



The *Highlander*

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Dana Larison at 17 takes CLSA Womens Championship with 5 Bullets

The Highlander

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2014 National Champions

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Matt Frymier, Crew

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Winter greetings from your class president. From the current weather forecast, it looks like this winter will be another long one. If only we had some global warming days. I guess mother nature is killing all those bugs, fleas, and ticks, so there are always pluses and minuses to everything...

The new schedule for the Nationals at the end of April will be a good test for our class. I know it will affect families with kids, but the rescheduling of Women's, Youth, and Masters should keep them on the starting line on Saturday before Nationals. Also, I highly recommend you attend Midwinters to knock the rust off before Nationals and experience all the amenities at the Western Carolina Sailing Club. Lake Hartwell is huge lake with lots of local hospitality, big club house, big lawn to party on, and a lot of open area to camp. The best thing about this Midwinters is you can leave your boat after Midwinters for Nationals, awesome.

Highlander Fleet 4 had our winter dinner a couple of weeks ago, and we have two new members that joined our fleet and class. Nick and Jen Lloyd who splashed 538 late fall after the couple of months rehab of getting Alan Partee in 611, who also splashed at Cowan Lake. Yes the water is a couple of inches higher with all the Highlander activity at our lake. The best part is that fleet #4 isn't going to count these two new members to our goal, we going

President's Perspective

to set a goal for two additional fleet members for 2015.

Our fleet is also going to work with Flying Scot Fleet #1 at Cowan to have a new skipper regatta with new skippers driving and experienced Highlander sailors crewing for them. We will be loosely keeping track of scores, trying to have as many short races as possible, having informative briefing after the races with a questions/answer for all, having a simple burger-dog cookout and no trophies given out. We want to work with new boats to develop their sailing confidence and knowledge of racing. We would like to have as many boats on the line as possible. This will get them used to sailing, with other boats close by to develop their driving skills.

I still stand true to my statement, OUR class needs to promote growth on a local fleet regattas and Nationals levels. We have to introduce new people to sailing on a social and racing level. Our boat is very multi-use sailing vessels, as we all know. Fleets should work together as a team for new members on a local level. Fleets should have local boats available at their regattas for potential Highlander sailors. Reach out to other active couples or sailors in other classes.

Stay warm and good health during the winter months. See you at Nationals end of the month.

Your Highlander President,
Doug Fisher



2015 Nationals Will Be Here Soon!

by Bruce Busbey

That's right, the end of April is coming up quicker than it might feel up North. Preparations are well underway at the Western Carolina Sailing Club for an awesome event. The club is very excited to be hosting us this year, and many of its membership and officers have been working hard to get ready for you! If you're on the fence or can't spend the entire week racing, please consider joining us for the Midwinters on March 28–29 and/or the Master's/Women's and Junior's Championships to be held on Saturday, April 26 (with Sunday, April 27 as a make-up day).

Of course having a great showing of boats for Nationals would really go a long way towards promoting the class. Highlanders are fairly new to the club and this area of the South, but the interest in our great boat has been much more than just a curiosity.

Here's a link to a website called Vacation Rentals By Owner where you can find homes near or on the lake which are about 10–15 minutes from the club. Also, a list of hotels within 15



minutes of the club. Of course there will be plenty of FREE camping on the club grounds.

<http://www.vrbo.com/vacation-rentals/usa/south-carolina/upcountry/hartwell-lake/anderson?from-date=2015-04-24&to-date=2015-04-30>

Hotels about 15 minutes from the club:

Country Inn & Suites By Carlson, Anderson, SC

116 Interstate Boulevard, Anderson, SC 29621
(864) 622-2200

Microtel Inn & Suites by Wyndham Anderson/Clemson

102 Electric City Boulevard, Anderson, SC 29621
(864) 224-9707

Holiday Inn Express & Suites Anderson

107 Interstate Boulevard, Anderson, SC 29621
(864) 226-3312

Hampton Inn Anderson

120 Interstate Boulevard, Anderson, SC 29621
(864) 375-1999

Baymont Inn & Suites Anderson Clemson

128 Interstate Boulevard, Anderson, SC 29621
(864) 375-9800

Hilton Garden Inn Anderson

115 Tc-5-87, Anderson, SC 29625
(864) 964-0100

Western Carolina Sailing Club looks forward to your visit!

2015 Highlander Nationals

April 24th – 30th, 2015

Notice of Race (“NOR”) Western Carolina Sailing Club, Anderson, SC

Western Carolina Sailing Club (“WCSC”) in co-operation with the Highlander Class International Association (“HCIA”) and WCSC Highlander Fleet 48 are pleased to invite you to participate in the 2015 HCIA National Championship Regatta

1. Organizing Authority: This regatta is sponsored by the Highlander Class International Association (“HCIA”), Western Carolina Sailing Club and Highlander Fleet 48.

2. Headquarters: The official Regatta Headquarters will be at Western Carolina Sailing Club, 5200 West Wind Way, Anderson, SC 29626.

3. Rules:

a. This Regatta shall be governed by the rules as defined in the Racing Rules of Sailing (RRS) 2013–2016; the Highlander

Class Association Class Rules; this Notice of Race; the Sailing Instructions and any amendments thereto. In the event of conflict between the Sailing Instructions and the Notice of Race, the Sailing Instructions (and any amendments thereto) shall prevail. Boats shall comply with the Class Rules and Specifications.

b. This Regatta is designated as non-advertising.

c. Each boat may be equipped with a VHF radio capable of transmitting and receiving on Channel 71.

4. Eligibility: The regatta is open to all members of the Highlander Class International Association as defined by the Class Rules.

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5. Measurement: All sails and boats will be measured in accordance with the Rules Governing Highlander Racing. Unless prior arrangements have been made with the Chief Measurer, all boats must enter the measurement process prior to 11:00 a.m. (EST) Sunday, April 26th, 2015.

6. Schedule:

Friday, April 24th:

1:00 p.m. to 6:00 p.m. (EST) – Measurement and Registration for Women's, Junior's and Master's only

Saturday, April 25th:

8:30 a.m. to 11:00 a.m. – Finish measurement for Women's, Junior's and Master's boats only

11:30 a.m. – Skipper's meeting for Women's, Junior's and Master's

11:00 a.m. to 6:00 p.m. – Continue with measurement for the rest of the fleet

1:00 p.m. – First race start for Women's, Junior's and Master's

Sunday, April 26th:

8:30 a.m. to 11:00 a.m. – Finish measurement for the rest of the fleet

11:30 a.m. – Competitor's Meeting for National Championship Regatta

1:00 p.m. – Practice race and make-up racing for Women's, Junior's and Master's if needed

6:00 p.m. – Annual General Meeting

7:00 p.m. – Dinner

Monday, April 27th:

9:55 a.m. (EST) – Warning signal for the first race. Races two and three will be sailed as soon as possible after the completion of the previous race.

Tuesday, April 28th:

9:55 a.m. (EST) – Warning signal for the Championship Division. The warning signal for the President's Division will be shortly after the start of the Championship Division. Up to five races may be sailed with no more than three back to back.

Wednesday, April 29th:

9:55 a.m. (EST) – Warning signal for the Championship Division. The warning signal for the President's Division will be shortly after the start of the championship Division. Up to five races may be sailed with no more than three back to back.

Thursday, April 30th:

9:55 a.m. (EST) – Warning signal for the Championship Division. The warning signal for the President's Division will be shortly after the start of the championship Division. Up to four races (as necessary) will be sailed, back to back.

The National Championship Regatta is scheduled for a minimum of three races, which must be sailed to complete this regatta. The Organizing Authority reserves the right to modify the above program according to prevailing weather conditions and/or for other unforeseen reasons.

7. Sailing Instructions: Available at registration.

8. Scoring: The Low Point Scoring System as described in Appendix A of the RRS shall apply, except that if seven or more races are sailed and completed, then one race will be discarded.

9. Awards: Trophies will be awarded for first through tenth place in the Championship division and for first through fifth place in the Presidents Division. Women's, Master's and Junior's Divisions shall be awarded first through third places. The following special trophies will be awarded if possible:

a. Sail-A-Gair – Highest finishing skipper in his or her first nationals.

b. McLeod – Highest finishing all family boat as defined by the Highlander Class Rules Governing Racing.

c. Piglet – Highest finishing all family boat in the President's Division.

d. Bahama Mama – Highest finishing skipper under 19 at the start of the regatta.

e. Chapin – Highest finishing all family boat whose skipper sailed his or her first nationals.

f. Corpus Christi – Highest finishing fleet with three or more boats, other than the host fleet.

g. Larry Klein – The sailors who beat the most boats throughout the year-long regatta season.

h. Grand Prix – Highest finishing sailors who beat the most boats throughout the year at premier HCIA events.

10. Disclaimer: Competitors agree to be bound by the Racing Rules of Sailing (RRS) 2013–2016, by the Sailing Instructions and the Notice of Race. Competitors agree to take any and all responsibility for the nautical qualities of their yacht, the rigging, the crew's ability and the safety equipment. Competitors also agree to take any and all responsibility for damages caused to third persons or their belongings, to themselves or to their belongings, ashore and at sea as a consequence of their participation in the regatta, relieving of any responsibility the Organizing Authorities, all event sponsors and all persons involved in the organization under whatever qualification and to accept full responsibility for the behavior and dress of the yacht's crew, representatives and guests. Competitors are to be acquainted with RRS Part 1 Fundamental Rule 4: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." In any case, competitors agree that the Organizing Authorities, the sponsors and their agents, have no responsibility for loss of life or injury to competitors or others or for the loss of, or damage to any vessel or property. As part of the registration process, each individual participating crewmember will be required to sign a declaration accepting this disclaimer of liability

11. Contact Information: Bruce Busbey, Nationals Regatta Chairman, 864.244.6433, sail500@aol.com



2015 Highlander Nationals

2015 HCIA National Championship Regatta

April 24th – April 30th, 2015

Western Carolina Sailing Club, Anderson, SC

Skipper Name: _____ Boat Number: _____

Address: _____

City, State & Zip: _____

Phone: _____ Email Address: _____

Club and Fleet Number: _____

Skipper Age: _____ First Nationals: YES NO All Family YES NO

Crew (1) Name: _____

Crew (2) Name: _____

Crew (3) Name: _____

Registration:

Fee: \$175 until March 1, 2015 and \$200 after March 1, 2015

Dinners:		Total
Sunday (Hamburgers , Brats, Hot Dogs , Tater Salad and Drinks)	_____ @FREE _____	_____
Tuesday (Delicious Food)	_____ @\$15.00 _____	_____
Kids 10 and under (Delicious Food)	_____ @FREE _____	_____
Thursday (Banquet)	_____ @\$20.00 _____	_____
Kids 10 and under (Banquet)	_____ @\$10.00 _____	_____



Lunches (Subway lunches, must be pre-ordered by April 15, 2015): Total
 (list the number of Turkey, Ham and Roast Beast each day)

Monday	_____@\$6.00	___T___H___RB	_____
Tuesday	_____@\$6.00	___T___H___RB	_____
Wednesday	_____@\$6.00	___T___H___RB	_____
Thursday	_____@\$6.00	___T___H___RB	_____

Apparel:

T-Shirts	_____@\$13.00	___Sm___M___L___XL___XXL	_____
Ball Cap	_____@\$15.00		_____

Grand Total: _____

Make Checks Payable to: *Highlander Fleet 48*

Complete Registration Form and Mail along with check to:

Bruce Busbey
 104 Waterloo Circle
 Greer, SC 29650

Winner! Winner!
 National Champions - 2009, 2010, 2011, 2012, 2013, 2014

INFO@DIEBALLSAILING.COM | DIEBALLSTORE.COM | DIEBALLSAILING.COM | 419-726-2933



Fleet Building – Part 2

by Gary Vinicky

Last year about this time, I, along with Harold Bauer, was asked to write an article about Fleet Building. I think it was in the October issue or January issue of the magazine. It would be good if you can find that article and review it. What follows here is a summary or outline of sorts from that article but with a bit more detail.

There are a few basic ideas that all fleets should be building towards. This is based on what is working for Fleet 14. What works for us may not work for another fleet. But one thing is certain, it won't happen if you do not put in the effort. The survival of our Class starts at the local fleet level!

Fleet Leadership

Unless you already have a successful fleet with sustainable growth, you do not need to read further on leadership. I am one that prefers to promote a leadership model that is based on a core group of long-term trustees rather than strictly a new fleet captain every year. Granted, you can have a designated fleet captain, but the real leadership is sustained from the fleet trustees. This can be a formal organization or an informal one like Fleet 14 is. It is my opinion that this way there is a better possibility for having long term continuity towards the fleet goals.

Because of Fleet 14's unique split foot print—Edgewater Yacht Club and Whiskey Island, we have Steve Merriam as the Co-Fleet Captain of Edgewater Yacht Club and Gary Vinicky as the Co-Fleet Captain of Whiskey Island One-Design.

Sailing Venue

Fleets need to work towards having an organized sailing program. In our neck of the woods, we have a cooperative program where each one-design fleet provides volunteers to help run the racing program.

Fleet 14 has rather a unique situation in that we have two clubs close together—Edgewater Yacht Club, the founders of Fleet 14, and nearby Whiskey Island One-Design. It was 30 years ago that Fleet 14 voted to include Highlander sailors from nearby harbors rather than form competing clubs with competing race programs that would most likely dilute everyone's efforts. This arrangement has made us a very strong entity in the Cleveland sailing community. Fleet 14 is the largest one-design sailing group in the region.

The Highlander, Ensign, Tartan Ten, J22, J24, J70 and Dragon fleets all take turns providing race committee volunteers to help run the races.

The fleet captains of all these fleets meet two to three times in the off-season to review what has worked in the past racing season and what didn't work so well.

Currently, the EYC Fleet Captains are deciding whether to delay the start of Sunday races until 2 PM when the thermals are their strongest. We will be weighing all the pros and cons of such a change before the new season takes shape. Currently, the first warning is at 11:25 AM on Sundays.

Fleet Activities

Try having a series of social events throughout the sailing season and in the off-season as well, if practical, to keep the fleet interested in addition to the racing program. Fleet 14 has been trying to include non-racing events to complement our list of social activities.

Publish a calendar of events and keep it updated. For instance, Fleet 14 has this tentative schedule of events and it is always evolving.

Event #1 – Saturday January 3rd Fleet 14 Open House at Vinicky's Villa

End of Christmas Holidays Party and Boat Show Planner Party

Event #2 – Cleveland Boat Show

Event #3 – February First Tuesday Gathering – EYC Bar Area 7 PM

Boat Show Guests – Meet and Greet

Event #4 – March First Tuesday Gathering – EYC Bar Area 7 PM

Boat Show Guests – Meet and Greet – and Fleet Business

Event #5 – April First Tuesday Gathering – EYC Bar Area 7 PM

Boat Show Guests – Meet and Greet – and Fleet Business

Event #6 – May First Tuesday Gathering – EYC Bar 7 PM

RC Volunteer Schedule Decided

Event #7 – May 16th Rigging and Tuning Seminar – Whiskey Island Dry Sail Area

Tune/Straighten Masts, Set Rig Tension and Mast Rake

Check over running rigging/sail trim mechanisms

Note: Commencement of Sundays After Racing BBQ/Pot

Luck Parties at WI Dry Sail Picnic Tables

Event #8 – June Patio Party

Event #9 – June Crew Training Seminar – Local US Sailing Judge and Sail Loft participation

Event #10 – July or August – Capsize Training Seminar

Event #11 – August Rock-N-Roll Cruise from WI to the Rock Hall Basin

Event #12 – September Last Race – Beach BBQ – WI

Event #13 – October 24th Fleet 14 2015 Clambake at Robinson's Barn – Avon Lake, Ohio

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Event #14 – November 7th 2015 Sailor Awards Banquet – EYC

Note that the First Tuesday Boat Show Meet-and-Greet events are held over three different dates to help insure that our boat show guests have an adequate opportunity to meet and greet the Fleet 14 skippers and their crews, so they can network themselves onto a crew list in plenty of time before the 2015 sailing season. Fleet 14 has been doing these First Tuesday of the month Gatherings for about 10 years now, so every fleet member knows that this is pretty much a given event. These events are very informal and are simple Highlander Gatherings where we share libations and talk about our future sailing plans.

Regarding the more formal events, divvy up the responsibilities by appointing a separate committee for each of the larger events so as to not burn anyone out.

Provide adequate advertising and promotion of these events on a timely schedule.

What we find comes easy is just having a regularly scheduled BBQ/Potluck after the Sunday racing. Some days there are only a few people, but most of the time we have a good crowd of around 12–20 persons.

We are fortunate to have both Sunday races and Wednesday races. The Wednesday racing is more popular since many of our members like to spend the weekend time with the rest of their non-sailing friends and families. And, the Wednesday night race is a perfect event for breaking up the work week. However, some of the after sailing parties on Wednesday night have been in the epic category. I'm sure there have been many Fleet 14 people with some very long Thursdays in the office. Since I have been sailing for quite a long time now, the most fun times for me are these Wednesday after-racing get-togethers where all of the fleets are together on the EYC Patio. There can be well over a hundred people on the EYC Patio these Wednesday nights. And, of course, the Highlanders are the last to leave.

We averaged 8 boats on Wednesdays with 10 boats on 4 separate race days. On Sundays, we averaged 5 boats with a low of 3 and a high of 7 boats.



Fleet Sustainability

I've been sailing a Highlander for quite some time and what I have noticed over the years is that any good program takes effort if it is to have any longevity. If no adequate effort is put forth, it is highly unlikely that there will be long-lasting results. Fleet 14 was having its share of problems about 20 years ago. Our fleet was dwindling a bit, and we all knew we needed to change a few things.

Sailing is a social sport. If a sailing group is not that social, chances are that it may have long-term issues with hit or miss results.

Fleet 14 is fortunate that we have a very compatible group that has been together for some time. We have several skippers that are in their late 40s or early 50s, so I hope one of them will be ready to take the reigns when I can no longer.

Fleet Organization – Formal or Informal?

To make the task easier on individuals, I suggest this organizational model to share the load.

Fleet Trustees (Long-term Group)

Yearly Fleet Captain (Short-term Entity, Fleet Captain Reports to the Trustees)

Membership and Dues Chair Person – Every Two Years

Social Chair Person – Every Year (This Chair lines up special event committees to carry out those specific tasks.)

Fleet 14 prefers to model after an informal organizational model with few, if any, Robert's Rules of Order Meetings.

Fleet 14 Website and Internet Stuff

I decided some time ago that since we have been doing the Cleveland Boat Show for so long now that Fleet 14 needed our own website. We have had 3 evolutions of our website over time. The last evolution was done by me over last winter using GoDaddy Website Builder. It was relatively inexpensive, and if I can do it, anyone can.

It also helps that I am a MAC person with iPhoto and iMovie and a LOT of pics in my library.

We needed the website for three reasons:

Reason One – We needed a quick reference point to steer our local boat show visitors to for our basic information.

Reason Two – We needed a local point where all Fleet 14 members can locate all of our necessary documents that are used in our racing program and that they can use to promote the Highlander themselves. Documents: Fleet 14 History – by Don Southam #23, Fleet 14 Scoring Rules, Fleet 14 Philosophy Statement – Bylaws, Fleet 14 Hall of Fame, Fleet 14 Capsize Manual, HCIA Membership Form.

Reason Three – The website has been instrumental in allowing people new to Cleveland who want to sail on Lake Erie to easily hook up with a sailing community and come to our First Tuesday Gatherings.

Also, Fleet 14 has a Facebook page and my crew Annie Rusnak is helping me set up InstaGram and Twitter accounts. Now, all I need is 48 hours in a day! We hope to lure in the younger millennial crowd by going in this direction.



We are planning on investing in a couple GoPro cameras to capture the intense tight racing that we can have and capture the beauty of our city skyline.

In Summary

Race Program

Publish your race schedule for the season. Choose your Race Committee Volunteers and publish the scheduled dates for RC volunteers. Have a timely reminder phone call to ensure that this task is not forgotten to avoid disappointment on the racecourse.

Publish Fleet Events Schedule for the sailing season

Fleet Social Calendar. Off Season Boat Show to Highlight the Highlander and recruit crew. Pre-Season Rigging and Tuning Seminar. Crew Training Seminar. Find a Local Sail Maker to Talk about Sail Trim and Racing Tactics

Plan a Fleet Event to Find New Crew

The idea here is once they crew awhile, they may buy their own boat. This is exactly how Fleet 14 has grown! We were up to 18 boats registered for racing in 2014.

Event Possibilities

Find Local Boat Shows. The essence of boat shows, or any tradeshow for that matter, is that your club needs to exhibit every year to build up continuity.

So many times I hear, “We are not participating in the show this year because we had a poor turn out last year.” How do you expect to get that turned around if you are not exhibiting on a regular basis?

I am a firm believer that you almost have to train your audience so that they can always rely on your group exhibiting at the local show. Once the public sees that you are there year after year and that your group is serious and that they are not going away, they will pay attention and make note that these people are for real.

I have often heard comments at the Cleveland show from repeat visitors about The Highlanders are always here at the show and that because of doing so, there must be some substance to what they are all about. Recently, I have heard, “Well I wasn’t ready to pull the trigger last year, but I’ve been thinking about it over the last few winters, and now I am ready to take the plunge!” Timing is everything so you have to always be ready for when that trigger is pulled. If you are not there, somebody else is!

You don’t need to have a super display, just a good specimen of a boat and not necessarily a racing machine. Sometimes a top-notch racing Highlander can intimidate a new-bee sailor, so you have to be careful here. You don’t want to overwhelm someone new to sailing.

Here are a few boat shows that I found on the Internet from this list: festivals-and-shows.com/boat-shows.html

I’ve picked the following ones because of their proximity to existing fleets. It does not make much sense to me to go to a boat show that is not near any of our established fleets. I’ve been to a few of those out-of-town shows and inevitably have to answer the question, “If I buy a used or new Highlander, where can I join a fleet?”

Progressive Insurance Louisville Boat, RV & Sportshow

January 21–25, 2015, Kentucky Exposition Center
937 Phillips Lane, Louisville, KY 40209
South Wing A, B & C

Wednesday, January 21.....5pm–9pm

Thursday, January 22.....12pm–9pm

Friday, January 23.....12pm–9pm

Saturday, January 24.....10am–9pm

Sunday, January 25.....10am–5pm

www.louisvilleboatrvshow.com

Progressive Insurance Atlanta Boat Show

January 15–18, 2015, Georgia World Congress Center
Atlanta, Georgia

www.atlantaboatshow.com

Cincinnati Travel, Sports and Boat Show

Jan. 16–18 & 21–25

Duke Energy Cincinnati Convention Center
Indianapolis Boat, Sports and Travel Show – Renfro
Productions – Kevin Renfro • Todd Jameson • Pete Miller

765-641-7712 • 877-892-1723 • fax 765-641-7756

info@renfroproductions.com

Indian Lake Boat Show Weekend

Russells Point, Ohio (Contact the Russells Point Chamber of Commerce that are the organizers)

Mid-Atlantic Boat Show

February 5–8, 2015

Charlotte Convention Center. Charlotte, NC

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Providence BOATSHOW

January 23–25, 2015

The Rhode Island Convention Center, Providence

These are but a few of the shows that are out there and there are more that are not on this list.

In summary, each Highlander fleet needs to find an event or boat show venue in order to generate interest in our sailing activities. If you cannot find a boat show near you, you still have other options.

Clubhouse Open House

Send out invitations to prospects

Fleet Member Open House – Off Season

Send out invitations to friends and other prospects

Holiday Weekend Highlander Display at a busy park boat ramp

There is no limit for your imagination here! Once an event is planned and held, it is imperative to have a sign-up sheet

to identify who your interested people are. Guard this list and keep it secure so it is not lost.

Then it is imperative that your fleet has a follow-up invitation or a series of invitations to provide a Meet and Greet with your fleet skippers and crews. It is important that you have more than one follow-up date in mind or a series of follow-up dates published on a schedule in order to better deal with conflicting dates.

There is a lot here to absorb. But the key things here are:

Get Started – Exhibit

Follow up with your newly made contacts

Find them a crew spot

Help educate them on Crewing

Have a used boat list handy at all times

Have an adequate number of events to keep interest up

Good Luck and contact me or any other Fleet 14 member for any questions you may have.

Treasurer's Message

By Cindy S. Fisher

Looking forward to seeing everyone at Nationals in a few weeks. What a great kick start to the sailing season this year with Nationals in April. Hopefully you were able to use Midwinters to knock off the cobwebs. I guess when you live in the Midwest, there is a season that is not sailing friendly, WINTER!

If you have not joined or renewed your membership, please do. Sailing in Nationals, you need to be a member. Here is what you get with the membership: the HCIA website, quarterly *Highlander* magazine, voting rights, you can sail in any sanctioned regatta, most importantly access to a large group of friendly sailors that want to help you with your boat. With the season just starting to ramp up, our Highlander Class Rules Governing Racing states that the Helmsman must be a member to sail in any sanctioned regatta.

Fleet Captains, most of you have heard of the Corpus Christi trophy right? Well, the challenge to you and your fleet is to WIN it! Over the past few years, the Corpus Christi has



been traded back and forth between Berlin and Cowan Lake. The fleet that finishes highest with 3 or more boats takes it home! Also, fleet captains encourage your fleet to renew their HCIA membership to help support the class.

Class Members, whether you race or not, come to a regatta this 2015 season. Come see what has changed over the years, or maybe you have never attended a regatta, just come and check it out.



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Dana Larison at 17 takes the CLSA Women's Championship with 5 Bullets

by Cindy Fisher

On a little pond near Wilmington, Ohio, Cowan Lake, a 17-year-old young lady Dana Larison takes the Women's Championship, with 5 bullets! Dana grew up sailing at CLSA with her parents and two brothers. In the summer, she attended junior camp week, sailing on her Pram and Laser. Dana also became a camp leader to teach other kids at sailing camp what she learned. Dana continues to help with junior camp at CLSA.

The CLSA Women's Championship started back in the 70s as a women's race for the ladies of the club. The men of the club started a women's training weekend to teach tactics,

starts, flying the chute etc. To put the training to the test, the women's championship was born. All the women trained in Sunfish and raced them in the championship too. The story is most women had kids that started in Prams and graduated to a Sunfish—that is why the Sunfish was chosen. Years later you could race in whatever boat you had and race in the Women's Championship. Today the Betty Duncan Championship, formerly the Women's Championship, is scored in a Portsmouth handicap for the various boats. Dana finished all 5 races with bullets on Highlander 958 *Gomo*. Wind direction was SSW and blowing 22 with gust of 28.

A Word from the Champ!

by Dana Larison

That morning, I walked over to my window and looked outside. The trees tossed in the wind, and I shook my head. There was no way I could go sailing in this. It wasn't even noon and the pale underside of the leaves already revealed themselves to the world. Nonetheless, I helped my mom packed up the car to go to Cowan Lake where we would be taking place in the Women's Championship.

Upon arriving at the lake, I was very wary that the wind had not died down at all. To add to my growing panic, I discovered that I would have to sail a Highlander instead of a Thistle. I had never sailed one much less driven one, so I was extremely nervous when the boat was floating in the water, and one of my crew members, Cindy Fisher, gave me the tiller and told me to drive. I sat down on the railing and gave it a whirl. The wind was still blowing pretty

hard, at least for our little Cowan Lake, and we quickly discovered that having four people on the boat would work to our advantage.

My three crew members were Kathy Beatty, Marian Larison (my mom), and Cindy Fisher, and I promise that within the three or so hours of sailing, we never stopped laughing. My nervousness went away as soon as I realized that these women on board with me were just as nervous as I was in the heavy breeze. This crew was very different from any I had ever worked with before. Kathy was always on the lookout for wind shifts, Cindy knew the Highlander like the back of her hand, and my mom was a master at flying the chute. Combined, it was the greatest crew. Somebody was always communicating to the entire



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boat what was going on and kept us up to speed at all times.

I can confidently say that every single race I started on the wrong tack, and I was forced over to the favored tack almost immediately. The rest of the races were an intense blur full of speedy downwind legs, tight mark roundings, and a few soaking wet rails. The one specific leg I remember was the upwind portion of the last race. We came around the downwind mark in fourth place, and I could see that every other boat decided to follow each other along various zig-zags to get to the upwind mark. Because the wind was blowing consistently from the same direction, I decided to test my luck and sail further than anyone else before tacking. Backtracking, a rule I always follow goes like this: as soon as you think that you need to tack, wait a few more seconds and then tack. It may seem like a silly rule, but it gives you more time to process your strategy and cover more distance than if you tack immediately. We lucked out, and our Highlander continued to get lifted, and before we

knew it, we were rounding the mark tightly and with a considerable distance between us and the next boat. The next downwind and short upwind legs came and went without error, and we crossed the finish line in first place.

Classified Ad Policy

If you would like to place an ad in the *Highlander* magazine, the cost is \$10 per issue. Make check payable to HCIA.

Send with ad copy to Cindy Fisher, 2280 US 68 S, Xenia, OH 45385. You can also email the ad to her at toofish2005@yahoo.com. The ad should be at minimum 40 words. Please provide the following information: boat #, price, name, phone numbers, and email address.

Deadline: Dec/Mar/Jun/Sep 1st for following month's issue.

Growing Up on the Highlander

by Steve Bauer

Growing up in the Highlander Class has been a great experience, one I hope to pass on to my children. Many things have changed, while other things never will. As a kid, I remember coming home from school and packing into a vehicle to travel for the next regatta. Our vehicle of choice (after my dad dumped the Plymouth station wagon) was a 1985 Ford Econoline van. My dad paid extra for windows that opened in the back, and I paid for air conditioning in my van. Some things change.

While most of my friends from school were lucky to travel once or twice a year, we loaded up to travel every other weekend. One of the most memorable was going down to Alabama for the 1988 Nationals (wish that van had air conditioning). Most remember the heat and no wind. I remember sailing a Sunfish in a cove with a continuous breeze all week. This was done with my brother and one of our best friends, Jess Gerry. Between Nationals were countless regattas hanging out on shore with friends or going sailing with Mom and Dad.

The speed and comfort of the Highlander make it great for a child. I sailed many regattas sleeping in the boat, only to wake

when we were pulling up to a dock after having completed the races. When I stayed awake, there was always something I could help with on the boat. My dad was able to be competitive in the Highlander with two children on board because the boat afforded the extra space.

Today, I look back and realize I am still in contact with the friends I made sailing. Friends that didn't sail are remembered only in pictures. As a parent of two with one on the way, I realize how important the Highlander is to me and how much I want my children to have a similar experience. Last year my wife and I choose Highlander Nationals for our family vacation. My parents picked the same place for their vacation. How great it must be to have your children want to spend their free time the same way you do. I love seeing my parents at the lake all season long, not just during the holidays.

The Highlander has helped me see much of this country and meet so many people of different backgrounds. A perfect way to grow up.



It Ain't Just for Racing

by Mike Shayeson

How many times have I finished racing, either at the club or at a regatta, that I see most everybody cross the finish line of the last race and head for the dock? It just drives me crazy, especially when I see Highlanders heading in. I mean I can understand it if I was sailing in an MC or a Lightning or even a Flying Scot why I might want to head for the dock, but a Highlander? No way. This boat was meant for cruising and in a very relaxing way.

For me there is nothing better than to cruise on my Highlander. Don't get me wrong. I love to race and love the competition, but to simply let my boat run where she wants while I pull an adult beverage or an ice tea out of my cooler while eating a sandwich—there is nothing better.

When you think about it, the venues we often race in are some of the most attractive venues to cruise. Take Lake Norman for instance. The races begin on Saturday afternoon and run through Sunday morning. I make it a habit to attempt to leave home late Thursday evening, with my crew Jason and Kaity Japikse, to arrive in the early morning hours of Friday. By 10 or 11 o'clock, my boat is rigged and generally in the water. She will be back at the dock by dusk, generally around 7 PM. So where have we gone for 8 hours? Often times it is to the nuclear reactor at the south end of the lake followed by a trip up to Davidson and on to North Harbor for a bite to eat and more libations. Or we may make a run into The Rusty Rudder. In doing this we have often found we can run with our spinnaker for literally an hour or more. What could be better than that?

For those of you who were unable to attend this year's Clam Digger Regatta in Westerly, RI, wow did you miss some spectacular sailing and I am not speaking about the racing (though that was pretty spectacular in its own right). But here is a spot where we pull out of Mac Cooper's boatyard after launching our boats (a complete story of its own) leaving Rhode Island, sailing down the Pawcatuck River into Little Narragansett Bay with Watch Hill, RI, on your port side and Stonington, CT, on your starboard side while taking a sight on the Fire Island lighthouse some 5 or 6 miles out. This summer I had the pleasure of taking this little venture with my good buddy Dr. Bob McCoun and his daughter Cody. Brian Hollingsworth, Kenny Chapman, and Brian's new crew, Tony Russell, accompanied us in the Blind Hog.

Some years back we were sailing the midwinters in Chattanooga, Tennessee, at the Privateer Yacht Club. In 2004,



the Nationals were held there and I had the pleasure of sailing with Jamey and Tanya Carey on the original MOJO 906. We were sailing on Lake Chickamauga on the Tennessee River. For the first few days we asked the hosts if there were any restaurants or bars within sailing distance of the club. We were told no, that nobody at the club knew of anything within

“sailing distance” that fit our requirements. Well after a not so glorious day of racing, Jamey, Tanya, and I sailed alongside the committee boat where we gathered up my wife, Nancy, to strike out for a little adventure. Kicking back and moving into cruise mode, we set course upstream past some of the most beautiful and picturesque landscape we had seen the entire week. After sailing a couple of hours or so, we ran upon a couple along the shore whom we hailed to find our requisite beer conditioned air joint. We were instructed to continue upstream, which we did.

After several more miles of beating and heading upstream we found a couple of bass fisherman near an island where the river appeared to split. The question of the hour was again asked of these two gentlemen. As one might expect, one of the gentlemen pointed up one fork and the other pointed the other way. But we were heartened that food and libations were surely close at hand. We chose the right fork, which in fact turned out to be right by us, because within a couple of short miles around a few more smaller islands lay the marina with the big restaurant. WE HAVE ARRIVED! So after a very pleasant lunch and drinks we decided to head back to the club. Once we got back to the fork in the river where we had met our fisherman buddies, we found we had the wind at our backs and the kite was set for an epic 1 hour and 20 minute uninterrupted awesome spinnaker run. What a way to salvage a not so great day on the race course.

I could go on and on with stories of other great sailing venues, but most of you already know them, whether it is Hartwell Lake in Anderson, SC, where the next regatta is this coming spring followed by the Nationals, or Hoover at night watching the Perseid meteor shower from your Highlander (which almost always peaks during the Hoover Fling).

So my fellow Highlander sailors, when the racing is over, come join us for some truly great time on your Highlander, where you can kick back and cruise and really enjoy the beauty of what a Highlander is made to deliver. Happy cruising. GoMoBeta'



One Sailor's Journey From A Library Book To Buying Highlander #538

by Nick Lloyd

There are so many ways to get into sailing. Mine started in the winter of 2009 with a chance purchase of an old library book for one penny. *The Circumnavigators* by Donald Holm is a wonderful collection of 39 different biographies of sailors and their voyages. Perfect for winter reading. Finishing this book opened a new chapter and a new question in my life: How do I learn how to sail? Well, the obvious title *Sailing For Dummies* by Peter and JJ Isler was my next purchase. Written by championship sailors, this reference outlined the physics, rules, grammar, and culture of the sailing community. But one piece of their advice stayed in my mind throughout the reading of this book: "If you want to learn how to sail, crew for a sailboat racing club. There is probably one closer to you than you think."

Months later I was talking to a local friend, discussing our plans for July 4th activities in the Cincinnati, Ohio area. I asked him, "What are you doing this weekend?"

Answer: "Oh, I am crewing for a Thistle sailing regatta."

WHAT? I could not believe my ears, and I had immediate questions: "Really? Where? Do they need crew? Do I have to join? Cowan Lake? Where's that?"

After a few Sunday sails in a Thistle, my 6'4" body and bloody legs went searching for a larger, slightly more comfortable

boat. The Highlander fleet, I was told, was really who I should be crewing for. A quick sail with the higher boom and bigger hull was all I needed. I was hooked on this beautiful, quiet One-Design sailboat.

Fast forward 3 years and I am learning the ropes of contacting skippers, hustling crew spots, raising and lowering the mast, going out on Race Committee, rescues, turtling, course layout, wind lift, flying the spinnaker, easing the main, reading telltales, and above all...looking for the elusive

PUFF. It was (and still is) an apprenticeship-type experience crewing for the skippers Mike Shayeson, Mark Osterbrock, and Doug Fisher. This family of Highlander sailors made themselves available whenever I asked. Never was I required to become a member... just show up and keep crewing, keep helping, and bring lots of sunscreen.

Then I hear (probably from Jamey Carey if I'm not mistaken) that used Highlander boats are very affordable. "Find yourself a strong hull and don't worry too much about the sailcloth condition. All of the rigging and sails can be updated and improved. Lots of winning racers are using hull numbers from #300-#600 years. Just don't buy a 'soft boat.'"

My quick used-Highlander search resulted in the purchase of Highlander #538. I'm thankful of the advice from my fleet...this boat needed serious cleaning and rigging updating! But the hull was strong and the price was unbeatable. I'd just bought my first sailboat. What was I getting myself into? During the 10 years of storage under the previous owner's porch in the wooded environment of Indian Hills, Ohio, #538 (1967) was a bit of a science experiment.

Due to lack of use, a healthy colony of bugs appeared. Next the mice came in and set up camp. A few years later the snakes moved in and removed the mice of their home. My wife and I spent several weeks cleaning out "mouse poop coffee" as we termed it. Buckets of water, soap, and elbow grease were used throughout the hot summer of 2013 under the shade of a big pine tree at the "boneyard" of CLSA. I found no less than 4 full snake skins wrapped around the main-halyard crank on my aluminum mast.

During this tidying up I made a list of necessary rigging and safety updates. 1) hiking straps, 2) move jib blocks, 3) replace halyard cranks with easy-up mains, 4) replace spinnaker blocks and cleats, and 5) tune up the mast and replace forestay. Again a huge source of encouragement and expertise, Doug Fisher helped me with so many steps and sound advice. Mark Osterbrock lent hours of labor, tools, and knowledge that made sure I didn't injure myself or my wife/crew. Most of these rigging updates can be found on the Highlander website www.sailhighlander.org/rigging.cfm.

I removed the old traveler-style jib-block system with a sleeker, lower-profile block mounted on the side-thwarts (see photo 1). One large square of round-edge Sapele wood was



Photo 1



epoxied and bolted to the underside of the thwart with 1" of overhang to accommodate the new jib track.

For the jib-cleat and stainless-steel angle iron, I called Allen Boat Company. Rather than fiberglass a needed block of wood to the underside of the port and starboard decks, I utilized a slightly different solution. The idea of working upside down with a bunch of glue and fiberglass didn't appeal to me. More Sapele wood, some epoxy, and four stainless-steel carriage bolts were used as a strong platform to attach my angle iron (see photo 2).

All of my updates were done outside, 45 minutes from my house, with a minivan full of tools, beer, and classic FM rock n' roll. I'm satisfied with the improvements, happy to see that Spruce boom on #538 cranked down on a windy day, and thankful to everything Highlander sailors have done for me these last 5 years.



Photo 2



Highlander Rate Card

The *Highlander* magazine is the official publication of the Highlander Class International Association (HCIA), with over 750 Highlander sailboat owners. The publication is 16-pages, full-color, published quarterly, and mailed to dues paying members each Jan/Apr/Jul/Oct.

Ad size:

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Date	Name	Host Club or Venue	GP Class
March 28 - 29	HCIA MidWinters	Western Carolina Sailing Club	II
April 25 - 30	Highlander Nationals	Western Carolina Sailing Club	I
May 16 - 17	Mayor's Cup	Eagle Creek Sailing Club	III
June 6 - 7	Mad Plaid	Cowan Lake Sailing Association	II
June 13 - 14	Berlin Invitational	Berlin Lake Yacht Club	III
June 13 - 14	Cleveland Race Week	Edgewater Yacht Club	
June 27 - 28	Pow Wow Regatta	Indian Lake Yacht Club	III
July 4 - 5	Pymatuning Regatta	Pymatuning Yacht Club	III
August 8 - 9	Hoover Fling	Hoover Sailing Club	III
September 5 - 6	Harvest Moon	Atwood Yacht Club	III
September 12 - 13	Governor's Cup	Eagle Creek Sailing Club	III
September 19 - 20	Clam Digger Regatta	Greenhaven Sailing Club c/o Avondale Boat Yard	III
October 3 - 4	Bluegrass Regatta	Louisville Sailing Club	II
October 17 - 18	Pipers & Pluckers	Lake Norman Yacht Club	II