Tip of the day: "Go right!"

A new day, and a new forecast. Rain and clouds moved in overnight, bringing in a new forecast, a new wind direction (south), and more breeze in the morning than predicted the day before. As sailors discussed the forecast for the day from the parking lot, most saw the breeze clocking right and holding steady for the morning. Nick Turney, crewing for Craig Koschalk, shared that his forecast showed the breeze clocking to the left (east) and dying out. Nick ended up being right.

The fleet got out onto the water for an on time start. The breeze for this race was the steadiest of the entire event. The teams that found the right shore were





#### A few notes about boat setup

I have set up the boat according to the North Sails tuning guide, which is where we have been for years (my copy is from 2007). Rake is right at 25'3", and we carried not more than 250lbs of rig tension. I did keep the rig slightly looser to help drive through chop when we needed to. We adjusted outhaul and centerboard to help minimize helm through the various velocity ranges. Our vang is rigged out near the rail where either the skipper or middle crew can play it. We definitely used this as a tool to depower the main in the puffs (Mark played it almost constantly) and I believe it made a big difference in our upwind speed.

treated to the best velocity and angle, and were first to the weather mark. The same side of the course paid off down wind, but only a few teams from the middle and back of the fleet realized this and had a much appreciated boost to the front. The second beat was similar to the first, with most of the fleet headed to the right shore. A tight finish between 842 (Koschalk) and 923 (Parker) after a battle down wind, with 842 edging out the win.

The breeze really died down near the end of the race, and practically shut off. It eventually shifted to the left, and the RC tried to set a new course. Unfortunately they didn't have much to work with, and the breeze never really filled in again. While the fleet waited, many pointed their bows towards the club to call it a day.

Thank you Tiffany and Mark!

A huge thank you goes to my team of Tiffany Parker and Mark Makielski. Both Tiffany and Mark kept their eyes peeled for the best velocity and helped us play all the shifts, allowing me to focus on driving the boat. We have been fortunate to sail several events together in both the Interlake and Thistle, strengthening our communication, teamwork and boat handling. We were able to finish very consistent throughout the event, and that is a major factor that helped us stay near the top. Thank you Tiffany and Mark! We had a fun time both on and off the water, and hope to see everyone again soon



# Interlake Nationals – Junior Race

*By Avery Thorpe and Ameila Campbell, Indian LYC*

After surviving the drive up to Grand Traverse Yacht Club on 28 July and getting Sarian (Chip Wood's Interlake) through check-in we settled in to camp in anticipation of the Interlake Nationals Junior Race the next day. This was the first year Avery had crewed at nationals and second year Amelia had skippered with Chip. It was also the first time we had sailed as a team on water deeper than 6 feet (the bay was over 600 feet deep in places!)

As we launched the boat in prep for the race warning signal, we were a bit taken back by the clear water and beautiful surroundings of Traverse Bay. That sense of awe quickly disappeared as we prepared for our first race with winds blowing at 10-15 mph. We were up against 4 other juniors and 4 womens crews. After navigating the starting line we were off in the first of three races. The first race was a learning experience with the wind and waves, but we adapted and improved each time. For the last race a triangle course was set with a jibe mark. As the winds grew to 15 mph, we learned the "fun" that can be had on an Interlake while flying the spinnaker on a reach!

All in all the races went well and we finished second. However, some spectators were disappointed this year that they didn't get to see how clean and shiny the bottom of Chip's boat was (ask Amelia about nationals last year at Mohican for more details.)

The days after juniors, we joined our dad, Jacob, to race in the challenger series. This was also a new experience with 28 champion and challenger boats starting together, and we got plenty of practice on the starting line with more general recalls than races the first day. Overall we finished third in the challengers- not bad for our dad's first Interlake regatta.

It was a great experience at Traverse City sailing and hanging out with other sailors and the Indian Lake Yacht Club members there - Pat, Jenny, Chip, Barb, Lauren, Martha, and even our dad - oh, and did we mention we got to kiss a moose! We'd especially like to thank Chip for letting us use Sarian and all the folks that have taught us at sailing camp through the years. Watch out for us next year as we plan to race juniors again at nationals, hosted by the Hoover Sailing Club!





## Champion Division Results

Pos	Bow	Master	Sail#	Skipper	Crew	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	TO	Net
1	26		923	Bryan Parker	Tiffany Parker Mark Makielski	BRYC	1	3	2	2	2	2	[3]	9
2	18		842	Craig Koschalk	Lauren Ohara Nick Turney	North Cape YC	5	1	4	1	4	1	[5]	11
3	2		1425	Jim Ward	Jayne Ward George Ward	Sandusky SC	3	4	1	7	1	8	[8]	16
4	12	M	1435	Steve Aspery	Will Miller Vincent Ireland	Hoover SC	4	2	6	3	13	5	[13]	20
5	5	M	1370	Jeff Clark	Tim Cullenen Dan Hickman	Hoover SC	7	5	17	6	5	12	[17]	35
6	9		952	Nate Ireland	Bridget Ireland Quinten Ireland	Hoover SC	2	8	7	4	16	17	[17]	37
7	25		1320	Jeff Jones	Ryan Clulo	Hoover SC	14	9	11	13	3	6	[14]	42
8	19		1441	Mike McClinchie	Danny Olson	Hoover SC	10	7	16	21	7	3	[21]	43
9	28	M	1317	Clark Chapin	Chuck White	Portage YC	12	12	12	10	10	4	[12]	48
10	16		1442	Bob Sagan	Jason Masseron	Grand Traverse YC	9	6	13	8	20	13	[20]	49
11	1	M	1424	Mike Dow	Colin Gordon Glen Gordon	Grand Traverse YC	8	19	15	5	6	19	[19]	53
12	27	M	1433	William Sanderson	Julie Senff Oliver Davies	Mohican SC	11	11	10	11	17	11	[17]	54
13	31		1382	Mark Presley	Scott Stephen	Hoover SC	15	22	14	12	8	9	[22]	58
14	6	M	1377	Tom Young	Ian McGurn John Snodgrass	Grand Traverse YC	19	17	3	15	19	10	[19]	64
15	34		1332	Kevin Bradley	Scott Marriott Colleen Mooney	North Cape YC	6	10	8	22/ZFP	21	24/DNS	[24]	67
16	24	M	1355	Bill Regan	Drew Regan	Grand Traverse YC	20	23/DNS	23/DNS	9	11	7	[23]	70
17	23	M	1417	Bruce Moore	Anne Schneider Nick Schneider	Grand Traverse YC	16	16	9	18	14	18	[18]	73
18	22		1360	Donald Bacharowski	Diana Kuiper	Hoover SC	21	14	5	17	18	20	[21]	74
19	3	M	1292	Charles Burke	Joe Missanich	Jolly Roger SC	13	13	19	20	9	21	[21]	74
20	11		1372	Thomas Wills	Susan Wills Mitchell Kiss	Mohican SC	17	20	22	16	12	15	[22]	80
21	4	M	1363	Peggy Menzies	Petra Keuhnis	Grand Traverse YC	18	18	20	14	15	16	[20]	81
22	14	M	1428	Barbara Dillon	Lauren Dillon Chip Wood	Indian Lake YC	22	15	18	19	22	14	[22]	88
23	10	M	1397	Thane Morgan	Ros Lim	Indianapolis SC	23/RET	21	21	24/DNS	24/DNS	24/DNS	[24]	113







## Women's Division Results

Pos	Bow	Sail#	Skipper	Crew	Club	Race 1	Race 2	Race 3	Net
1	9	952	Bridget Ireland	Nate Ireland	Hoover SC	1	1	1	3
2	4	1363	Peggy Menzies	Petra Kuehnis	Grand Traverse YC	2	2	3	7
3		1332	Colleen Mooney	Kevin Bradley Scott Marriott	North Cape YC	4	3	2	9
4	7	1109	Kate Harris	Nick Schmitt	Hoover SC	3	4	4	11

## Junior's Division Results

Pos	Bow	Sail#	Skipper	Crew	Club	Race 1	Race 2	Race 3	Net
1		1435	Vincent Ireland	Steve Aspery Will Miller	Hoover SC	1	1	1	3
2	33	1427	Amelia Campbell	Avery Thorpe Jacob Campbell	Indian Lake YC	3	3	2	8
3		1424	Colin Gordon	Glen Gordon	Grand Traverse YC	4	2	3	9
4	32	1333	Julian Ahluwalia	Luke Adams	Grand Traverse YC	2	4	4	10
5	20	1103	Drew Roeder	Winston Hegg Alex Reynolds	TACS & Grand Traverse YC	5	5	5	15

TACS = Traverse Area Community Sailing





## Challenger Division Results

Pos	Bow	Sail#	Skipper	Crew	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	TO	Net
1	32	1333	Julian Ahluwalia	Luke Adams	Grand Traverse YC	2	2	1	2	1	1	[2]	7
2	7	1109	Nicholas Schmitt	Katherine Harris	Hoover SC	3	3	7/DNS	1	3	2	[7]	12
3	33	1427	Jacob Campbell	Ameila Campbell Avery Thorpe	Indian Lake YC	5	1	2	5	2	3	[5]	13
4	17	1290	Tim Smith	Winston Hegg Drew Roeder	Grand Traverse YC	1	4	3	3	4	4	[4]	15
5	35	1385	Patrick Tynan	Martha Saurine Jenny Tynan	Indian Lake YC	4	7/RET	7/DNS	4	7/DNS	7/DNS	[7]	29
6	15	1269	Jon Forton	Wyatt Costello Rob Lovell	Grand Traverse YC	7/RET	7/DNS	7/DNS	7/DNS	7/DNS	7/DNS	[7]	35

## Holtzman trophy

Won by Hoover for being the fleet with the most boats at Nationals (outside of the host fleet)





# Reflections on a Golden Anniversary

By Clark Chapin, Portage YC  
Interlake #1317

The 2023 Nationals at Grand Traverse Yacht Club marked fifty years since my first Nationals. I haven't attended every one since then, but the event gave me pause to consider the many changes in the boats and the event itself.

## The Boats



On the right, Terry Kilpatrick of Customflex with Joe Holtzman class Sec/Treas admiring boat #1000

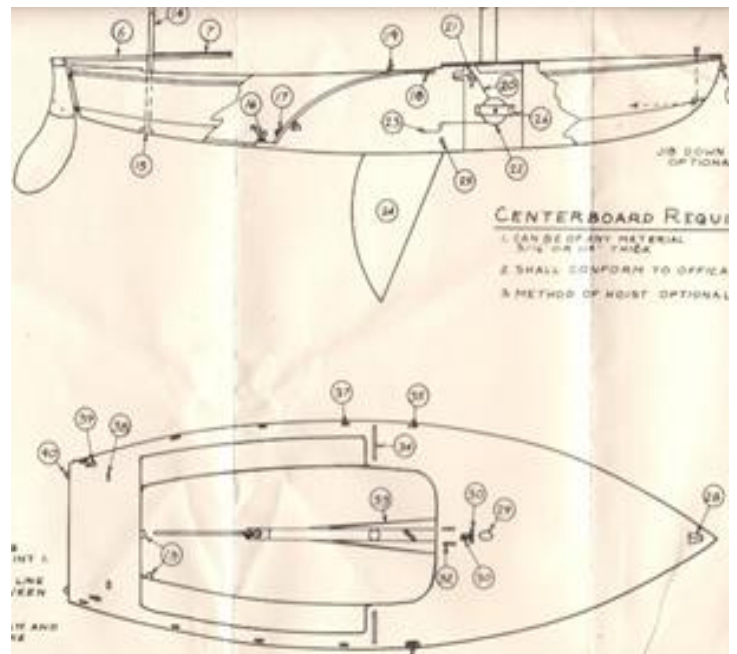
In 1973, one of the newest Interlakes was #1000, sailed by long-time Intercom Editor Bill Jellison and his wife Lois. This year, the newest boat was #1442, but two boats built in 1972 (Bryan Parker's #923 and Nate Ireland's #953) were among the fastest in this year's event, which testifies to the durability of the basic design.

In 1973, the class allowed spinnaker poles as long as 9 feet, a full 12 inches longer than today. In 1980 or 1981, a package of specification tightening changes was passed by the membership under the guidance of Tony Burkhart, the Chief Measurer. In that package was the change that reduced the position of the chain plates from  $106 \pm 6$  inches to  $100 \pm 1$  inches. Moving the side stays forward allows Interlakes to sail much deeper downwind angles. At that time, the spinnaker pole dimension was tightened from 84-106" to 95-97". Later, the lower limit was dropped back to 84" to assist smaller crews in setting the spinnaker, since there seemed to be no performance advantage to a shorter spinnaker pole.

Some of the older boats still used wooden masts and booms. The T-shape cross-section of the wooden boom wasn't nearly as stiff as the aluminum boom and some g the spinnaker pole easier without having to climb onto the foredeck.

In those days, most Interlakes were built with the seated deck where the cockpit started 96" back from the bow. The following year, a "fully seated deck" was allowed where the seats extended forward another foot and rearward all the way to the transom. This change

Enclosed centerboard trunk and seated deck.



was meant to attract day sailors. It soon fell out of favor. Nowadays, most newer Interlakes are built with the flush deck (without seats) that extends forward closer to the mast to make setting the spinnaker pole easier without having to climb onto the foredeck.

All centerboards were enclosed in the centerboard trunk. The cut-down trunk was not adopted until several years later. It was much harder for crews to get across the boat during tacks without incurring bruised legs. Many (more) female crews were asked at doctor's appointments whether they felt safe at home or had fears of domestic abuse.

Elvstrom bailers were a very new thing in 1973. Most boats used simple buckets to bail during the off-wind legs.

## The Regatta

In those days, the format of the Nationals was a seven race series, mostly in the middle of the week. The first three races were the Qualification Series. The top half of the fleet then raced in the Championship Division and the lower half in the Challenger Division. The entire concept of a Challenger Division was only in its seventh year in 1973, having been first used in 1967.

After the Qualification Series, boats carried their scores into the Championship and Challenger Series and a boat's worst score was only discarded if the full seven races were completed.

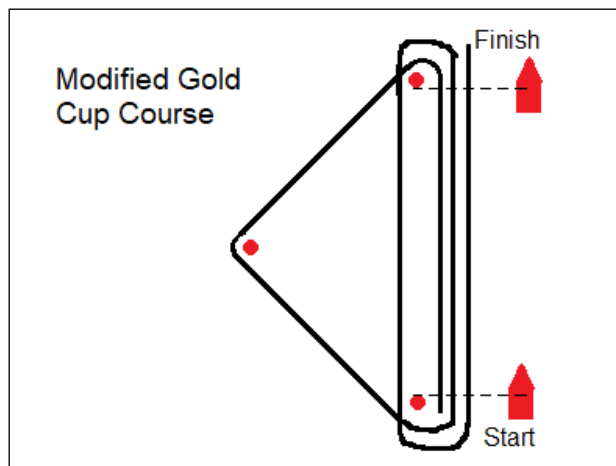
It was years before the concept of standardized sailing instructions or certified race officers or judges were developed. Often, the quality of the race management or protest hearings was, shall we say, uneven.

Continued page 12

## The Racing

The biggest single change since 1973 was the introduction of what we now call The Two-turn Penalty. In 1973, the ISCA Bylaws mandated that, in a sanctioned regatta, there could be no penalty other than disqualification. Of course, this led to numerous protest hearings that often dragged on into the night.

Race courses were almost always the "Modified Gold Cup Course" consisting of a triangle-windward-leeward-windward course. Often, the leaders at the first weather mark would extend their leads in the two reaches so that it was hard to overtake them.



### ON THE ROAD AGAIN!

*By Jeff Clark, Interlake #1370*

There are at least five regattas left this season, and some or all are in easy driving distance of YOU.

If you haven't traveled to another fleet's regatta yet, please know that they are eager to meet you and show you a good time. Traveling to other regattas gets you familiar with different bodies of water, launching methods, weather conditions, and tests you against the broad range of competition in our class. It gives you useful experience and perspective to take back to your home club, and readies you to compete in the National Championships if that is one of your goals. In addition, most Interlake fleets have historic, scenic, and other tourist attractions nearby if you can come a day early or stay a day after.

If you are already an experienced traveler, please check around and encourage others from your fleet who have not yet to joined you on the road. Just knowing that you will be there as a familiar face may be all they need to make the decision.

We all benefit on the water and ashore when more members travel so check the schedule in the Intercom and consider the notices of race (NORs) published here and online for each regatta. See you on the road!

### Traveler's Series Musings

*By Sue Wills, Interlake #1372*

Folks are venturing out on the traveling circuit again. We are just past the half way point in the schedule. By my unofficial count, we already have 7 skippers who have tallied 5 or more scores; 5 skippers with 4 tallies; and 3 skippers with 3. It looks like we may have a bumper crop of qualifiers this year.

Come out & join the fun. It is quite disheartening to put in the effort to organize a regatta & not have boats arrive. We need 5 or more boats to register for the Sandusky One design to have our own start. Unless the Poltergeist has 7 registrations by 9/29, the event will be canceled and registrations refunded. Let's not let these fleets down.

If you haven't traveled this year, check with your fellow sailors and see about caravanning to an away event. You can learn many things by sailing in a different venue AND the comradery of the sailors at a regatta IS FUN!

Hope to see you out on the circuit!



# Intercom Tips and Techniques

## **WOW! What Everyone Should Know According to the Best Woman On Water**

By Dawn Riley and Cara Sanderson Bown

After attending the 2023 WOW, Women On Water Clinic at Bayview Yacht Club, in Detroit I wanted share some of the key handouts from my experience. Dawn Riley headed the event, a world renowned sailor who is now the Executive Director of Oakcliff Sailing, a Olympic class style training center for athletes who have progressed beyond traditional coaching. Dawn's experience as a professional racer in the Whitbread Round-the-World Race and in the America's Cup as a sailor, skipper of the all-women's AC challenge, CEO and Team Manager, make her uniquely qualified to helm the event. She has returned to the WOW expo, however it was extraordinary have her back for the 20th anniversary.

This is a taste of what she went over in the classroom and has drilled into her students and crew. With practice, it's amazing how simplified communication, preparation and understanding can change the outcome of the race.

### **Checklists are Key!**

It is very easy to forget something and feel really silly when you realize there is only 1 bottle of water per person and it is 90 degrees. We find the easiest way is to assign each person with a responsibility. Take time as a team to stretch. Like every sport, it's important to prepare physically and mentally.

### **This is an example of a 4-person team:**

#### **DAILY ON SHORE:**

- Helm: Check notice board, get weather forecast, responsible for giving verbal 'dock times'
- Main Trimmer: Water, food, ice (good idea for injuries!)
- Jib trimmer: Boat check, ditty bag, keeps work list
- Bow: Pack spinnaker, check bow area

#### **ON THE WATER:**

- Helm: drives and gives feedback
- Main/Tactician: keeps head out of the boat as much as possible – 'paints' a picture for the helm – focuses on the other boats in the immediate area. They call for us to go a little faster or a little higher etc.
- Trimmer: Looks for long-term trends, clouds, flags on shore – fills in calling the boat's relative speed to other boats when tactician is busy
- Bow: makes puff calls, tells the tactician what maneuvers she can or cannot do when getting close to the mark.

### **The lists start before you show up!**

#### **Deciding to do the Regatta:**

- Set realistic but tough goal(s) and make sure that the team knows them!
- Make the call – go or no go earlier rather than later.
- Educate yourself!
- Read Class rules (again)
- Read Rule book (again)
- Read and highlight NOR (before you travel)
- Read and highlight Sis. Note questions you may have for

the skippers meeting.

- Have the SIs on the boat for in a clear zip bag

#### **On site:**

- Review Weather Report and predications
- Make sure the 'schedule' is not secret

#### **PreBriefs:** Each am prior to the racing:

- Weather briefing
- Any changes to the SIs
- Any work done on the boat or sails overnight (so you can double check it is finished and put back the right way.
- What is our 'set up' for the day – rig tension etc.
- Pep talk if appropriate.

#### **Debriefs:**

- Always have a debrief. Here is an 'agenda'.
- Starts
- Mark roundings
- Speed relative to other boats
- Communication
- Changes to schedule / plan for tomorrow
- Work list – and assignments to get it done

#### **Communication in General:**

- Less is more:
- Use simple words!
- Trim – hold – made – full speed – luff – back – cut - ease
- Do not use 'no or go' as they sound too similar.
- When asking for halyard or trim be specific – 2 inches of outhaul.
- Always talk about your boat in reference to others. Example, 'We are higher and faster than bow 7. Our speed is slower and lower, in relation to the closest competitor(s). Reference yourself against others.

#### **Communication Loop examples:**

##### **Upwind:**

- Helm and main and jib/spinnaker trimmers need a constant – quiet communication loop.
- Helm: I am feeling good here remember this setting
- Tactician: we are a little bit low
- Main: I'll give you a little more sheet tension
- Jib: I'm at max trim
- Helm: that is harder to steer to
- Tactician: give it a minute – we are looking better....

Nice work

##### **Downwind:**

- Spinnaker Trimmer: good pressure
- Spinnaker Trimmer: trim a little, drive to this trim, maxed
- Helm or Trimmer: good angle, hold that course (back and forth, up and down)
- Trimmer – pole back (or tack line up a little) – 'rocking it to weather' (easing)
- Tactician: pressure is here in 2, 1, puff on..... NICE!

Always thank the Race Committee as you cross the finish line and congratulate each other for another great day on the water.

# Class News

## Great North Regatta

Grand Traverse YC, Traverse City, MI

June 23-24, 2023

By Jeff Clark, Interlake #1370



Six boats saw fine weather for three races at the 2023 Great North Regatta - a steady 5-10 mph breeze Friday evening with only a few significant shifts. Team R managed to prosper on the first legs by minimizing tacks while hunting pressure. On several downwind legs the fleet bunched side-by-side for long stretches close on the leaders. Anne and I found ourselves dueling all evening with Master-of-Traverse Bay Bob Sagan and crew Jason, ending with our razor-thin final advantage.

The GTYC kitchen delivered its usual superior fare for dinner, but the most appreciated GTYC service was finding capable crew for the boats that had travelled. I sailed with Bruce Moore's regular crew Anne Schneider, and Bill was paired with local Melges 24 crew Dan-Dan Zhu. While Bill and I missed regular crewmates Tim and Julie, we had a great time sailing and socializing with Anne and Dan-Dan. For various reasons at least half the fleet sailed with "new to you" crew - it was especially nice

to see younger sailors experiencing the Interlake for the first time. Also nice, GTYC commodore Petra Keuchnis crewed with Peggy Menzies, with long-time Interlaker Jim Menzies cheering them on.

Unfortunately the wind struggled to establish Saturday and the race committee opted not to send us out in 2-5 mph with areas of flat water. Following a nice lunch spread and awards, Bob, Bruce, Bill and I adjourned upstairs to practice sail measurement for the upcoming GTYC Nationals.

If you don't already know: the drive time from most Interlake fleets to GTYC is pretty reasonable, the venue is wonderful, and the fleet does a great job of hosting. Many thanks to fleet captain Bruce Moore and 2023 local nationals chair Tim Smith for welcoming us, and especially for the great crew. We hope to be joined by more travelers at the Great North next year!

Pos	Sail#	Skipper	Crew	Club	Race 1	Race 2	Race 3	Net
1	1370	Jeff Clark	Anne Schneider	Hoover SC	1	2	1	4
2	1442	Bob Sagan	Jason Masseroni	Grand Traverse YC	2	1	2	5
3	1363	Peggy Menzies	Petra Keuchnis	Grand Traverse YC	3	3	5	11
4	1417	Bruce Moore	Ryan Clulo	Grand Traverse YC	4	4	3	11
5	1433	Bill Sanderson	DanDan Zhu	Mohican SC	5	5	4	14
6	1290	Tim Smith	Drew Roeser	Grand Traverse YC	6	6	6	18



## Interlaker of the Year

What is an Interlaker of the year? A sailor who accomplishes extraordinary things; Someone who enhances the Interlake class; Someone who goes above & beyond.

I would like to nominate Tom & Sue Wills as Interlakers of the Year for several reasons outlined below.

Prior to the start of the 2021 season and the fleet captains meeting, Tom proposed a change to the traditional Traveler's Series schedule. He proposed that Portage & Grand Traverse have their regattas on back to back weekends to make it possible to attend 2 Michigan regattas in a week's span. PYC liked the idea & rearranged their schedule to place Hot to Trot the weekend before the Great North Regatta. Several sailors took advantage of this schedule change. PYC reported a larger out of town presence at the regatta than in the recent past.

Tom & Sue promoted the Traveler's circuit by racing at every race in the 2021 season. This was possible since there weren't any overlapping regattas on the calendar. No one I talked with could remember this ever being done in the past. Many fellow Interlakers cheered them on as they pursued this goal. As the season wore on the level of support & enthusiasm increased. When the 2022 season began, many continued commenting on their accomplishment. It appears that Tom & Sue were the first to have accomplished this, at least in recent history but perhaps ever, a couple of ordinary sailors who set & achieved the extraordinary goal of sailing the whole Traveler's series.



When not racing in the Traveler's series regattas, you'd find Tom & Sue at Mohican doing whatever needed done to keep the local club going; racing in club races, mowing the grass, gardening, writing newsletters, and much more.

PS. Deadlines for award nominations are not widely known so this nomination was received after a recipient was chosen for the 2021 season. Since sailing in every Traveler Series Regatta is quite a unique accomplishment, I'd like the nomination considered for the 2022 award.

## More Awards from Nationals



**National Champion**  
Interlake 923  
Tiffany Parker, Bryan Parker  
and Mark Makielski



**Interlake 1435 Bookend Winning Boat**  
Junior Champion - Vincent  
Masters Champion – Steve  
Steve Aspery, Vincent Ireland  
And Will Miller

## Nationals Awards continued



Challenger Champion  
Julian Ahluwalia & Luke Adams GTYC  
Tim Smith presenting



Best First Nationals:  
Mike Dow GTYC



Persistence Award:  
Barbara Dillon ILYC

## Nationals 2024 @ HOOVER SAILING CLUB

MORE INFO TO COME!



Sandusky One-Design Regatta

&

Lake Erie Thistle Fall Series

Organizing Authority: Sandusky Sailing Club

September 16-17, 2023

### Notice of Race

**Rules:** The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*. The Thistle fleet will have no races excluded for scoring purposes.

**Eligibility and Entry:**

1. The regatta is open to any one-design fleet that can get 5 or more boats registered. All registrations will be on Club Spot @ <https://theclubspot.com/regatta/C4V3BmNOzZ>

2. Thistle skippers must be members of the TCA. A \$5 Fall Series sanctioning fee will apply per boat.

3. For registrations on the day of the event September 16, there will be a \$10 late fee applied.

### Schedule:

Saturday, September 16

0800 to 1030 Check-in and skipper packets

1030 Competitor's Meeting

1125 Warning signal for Race #1. Multiple races to follow.

1700 SSC Bar Open and Dinner

Sunday, September 17

1025 First Warning signal. Multiple races to follow.

No warning signal after 1400

Approx. 1600 Awards, Burgers, and Bar open

**Fees:**

1. Registration fee \$80/Thistle and \$75 for any other boat.

2. This includes 1 dinner ticket for Saturday night. Extra dinner tickets can be purchased on Clubspot for \$21.

3. Juniors (under 21) \$40 per boat. Use coupon code "JUNIOR" on Clubspot.

4. Tent camping is allowed on-site for \$21 per tent, per night. Please pay on Clubspot. Sailing instructions will be available on or before September 16, 2023. No paper copies will be provided. All race documents will be posted on Club Spot.

**Venue:**

1. Sandusky Sailing Club with racing taking place on Sandusky Bay. The Courses will be set in triangular or windward-leeward configurations. One race constitutes a series.
2. There may be two separate racing circles with a separate start for any fleet that has five or more boats.

**Penalty System:** Appendix V1 applies. *This changes RRS 41.1.*

**VHF Radios:** The Race Committee may use VHF Radios to communicate with competitors on the water, including hailing OCS boats.



*Mohican Sailing Club*  
*Proudly Presents the 2023*  
**HAPHAZARD REGATTA**  
*Saturday, September 23*

Registration 10-11:30 a.m.

Skippers Meeting 11:45

First gun 12:30

Registration \$40 per boat

Chili Dinner **INCLUDED** with registration

Vegetarian option available

Visit our website at [www.MohicanSailingClub.org](http://www.MohicanSailingClub.org)

Set your GPS for 2187 TWP Rd 1265, Lucas Ohio



**Poltergeist Regatta**

**Oct. 7th & 8th, 2023**

**Indianapolis Sailing Club**

11325 Fall Creek Rd, Indianapolis, IN 46256



**Saturday:**

10 am - 12pm Registration  
12:00 pm Skippers Mtg  
1:30 pm Start of Racing  
6:00 pm Dinner

**Sunday:**

8:00 am Breakfast  
9:30 am Start of Racing  
No Race will start after 12pm  
Lunch/awards following

**Contact: Joe Novak**  
317-501-7805 cel/text  
[joe.novak@sbcglobal.net](mailto:joe.novak@sbcglobal.net)

See NOR & Registration form on ISC website:  
<https://scm.indianapolissailing.org//event/766713>

Note that unless 7 registrations are received by 9/29 the event will be canceled and fees refunded.  
Club available starting Friday 4pm for free camping, showers, galley. Call for gate code.



**SATURDAY, OCTOBER 14**

**WRAP UP THE  
2023 SEASON  
AT BUCKEYE  
LAKE WITH THE  
78<sup>TH</sup> ANNUAL  
SNOWBALL  
REGATTA**

**NOTICE OF RACE TO BE POSTED  
AT BUCKEYELAKEYC.COM BY  
SEPTEMBER 15**

**QUESTIONS?**

**CONTACT REGATTA CHAIR STEVE  
HARRIS AT SGHARRIS2@GMAIL.COM**

**2023 Interlake Travelers' Series**

March 10-12	Midwinters	Davis Island YC
May 6 - 7	Chiefs Regatta	Leatherlips YC
May 20	Indian Lake Regatta	Indian Lake YC
June 3	Cattail Regatta	Jolly Roger SC
June 17-18	George Fisher Memorial	Hoover SC
June 23-24	Great North Regatta	Grand Traverse YC
July 29-Aug 1	National Championships	Grand Traverse YC
August 12	President's Cup	ASI – Kent Lake
August 19	Hot to Trot	Portage YC
Sept 16-17	One-Design Regatta	Sandusky SC
September 23	Haphazard Regatta	Mohican SC
October 7-8	Poltergeist Regatta	Indianapolis SC
October 7	Fall Blowout	North Cape YC
October 14	Snowball Regatta	Buckeye Lake YC



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moorebw@umich.edu

### Webmaster

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

*Interlakesailing.org*

## Classified Ads: *older ads and some photos on website*

**Interlake 1014** – built in 1974. Has cut down centerboard trunk. Rigged for a spinnaker. Has roller furling jib. Includes trailer and canvas cover, mainsail, jib and spinnaker. Currently stored in a barn in central Ohio. Contact Victor Jochem [victorjochem@gmail.com](mailto:victorjochem@gmail.com), 614-746-4514

**Interlake 933** - stored in a barn for the past 10 years. It is a fine boat, very solid, race rigged, and features the seat design. The rigging can accommodate any of the current sail manufacturers, and modification of the controls to suit the new owner can be easily accomplished. The centerboard trunk has been cut down, sanded, and painted; bailers installed, and a new lifting bridle assembled. It has a pop-up rudder and 3 suits of sails. The sails are in good shape, although they are old. Newer sails could be negotiated. The trailer is galvanized, in excellent shape with a new spare tire. The boat can be seen in Akron or Mohican Sailing Club. Asking \$2900. Bill Sanderson 330 388 9894.

**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 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 ... [memknit@hotmail.com](mailto:memknit@hotmail.com)

**ULLMAN Sails:** Jib, Main, Spinnaker. Used one (1) day: \$2200 Jim von Tesmar, 440-983-7344, [jvont15@hotmail.com](mailto:jvont15@hotmail.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)

## PICTURES

Thank you to all the folks who supplied pictures for the Intercom! I didn't note the source of each picture as I saved it and rather than go back & determine the source of each & further delay the publication, I will list contributors here and pledge to be more organized next edition; Lisa Aspery, Barb Dillon, Petra Kuehnis, Sue Wills and <https://qtyc.org/interlakenationals>.

Please note there are over 650 pictures linked to the Grand Traverse YC site.

Editor in Training  
Sue Wills

**ITS FALL DISCOUNT TIME!**

All Interlake sails by Evolution are 15% off through  
October 15th!



**eVOLUTION**  
**S A I L S**



### **CHAMPIONSHIP CALIBER SAILS**

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