



The *HIGHLANDER*

Volume LXIII, No. 2, April 2017

FLEET 14 SHOWCASES #2003
AND #811 AT THE 2017
CLEVELAND BOAT SHOW
SEE PAGE 4 FOR MORE



The *HIGHLANDER*

Official publication of
The Highlander Class
International Association

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The following is an article from the Highlander magazine following the 2000 Highlander Nationals at BYC. This year you will find the same hospitality waiting for you at Berlin Yacht Club. For a trial run of what to expect, mark your calendars for June 17-18 and join their multi-class regatta. It falls on Father's Day weekend, making it a great time to remind the family you want another memory, not another tie. The best time to introduce people to the Highlander is during a regatta like this. It is full of great people with their families, food, beverages and racing. See you there.

What A Week

By: Harold Bauer

When thinking of a national championship regatta, you might think of a week of intensive racing; spending the off the water time fine tuning and tweaking the boat to get that extra little whatever it takes to go faster or point higher. Oh sure, they all talk about the camaraderie, but that's the big shots; the guys at the top. That's for the super racers, not me, right? Think again.

Things got started on Friday night with an impromptu pizza dinner with lots of lively conversation and catching up with a few of the early arrivals.

Saturday was the first official day of the regatta with measurement and registration. The process was quick and painless as Chuck and Jacci Vandevender handled the registration table and Mark Redmond and his crew helped everyone breeze through measurement without a hitch. The day was capped off with a pig roast and entertainment was provided by guitarist/vocalist Paul Ellis.

Sunday was the final measure and registration followed by the practice race at Noon where competitors had an opportunity to see what sailing on Berlin Lake is like before the regatta began.

Later in the afternoon, the HCIA Annual meeting and skippers' meeting were held followed by a complimentary cocktail party hosted by the members of fleets from Atwood, Berlin and Whiskey Island/Edgewater, along with some help from the members of the BYC Dinner on Sunday was the traditional BYC potluck dinner. The night ended early as everyone wanted to get a good night's sleep before the racing began.

When the sailors arrived at their boats early Monday morning, they found it easier than ever to get out to sail as all boats were launched and hauled out for them using a small farm tractor and a pick-up truck. This system worked quite well as it eliminated the congestion of having a lot of personal vehicles around the launching area.

The three races that were planned for the day were sailed in a diminishing breeze starting at 10:00 a.m. By 4:30 all three of the



Berlin Lake during club races

Photo credit: Marjorie Gold

elimination series races had been sailed. Following the lasagna dinner, trophies were awarded to the three race winners of the day. The scores were posted and the fleet was split. Jim Grant had cause for celebration as he was awarded a bottle of champagne for the last boat to make the championship division.

Tuesday was a two race day. Racing again started at 10 and the races were sailed back to back. Another cool start to the day provided a light breeze in the morning, but as the day progressed, the breeze steadily diminished. The race committee worked very hard to ensure all racing remained on schedule.

By Tuesday afternoon, five races had been sailed. All of the families that were there appreciated the afternoon “vacation” time for swimming, touring or just spending time together. Tuesday’s dinner was a steak cookout. Steaks were grilled to perfection by master chef (really, he is) John Zeagel and his wife Terri. Musical entertainment was provided by Highlander sailors Roeder and Cindi Kinkle and their band “Work In Progress.” Trophies were again awarded to the day’s race winners following dinner.

Wednesday dawned with the same cool temperatures and light breeze. With one race scheduled for the day and an “open” evening, it was decided that the race committee would attempt to sail two races if possible. However, the second race of the day just wasn't to be as the

wind again left for the day late in the morning. When it became apparent that two races would not be possible, the National Race Committee made the decision to sail the Women's, Junior's and Master's races on Thursday morning and sail the final race of the Nationals on Thursday afternoon.

Thursday was probably the warmest day of the week with temperatures that reached into the low eighties, not bad for late July but again, light winds allowed for only two of the three scheduled Women's, Junior's and Master's series races. And race seven of the Nationals simply wasn't to be. No one seemed to mind as the winners of the Championship and President's division wouldn't have changed whether or not the last race was sailed. Everyone took advantage of the opportunity to pack their boats and prepare for the trip home on Friday. It also allowed for more time to spend with friends and to get ready for the awards banquet that night.

The banquet was a catered dinner at the Club. After the meal, the trophies were awarded, and the bands played into the night.

Congratulations to all of the winner's, especially our new National Champion, Andy McDonald. And even though we didn't top the 41 boats in the 1999 at Indian Lake, it was still the largest Highlander Nationals of the Millennium.



Boat Show 2017

By: Gary Vinicky

Highlander Fleet 14 once again exhibited two Highlanders at the 2017 show, Highlanders No 811 owned and restored by John Eltzroth and No. 2003 owned by Gary Vinicky.

This year the Cleveland Metro Parks moved right next to us which was kind of a neat idea since Fleet 14 is hoping to partner with the Cleveland Metro Parks in their community sailing efforts.

Sandusky Sailing Club also helped out displaying an Interlake and an Opti. I also contacted all of the other one-design classes in Cleveland and Lorain to no avail.

Our Boat Show Volunteers did get a buyer for a used Highlander together at the Show with the seller so that was a good start. Upon follow up, it may be that, in the end, this buyer may upgrade to a better boat that has become recently available.

In addition, we got 32 people to sign our visitor's log and invitations were sent out to them to join us at our series of Gatherings where they can network onto a crew list. We just cannot handle all of the interest 100% and that troubles me. I need to work on activities that can keep these people interested in the Highlander Class if we cannot find a crew spot for them.

We are planning on a series of demonstration-sail-days where we take out interested people and give them the Highlander Experience. The majority of our visitors chose this option. The other popular options were crewing, HCIA membership and buying a used Highlander.

How can we get the other fleets to do this boat Show thing in their region???

You will be totally blown away about how many people are out there watching from shore what WE do but do not know how to reach us and join us. They see the sails out there on the lake from the shore but do not know how easy it is to

join us.

Every year, time and time again, I hear this from our boat show visitors.

Every time you are out on your Lake sailing, someone out there is watching and wanting to learn how to get out there doing the same thing you are doing.

That is what all of us need to tap into. If we can



take advantage of this, it will help improve our Class immensely.





The time is now to stop riding on the coat tails of all Highlander's that came before us and take charge of our various regions. The various fleets need to find a way to accomplish this. I keep referring to a 1980 Highlander magazine that boasted 6 boat shows where the Highlanders were participating. How did we get away from that?

Fleet 14 will have 17 boats in the race program in 2017 because we have been getting people out of the boat show. Many really wanted to crew and after a year or two or three, they have bought their own Highlander and joined in,

The social trend that we are seeing in Northeast Ohio these days is that with all of the family activities that pull families this way and that, it is difficult to commit to sailing on the weekends. Consequently, our most popular sailing day is Wednesday evening where we often get over ten boats on the line. Many do not race on Sundays because they are doing other family activities with kids sports and the like.

Fleet Building 101

By: Gary Vinicky

Please pass this around to those who will listen.

We always go into these boat shows with the hope that someone is going to walk up to us and plunk down \$28,000.00 to buy a new Highlander. Let's face it, only a seasoned Highlander skipper is going to buy a new Highlander.

When I think back to the early days of these boat shows that the show organizers back then would only allow new, untitled boats in these shows. And for all these many years, we, as a Class, had to come up with front money and build a new boat for these shows. Then, we had to be sure that we could sell it at the show or soon after. On top of that we had to rent the space just like any boat manufacturer but some how we did it.

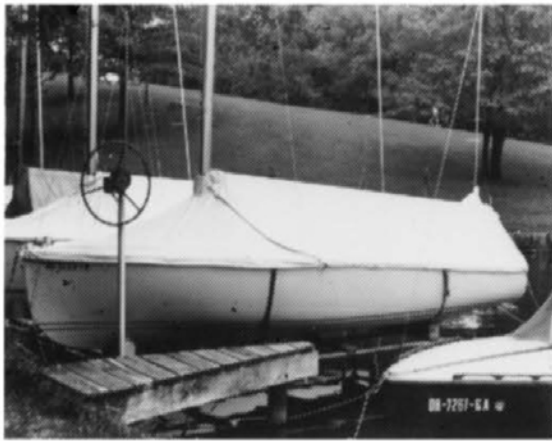
At some point in the 1990's we determined that we could no longer keep up that pace and we dropped out for a while. In Cleveland, guess what happened? There weren't any small sailboats with masts and sails up on display. That

continued on next page...



If we do not make the effort to do this now, we have no body to blame but ourselves and we will let this fabulous life style just fade away. In 1972 we had 450 members, think about it,





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bothered the show organizers who did not want a powerboat only show so they made us a deal.

We can have the space free and we can display older, not-for-sale boats if we exhibit as a non-profit organization so that is how we do it today.

I urge you to go out to the regional boat shows and walk around in these powerboat only shows and talk with the show managers and see if you can talk them into it. Tell them with sails up and a little advertising, it would help their show attendance.

This is why Fleet 14 is one of the largest and most active one-design fleets in the Lake Erie Central Basin today. And every member of Fleet 14 knows how important this is and just plans on volunteering at the Show in January. What better way for a sailor to break up the winter blahs!

There are other ways if you can't find a boat show in your area. On a busy summer weekend when your fleet is out there sailing, have some volunteers cruise the boat ramps and park entrances and look for people watching the sails and inform them how easy it is to get involved with sailing and offer to take them out for a ride. Or have a Highlander set up near a boat ramp on one of these

busy holiday weekends and see if you can conjure up any interest. It is worth a try.

Potential wannabe sailors are out there, you just have to know how to find them.

But whatever you end up doing, you have to do it every year and be consistent. It is all about planting seeds. You will only be wasting your time if you try it one year, do not get good results and quit. Give it a few years of effort and you will be surprised.

Good luck!

Gary Vinicky at the helm of
2003 between races at 2016
Highlander Nationals



2017 Highlander Nationals July 8-13, 2017
 Official Registration Form

Skippers Name _____ Club _____

Address _____ Sail # _____

City, State, Zip _____ Skipper 19 or Younger? **Y N**

All Family Boat? **Y N** Skippers First Nationals? **Y N**

Registration Fee \$185.00 (AFTER May 19th \$250.00) _____

Saturday: Hamburger Hotdog Cookout by Jr. Sail program _____ @\$12= _____
 Children 12 and under (5 and under free) _____ @\$6= _____

Sunday: Berlin Yacht Club Potluck dinner _____ @free= _____

Monday: Pizza _____ @\$6= _____
 Children 12 and under (5 and under free) _____ @\$4= _____

Tuesday: BBQ _____ @\$14= _____
 Children 12 and under (5 and under free) _____ @\$6= _____

Thursday: Banquet Dinner by Sweet Melissa _____ @\$25= _____
 Children 12 and under (5 and under free) _____ @\$8= _____

PACKAGE MEAL DEAL (available only with preregistration) _____ @\$55= _____
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Lunches

Monday: Brown Bag _____ @\$6= _____
 Tuesday: Brown Bag _____ @\$6= _____
 Wednesday: Brown Bag _____ @\$6= _____
 Thursday: Brown Bag _____ @\$6= _____

Shirts:

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___ S ___ M ___ L ___ XL ___ XXL **ONE FREE**
 Additional T-Shirt
 ___ S ___ M ___ L ___ XL ___ XXL _____ @\$20= _____
 Long sleeve Shirt
 ___ S ___ M ___ L ___ XL ___ XXL _____ @\$25= _____

Sponsor a keg of beer _____ @\$150= _____

TOTAL: \$ _____

Send check payable to Tom Sherer at 400 31st NW, Canton, OH 44709
 Contact John Bauer with any questions (330) 204-4666 john@bauer-auto.com



2017 HIGHLANDER NATIONALS SCHEDULE OF EVENTS

Saturday

0800-0930 Breakfast
 0900-1700 Registration & check-in
 0900-1200 Registration & check-in for Women's, Juniors, & Masters
 1255 Warning signal for Women's, Juniors, and Masters
 1800 Dinner & Welcome gathering

Sunday

0800-0930 Breakfast
 0900-1200 Registration & Check-in
 1355 Warning signal for practice race
 1730 Berlin Yacht Club dinner
 1830 Skippers meeting with annual meeting to follow

Monday

0730-0900 Breakfast
 0955 Warning signal; Dinner after races

Tuesday

0730-0900 Breakfast
 0955 Warning signal; Dinner after races with social

Wednesday

0730-0900 Breakfast
 0955 Warning signal
 1900 Warning signal (local racing and all are welcome to join) \$1.00 hot dogs following local races

Thursday

0730-0900 Breakfast
 0955 Warning signal
 1830 Banquet dinner
 1930 Awards with social party to follow

Friday

Clean up and close Nationals and BYC



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E. Jason McCoy

E. Jason McCoy, age 93, died Wednesday, March 1, 2017. He had lived in Canton and Atwood Lake before moving to Seminole, Florida in 2007, earned a BA from Kenyon College where he was a member of Phi Beta Kappa and Beta Theta Phi and a MBA from Harvard University. Jason retired in 1988 from J.B. McCoy & Son as President after 42 years of service. He was a member of Calvary Presbyterian Church where he was an Elder and past Deacon, Rotary Club of Canton where he served as Parliamentarian, Trustee and past President and the Canton YMCA for 60 years where he received the Golden Triangle Award, served as a Trustee and past President of International Association of Y's Men's Clubs. Formerly active in Canton Wholesalers Association as President, Canton Regional Chamber of Commerce as Trustee, United Way of Canton as Trustee, Chairman of the Commerce Division and 28 years of volunteering on the annual appeal, Buckeye Council BSA as Vice President and was awarded the Silver Beaver Award, Canton Better Business Bureau as Trustee and

Junior Achievement of Stark County as President. Jason was a retired Lt. Commander in the U.S. Navy having served during World War II in the Pacific Theatre. Survived by his wife of 72 years, Janet L. McCoy, daughter and son-in-law, Marjorie



and Robert Mapes of Canal Winchester, sons and daughters-in-law, Eric "Rick" and Debbie McCoy of Westerville and Bradley and Dawn McCoy of Charlottesville, Virginia, grandchildren, Kris (Andrea) and Aimee Mapes and E. Jason, Jenna, Bryan and Kayleigh McCoy, great-grandchild Ian Mapes, and sister-in-law, Mary Lou McCoy. Preceded in death by a sister, Jeanne Anne Delor

and brother, Don W. McCoy. Friends may call on Saturday from 10-11 a.m. followed by a service at 11 a.m. at the Lamiell Funeral Home with Pastor Michael Baker officiating. Private burial in Forest Hill Cemetery. In lieu of flowers donations may be made to Rotary Club of Canton Endowment Fund or the YMCA of Central Stark County Endowment Fund.

The 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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Put More Bang in Your Vang

By: Mike Perakis

Our continuing saga in the quest for more speed leads us to the center of the boat to an often known, but sometimes under-utilized little guy: The Boom Vang. I'll break our discussion into two parts. First, the pieces-parts of the vang system, second, the use of the vang. Once again our focus is to make sailing the boat easier. This usually means making the rigging easier or more convenient to adjust. By making the vang one of these easy systems we can gain

boatspeed upwind in heavy air and downwind in all conditions.

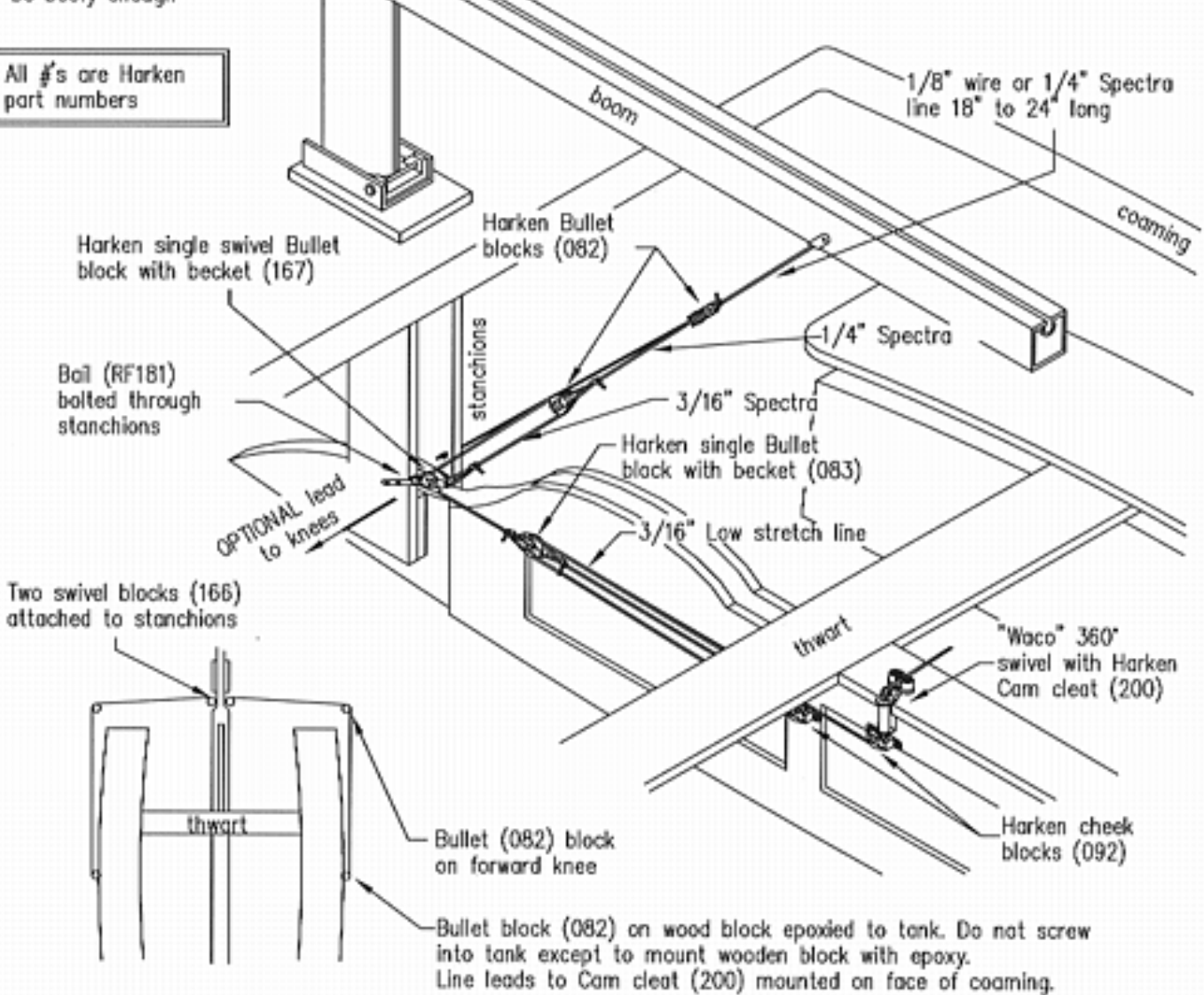
The easiest way to get the crew to use the vang is to make it accessible. A worn out plastic clam cleat on top of the thwart is not an easily adjusted system. A 360° swivel with a cam cleat on the trunk or a double ended system led up to the side decks or the coaming are two accessible layouts. My personal preference is the 360° swivel on the trunk. This location allows adjustment from any position in the boat. The cleat follows the user.



Be sure to use at least a 2 1/2" long bail to attach the blocks to the stanchions (with bolts)
The Layline catalog carries a # RF181 that seems to be beefy enough

If you choose to install a double-ended system, you should put all of the 12 to 1 pulleys between the stanchions and the boom to have plenty of adjustment in the vang. This can be accomplished with far too many combinations to picture here.

All #'s are Harken part numbers



Optional Double-Ended System

I have the middle crew adjust the vang upwind and either the forward crew or I adjust it downwind depending on the wind conditions. I recommend a 12 to 1 system to start. You can increase or decrease the power ratio depending on the primary user on your boat. You want the vang to be powerful enough to bend the mast in heavy air, but not so powerful that an over-anxious crew snaps the boom in two.

As shown in the main figure, two Harken single Bullet blocks are rigged in a cascade arrangement between the wooden stanchions and the boom. The upper block is located about two feet from the boom on a 1/8" wire stop (or a piece of 1/4" Spectra line). Make sure to check the wire stop for broken strands before every regatta. Use very low stretch line (Spectra) in at least these two

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cascades from the boom (these have the highest loads). A Harken swivel Bullet block with a becket is mounted on the port stanchion with a through-bolted bail. The other end of the line from the first block passes through a hole (minimum 2" from edge) in the starboard stanchion and is knotted with a double overhand stopper knot. The line from the 360° swivel turns through a cheek block screwed to the trunk directly beneath the swivel and goes forward to a single Bullet block with a becket, then back to another cheek under the thwart then back to the becket. Make sure to leave enough line in this last part so that the Bullet w/ becket can travel the entire distance between the cheek block on the trunk and the block on the stanchion. This is to ensure plenty of travel for the vang. We don't want to be able to say "if only the vang had a little more slack" after the capsizes.

The detail figure shows a possible double-ended system led to both side decks. With this system, the goal is to keep most of the working pulleys (the power ratio portion of the system) either in-between the stanchions and the boom, or between the bow and the boom. If you have two identical 3 to 1 systems under each deck pulling on one 4 to 1 system at the stanchions you run the risk of bottoming out one of the individual 3 to 1's before you have the vang set as tight as you want it. The opposite can happen with almost any double-ended system. You must have long enough tails on the lines to ensure that you don't run out of line trying to ease the vang in a wicked puff. If the pulling and cleating portion of the line (the part you play with while sailing) is continuous from one side to the other, these limits can be widened. My only real gripe with the double ended vang is that it is a hassle to ease and trim them when sitting down in the cockpit.

Regardless of how you decide to rig your vang, make sure to use low stretch line, at least Bullet-sized blocks, beefy bails on the boom and the stanchions and through-bolt everything you can.

Using the vang is not one of the lost rituals of any jungle sailor tribes. It is simply knowing when and how much to use.

The cardinal rule of vangging is to keep the upper batten on the main parallel to the boom. You have probably heard this a zillion times. If you follow only this rule you'll be set 99% of the time. To set the upper batten parallel, look up at the top batten while sitting directly under the boom. The batten should be in line with the boom. This will ensure that the top of the sail is working the way it should. Play with the vang while you watch the batten. See what happens when you crank it on in light air (it points to windward as the leech stands up) or release it completely in a blow (it will fall way off as the leech twists off to leeward). This is mostly used while reaching or running when the mainsheet isn't pulling down on the boom anymore. For upwind work, the vang is used to de-power the main by bending the mast and flattening the main when you can't keep the boat flat with just the traveler. Ideally, you can get enough vang tension so that the boom won't rise up if you ease the mainsheet in a big-stinkin' puff. This is called vang-sheeting. Still, don't pull so hard that the upper batten points to windward. The vang should not be a set-it-and-forget-it control. The more you use it, the more you'll gain.

I hope this covered the basics. The last rules: **1)** Be careful with wooden booms and masts. They will break if you wail on the vang. **2)** Make sure you ease the vang before you round the windward mark. Even the aluminum booms and masts can break. Good luck!

Want more rigging and tune up ideas? Go to sailhighlander.org —> About The Boat or scan:





Peter John Dolby

Peter passed away on October 11th at age 84 on a beautiful fall day with a view of Lake Norman at his home while he was surrounded by love and support from his wife and three daughters. He was diagnosed with pancreatic cancer only two months earlier.

Peter was born May 13, 1932 in Oakham, the county town of England's smallest county, Rutland. After parochial school, he enjoyed studying for seven years at the renowned Oakham School as a local scholar, then gained his degree in chemistry from Leeds University. He served in the British Army's Royal Corps of Signals stationed in Germany, where he learned to sail on Drummer Lake. In 1955, he joined Imperial Chemical Industries in Manchester, England as a textile color chemist and moved with his work to the US in 1961. Peter met Janet Holloway of Lichfield,



England while sailing on Lake Windermere and they were married just prior to departure for Providence, RI.

When the textile business moved south, Peter was promoted to lab manager and transferred to ICI's new Charlotte, NC plant where he worked for over 35 years.

He was a Commodore of Lake Norman Yacht Club in 1967 its formative years and Junior Program Director helping to organize the program. The family retired to Lake Norman in Mooresville, NC where he remained a competitive sailor, active member of LNYC, and avid bridge player.

Below is the insert from the LNYC Signal that was written By Patrick Rykens for the Highlander section.

Peter joined LNYC in its first year of on-the-water-activity, which was 1963. Peter, Janet and their 3 girls, Jennifer, Sarah and Josie, sailed Highlander #17 for many, many years. Janet named it "Caber" after the 20ft telephone pole that is tossed in the Highland Games in Scotland. Eventually the woody 'Caber' had to be replaced by #923, the Red Boat that Peter has campaigned at least since 1999.



Dick Chapin

Richard Morse Chapin of Mystic, CT died December 6th, 2016 of complications of dementia.

Born in Providence, RI in 1928 to Robert Crins Chapin and Helen Chapin Chapin, he is survived by his wife, Eve S. Chapin, 4 sons and their wives, Robert and Diane Chapin of Preston, CT; David Chapin and Meg Revelle of Raleigh, NC; John and Sue Chapin of Jackson Heights, NY and James and Angela Chapin of St Louis, MO, 10 grandchildren, one great grandchild and 2 brothers, Charles F Chapin of Barrington, RI and William Chapin of Wakefield, RI.

He graduated Phillips Academy Andover 1945 and Amherst College, 1949 with a BA in Math, Phi Beta Kappa. Interested in art, he then spent three years at the University of Cincinnati, graduating in 1952 with a BS in Industrial Design, Delta Phi Delta, the honorary art society.



After three years in the Navy aboard destroyers, he worked as a furniture designer in New York until he opened his own firm, Chapin Designs, in Charlotte, NC in 1966.

He helped found the American Society of Furniture Designers and served as president in 1985-6. He won the Daphne award for Excellence in Design in 1985.

He was completely devoted to his family and passionate about his career, sailing and music.

The family joined LNYC in 1963, and Dick served as Commodore in 1968. He helped found and promote the Highlander Fleet, the Laser Fleet and the Junior Program.

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 Debbie Busbey at 104 Waterloo Circle, Greer, SC 29650. You can also email the ad to her at debbiebusbey@aol.com. The ad should be a minimum of 40 words. Please provide the following information: boat #, price, name, phone numbers, and email address.

Deadline: Dec/Mar/June/Sept 1st for following month's issue.

He, with family as crew, was Club Champion 1966 and again in 1973.

He campaigned his boat "Chapie", a Highlander class center boarder and built the LNYC fleet to be the largest in the class. He was President of the Highlander Class in 1970.

An accomplished musician, he taught himself to play the bagpipes so that there would be a piper at the Highlander regattas. He joined the Charlotte Caledonian Pipe Band in 1970 and was Pipe Major from 1972-1975.

Dick lived a full and productive life and excelled at everything he attempted. Adored by his family, admired by his many friends, he was an unassuming, incredibly patient and true gentle man. He is sorely missed.

In lieu of flowers, donations may be made to Alzheimer's Assn., 19 Ohio Ave., Norwich, Ct 06360



WORD SEARCH

L R Y I Y Y D G C S L O A D T N Z X S L E G R N
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W F E I J L R Y G R K N S S A S W Z Y R H R K M
F Q P G Y A F H T G N W T S A M H O K E A Q W S
W P W W Y M W S K A B M C R Y P X H N T L P T L
Z L O N L U A E L E E Y S X V Z O H J E Y M J F
H I B E A M N S H L Y L H T G U E T W R A P B E
C M H B J Y A I C A X R C J Y Q I I J D R F G U
T Z J E N I S P T P Q V M M B W C L Q T D A C S
H A S D L E S V R O U R K L A K E L V U S W Z G
Z H S I F N U S I R O U F F M L H E R K V R Y A
L I E I R S W X B T N F H T M C C R E T L E C K
R J Y K D D I P P E V J J Z R W H T A Q A M Y Q
P T G L N Q Y M L X M N E S I F Z C Z U Y C B P

SUNFISH
STERN
RUDDER
SAIL
SAILCLIP
BOOM

LIFEJACKET
DECK
MAST
SHEET
HULL

STARBOARD
MASTRING
GASKET
HALYARD
DAGGERBOARD

PORT
BOW
HIKINGSTICK
CLAMCLEAT
TILLER





Highlander Magazine
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ADDRESS SERVICE REQUESTED



2017 Schedule of Events **Tentative**

Date	Event	Host Club or Venue	GP Class
April 1-2	HCIA MidWinters	Western Carolina Sailing Club	II
May 20-21	Mayor's Cup	Eagle Creek Sailing Club	I
June 10-11	Mad Plaid	Cowan Lake Sailing Association	II
June 17-18	Cleveland Race Week	Edgewater Yacht Club	I
June 17-18	Berlin Invitational	Berlin Yacht Club	I
July 1-2	Pymatuning Regatta	Pymatuning Yacht Club	
July 8-13	Highlander Nationals	Berlin Yacht Club	III
September 9-10	The Atwood Harvest Moon Regatta	Atwood Yacht Club	I
September 16-17	Governor's Cup	Eagle Creek Sailing Club	I
September 23-24	Clam Digger Regatta	Greenhaven Sailing Club c/o Avondale Boat Yard	I
October 7-8	Bluegrass Regatta	Louisville Sailing Club	II
October 21-22	Pipers & Pluckers	Lake Norman Yacht Club	II