

THE CUSTOMFLEX INTERLAKE



The Interlake was designed in 1932 by Francis Swiesguth who also fathered the Internationally prominent Star Class of Olympic fame. Originally built of wood, the Interlake was converted to fiberglass in 1955. Today, among the hundreds of different Classes, the Interlake ranks as one of the oldest one-design Class sailboats in America.



COME ABOARD!

Yes, from the moment you step aboard you'll notice her clean uncluttered look, the no-bounce ruggedness of her deck, her excellent stability, simplicity of rigging and exceptional hull finish. You'll be pleased with her chair height seats molded right into the deck, fiberglass and kickup rudder, stainless steel rigging and aluminum spars, not just plugged but foam filled for added safety. Every nut, bolt, screw and fastening on the Interlake is tough, durable, stainless steel. Her anodized aluminum rub rail curves around and under so there are no sharp edges. You'll see the quality of her hardware is excellent with fine cam cleats, snubbing winches, halyard hook plates and a 10 to 1 ratio on the centerboard winch which allows a wife or child to operate the 75 pound centerboard quite easily. You'll notice too that she looks like a boat. In this day of reverse sheer to the deck, of rolled-in cockpit edges, or self-bailing open transoms and all sorts of freak gimmicks, the Interlake with her graceful classic bow and sheer is a refreshing sight. She's shaped this way not only for appearance but for utility, too. The sharp bow vee and forward flare throws spray down and out making her drier and less subject to pounding in a sea. The rocker to the bottom allows her to raise her bow more to a steep sea rather than driving through it and putting her nose under, and the hard chine gives her greater stability than a round bottom and less side slippage in going to windward. Her hull form is stable and sea kindly in heavy weather and even looks it.

ONE DESIGN? STRICTLY!

Yes, the Interlake has been kept a strict one-design sailboat. Proof of this is the fact that Interlake #1 has placed in the top five positions in the 1963 and 1965 National Championships 31 years after she was built. No other Class in the United States can match this record. There is a strong National Interlake Class Association which publishes a monthly bulletin and is dedicated to keeping the boats competitive while yet allowing the sailor considerable latitude in tuning his boat for optimum performance. Within the concept of one-design performance the boat has been periodically modernized over the years with glass construction, aluminum spars, molded seats, etc. with judicious selection of these newer features to add value to the originally sound basic design. The Interlake will never be made obsolete with a corresponding loss of resale value and investment. Any Interlake ever built by Customflex could win the annual National Championships.

VERSATILITY

In spite of her fine racing qualities the Interlake still remains a comfortable, easily managed day sailer. She trails nicely and can be handled by one person from launching, to stepping the spar, to loading on the trailer. A mast stepping device at the base of the spar allows one person to completely and easily raise the mast in less than 60 seconds. Her comfortable seats permit taking out a crowd and make it easy for stepping in or out of the boat yet they are deep enough to be safe for children. Her broad forward deck is fine for sunbathing with just enough curvature to shed water but flat enough for safety. Ample storage is provided for camping gear under this deck on cruising outings. For several years the American Youth Hostels of Detroit, Michigan have taken six Interlakes on a 400 mile cruise in the 30,000 Islands region of Georgian Bay crossing large bodies of water in winds that ranged from ghosting conditions to 40 knot gusts.



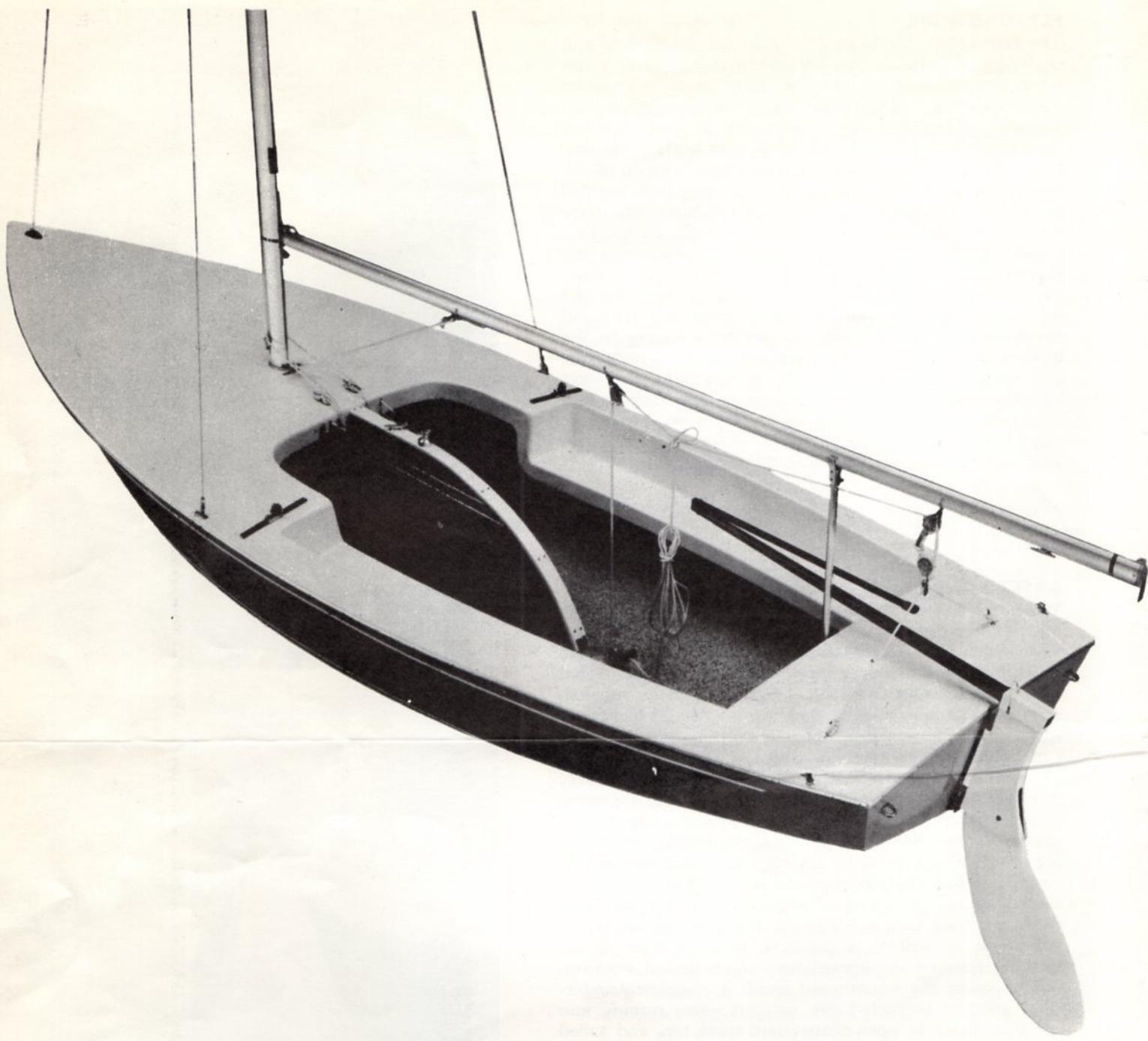
PERFORMANCE

The fascination of sailing lies in its infinite variety and challenge. Because of this variability of wind and water conditions a boat must have the ability to sail well under a very wide range of conditions to be truly wholesome and desirable. The Interlake is just such a boat. She has exceptional speed in light air often even beating the outright racing boat, yet in heavy wind she is a joy to plane. While not designed primarily as a planing hull she will plane almost as readily as many of the boats that were designed to plane and do nothing else well. In the Erie One-Of-A-Kind Regattas the Interlake astounded the experts by thoroughly beating most of the "hot" boats on actual as well as corrected time in spite of the fact she did not use a spinnaker. The generous sail area and moderate hull weight make her extremely responsive, the hard chine makes her stable without adding weight, the keel rocker gives her good lift in steep seas, the short waterline length permits quick turning and tacking and exceptional maneuverability in tight places. There are many boats that can do one thing better than the Interlake, but there are no boats that do everything as well.

SAFETY AND CONSTRUCTION

While it is true that some boats are more able than others, all are only as "safe" as the skill and judgement with which they are handled. All centerboard boats can be capsized and sooner or later all of them do this. What happens when they do? Most of them have to be rescued, even the self-bailers (since they turn turtle and stick their spars in the bottom or blow away faster than a swimmer can follow). The Interlake, with her broad beam, hard chine, heavy centerboard and low sail profile is very stable, but if she should capsize, the balsa sandwich construction in hull and deck and styrofoam beneath the deck, give her 600 pounds of reserve buoyancy when full of water. What is more important is that she is self-rescuing. The foam-filled mast and boom and the foam placed above her center of gravity under the deck prevents her from turning "turtle" and provides life saving handholds as well as a platform to work from. If the sails are lowered she immediately rights herself mast up. Now because the centerboard trunk is completely watertight she can be bailed out, without water rushing into the boat from an open centerboard trunk top, and sailed back. This is not an easy procedure especially in rough water, but it is possible even by inexperienced people and could save your life. Our Interlake is built to last a lifetime. No other boat her size is built with as much glass fibers. Her individually enclosed balsa sandwich construction makes her quiet, stiff and tough enough not to change shape or have to be babied. For many years she has been the official advanced yacht club training boat for all the member Clubs in the Detroit River Yachting Association as well as the Great Lakes Naval Training Station in Illinois. These boats get more wear and use in one month than most boats get in a season and in that time there has been not one single structural failure to hull or rigging. Because of this ruggedness and the fine performance of the boat the Interlake keeps her high resale value for year after year.





Length, 18' beam 6'3" draft, board up, 8" board down, 4'7" weight complete with sails, rudder and centerboard, 650 lbs. minimum . . . aluminum foam filled mast and boom with groove for sail, roller reefing stainless steel gooseneck. Mast has no spreaders, jumpers or backstays rigging is 1/8" stainless steel 1 x 19 cable main and jib halyards, 7 x 7 strand stainless steel wire with rope tails rudder is molded fiberglass Polyethylene pan lockers under forward deck mooring eyes on stem and transom sail area, 175 sq. ft. hiking straps for crew on trunk tiller handle extension on rudder cover eyes on deck 13 standard molded-in hull colors, all decks are off-white.

CUSTOMFLEX, INC.

**FINE SAILBOATS CUSTOM CRAFTED
IN FIBERGLAS BY SAILORS**

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