



The *Highlander*

Volume LXI, No. 1, January 2015

Three Generations of Family Racing



The Highlander

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The Highlander Class
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President's Perspective

Well, it looks like winter has arrived in Ohio from this week's weather and the future forecast. Highlanders are mothballed away for the winter months, but at least we will have our "colored" *Highlander* magazine to get us thru the winter months thanks to Cindy Fisher's organization efforts.

I am looking forward to 2015, to spring sailing in the South. Lake Hartwell is 56,000 acres and 962 miles of shoreline (slightly larger than mother Cowan Lake). It's going to be great to go to midwinters for a long weekend in late March and turn around in 3 weeks and spend a entire week at Western Carolina Sailing Club. They have a large clubhouse, plenty of beautiful club shoreline acres (yes acres) for camping and family activities. There are 95 homes for rent at VRBO.com at Lake Hartwell, so camping/housing is not an issue for this year's Nationals. In this magazine there is additional information about Nationals and an application to fill out so you to can attend.

My goal for 2015 is for local fleet growth. I am challenging each fleet to have 2 new Highlander members with boats by the end of 2015. Fleet captain needs to motivate their fleet members to take their friends out

for a sail and race. I have never met a person who didn't like to be on the water in a boat. The Highlander, with all of its positive attributes—i.e., roomy, comfortable, fast, easy to sail with 1 or 8, etc.—is a great boat to introduce people to sailing. If each fleet works together, getting a minimum of 2 new Highlander sailors in sailing is an easy, realistic goal. If each fleet member takes 5–10 friends out for a sail/race, just look at the amount of people we can introduce to sailing and our great boat. I think we need to use the yahoo group for email and the Highlander Facebook page to stay connected and keep each fleet aware of what other fleets are doing. I'm not currently a Facebook user, but that's going to change next year to promote fleet #4 and Highlander regattas. There are several articles in this quarter's magazine about different approaches to fleet building.

So we all have a lot to do next year with growing our class, but look how much fun it is going to be sailing/socializing with friends and family. See you next spring down at Western Carolina Sailing Club at Lake Hartwell.

Your Highlander President,
Doug Fisher



2015 Highlander Nationals

Notice of Race (“NOR”)

April 24th – April 30th, 2015

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.

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.

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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



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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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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

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Tuesday (Delicious Food)	_____ @\$15.00	_____
Kids 10 and under (Delicious Food)	_____ @FREE	_____
Thursday (Banquet)	_____ @\$20.00	_____
Kids 10 and under (Banquet)	_____ @\$10.00	_____



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 (list the number of Turkey, Ham and Roast Beast each day)

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Tuesday _____@\$6.00 ___T___H___RB _____

Wednesday _____@\$6.00 ___T___H___RB _____

Thursday _____@\$6.00 ___T___H___RB _____

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Make Checks Payable to: *Highlander Fleet 48*

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 Greer, SC 29650

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2014 Pipers and Pluckers Regatta, Lake Norman Yacht Club, Mooresville, NC

Racing a Family Boat as a Family (Cover story)

by Tanner Shultz

The 2014 Pipers Regatta was held the third weekend of October as it has for 49 years. One of the last Highlander regattas of the season, Lake Norman Yacht Club has drawn the class year after year with great hospitality, super sailing area, many camping spaces, and solid race committee. This year was no exception with stellar weather and 24 boats.

The weekend kicked off Friday night with an affordable meet and greet dinner hosted by the fleet. Pedram Leilabady, his wife, Ann, and Fleet 27 served a great meal that was enjoyed by all.

Saturday morning competitors began putting their masts up and watching the wind. Would it really blow 8–12kts, gusts to 15? It sure wasn't looking that way before the skippers' meeting. At the skippers' meeting, some competitors asked if we could sail more races than the NOR had listed. I love sailing and racing so more sounds good; however, my kids are new to competitive sailing so they look at the NOR to see what they've committed to for the weekend. Caroline (14), Wyatt (12), and my dad (75) were all thinking 5 races. Facing the possibility of additional races, my daughter sounded more like Fletcher Christian from *Mutiny on the Bounty*. The race committee saved me and stuck with the rules meaning the number of races total had to be in the NOR, 5 races.

During the short sail to the course the wind began to pickup with strong gusts, powerful enough to garner real attention downwind. The Highlander is a mostly forgiving boat with a big main. Downwind I turn off the ratchet block to ease that main quickly. Real glad I did as a big gust zipped down the water, hit us, moved on, and capsized *Wimpy*, a boat sailed by an experienced skipper and crew. My son was not so sure about sailing after seeing that happen, but *Wimpy* sailed out and started the first race. Big credit to the seat tanks, flotation, and crew work. Thirty years ago that would've been a trip to the dock just to bail the boat dry.

The wind was out of the west northwest steady around 10 with gusts of 12–15. We got off the start line okay but struggled to piece together the first beat. Were the puffs favoring the left, right, or just more velocity? My kids and father reminded me, sail the breeze we have. The race took about an hour with positions changing as boats played a game of Chutes and Ladders (my son's term). We finished third, glad to have a good finish.

The second race featured the fleet getting an aggressive start with a few boats over early. We picked the left. Some folks

picked the right. Rounding the weather mark it was clear. Just pick a side and sail it well. On a family boat, we slow things down a bit at the mark rounding by working to have time to get things done without screaming and panic. Karl Felger said our boat was all arms and bodies, which when sailing with four it does look that way, but the Highlander has a big cockpit, so we never felt cramped and certainly more comfortable than any recent J boat I've sailed.

We worked the puffs and shifts downwind gybing to stay in the stronger puffs or use a change in angle. The attention downwind paid off with a first place finish. My kids and father were overjoyed. Were we sailing that well, to get past boats sailed by Bruce Busbey, Karl Felger, Jason Japikse, Jaime Cary, and other top sailors?

The wind lightened a bit for the third race. We got a good start and used 1007s good boat speed and pointing to squeeze past competitors through the race finishing first again. Saturday's meal was delicious and filling after sailing. My kids were flush with excitement as we headed home in first place for the night. I really was having a hard time believing we were in first with probably the widest spread in age on a boat. My father was having fun seeing his grandchildren learn and enjoy the sport he and I shared as I grew up. With misty eyes we went to bed thinking, could we sail two more races staying in the top place in a competitive fleet with the top five separated by just 6 points?

Sunday dawned with lighter wind to start, plenty of 30 degree shifts, and a target on our backs. The first start was a general recall showing how anxious the whole fleet was to go at it. Thank goodness, as we were over with many others. We started too conservatively on the next go, burying ourselves in the fleet, and setting the stage for a grinder of a race as every boat we could catch counted. We rounded the first mark around 12th–15th place trying to see where everyone else was. My father and daughter reminded me to just sail the best we could. My crew did a fantastic job with super gybes and spinnaker trimming that helped us take advantage of the shifts downwind squeezing past boats one at a time. After three laps we ended up shooting the line against John Wigney and his crew to get one more boat. Was it enough? I couldn't tell, but my son commented it was the most intense race he had

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sailed and it was fun. What a motivator! The last race was also close among the top teams to start, but Karl Felger and Bruce Busbey got away downwind and just extended until the last upwind leg. Wind was lightening up now. The left had more velocity as we closed the gap on Bruce Busbey, Angie Wiggins, and her son Jordan. Could we catch them? I was convinced we needed that place to beat them in a tie. It looked doable, but the *Moby Dick* crew got moving and squeaked across the line in second with us taking third.

Sailing in we congratulated one another. I gave the helm to my daughter and had a relaxing sail. My father and kids all agreed we had given our best. Second was really good in this company sailing as a three generation family. Seriously,

what sports could you field a competitive team made up of a grandfather, grandchildren, and a father or mother, while having fun? There aren't many sports and in sailing, for what a Highlander costs, its accessible to a wide range of people.

The real shocker: I miscounted our total points, convinced my kids we were second, and then discovered at the trophy presentation we had sailed well enough together to win by one point. Receiving the trophy, looking at 48 years of names on the trophy, I noticed the more recent winners had the crew listed. It should be that way, I didn't sail the boat. We sailed the boat. The Shultzs: Tanner, Kirk, Caroline, and Wyatt. Three generations in a boat Sandy Douglass designed to be sailed by families.

Treasurer's Message

By Cindy S. Fisher

Leaving the 2014 sailing season with great sailing memories for some; others not so much. Activity in the class is low; or at best status quo. As a class we need participation, growth in fleets, and new fleets to start. I am excited to say we have a gentleman, Gary Smith, who bought Highlander 589 and restored it. Gary is out of Chattanooga, TN; he would like to start a fleet. He is working with a few others to restore other Highlanders. Please reach out to Gary and say "hello," smithsailor@att.net. I think they may be looking for parts and pieces. In this issue of the *Highlander* there are some really great regatta articles. This is how we grow our class; take someone with you in the 2015 sailing season to a regatta; show them the fun we have. Also, as a reminder Nationals is early this year. Fill out your registration in this issue and return it to Bruce.

I read an article from Saving Sailing (savingsailing.com), "Sailing is Hard. That's Why It's Good." I'd like to share part of it. I hope it inspires you.

"As a rule, sailing is dynamic; every moment potentially different from the previous or the next. It's an exercise in free-form adaptability, best guesses and finesse informed by past experience and better judgement. But alas, sailing has been organized in an attempt to try to make it easy. We've positioned it against other easy things like video games and bingo, and in doing so, we've made it disposable, and even boring.

"Many sailing programs have gone wildly overboard in terms of structure. Youth sailing is often about repetition and routine, since the only long range vision is an Olympic berth where lottery probabilities apply. For adults, a sailing class is often a shrouded pitch to 'get you into your own boat,' so it's more about simple gear and just-enough instruction. Talented sailing instructors are often stuck teaching the same thing year after year after year on the same boats, with the same sails and at the same time every day. And very few people are sailing



for the sake of sailing. How often, for example, have you seen sailing school boats on the water in the middle of the night?

"It's time to break every one of these paradigms. Step one is to just go sailing and take your friends. Step two: consider volunteering to create new, innovative offers at your club or center that celebrate the complexity of sailing. Here are some great new ideas brewing around the country.

"Toddler sailing: Put parents and kids from 2-5 in boats together.

"Night passages: Share the magic of sailing all night long.

"Destination racing: Instead of racing around plastic buoys—race to places, and include shoreside skills as a race element.

"Rebuild to own or share: Donated boats refitted by teen/parent teams become the boats of the refitters or part of a shared fleet.

"Different boat every day: dinghies to keelboats to multihulls to sportboats all in one program.

"Think these ideas might be impossible? Can't insure them? Can't find the volunteers? Not the way you've always done it? Not sanctioned? Sure, change is hard, and that's the point. Sailing is hard too, but it's within reach and it's always worth it."

—
"A good start is a willingness—even eagerness—to work beyond the call of duty, a sense of fair play, and a recognition of opportunities before and when they arrive. In other words, it is important to find a course and steer to it!" —James Rorimer



Eagle Shines at Atwood

by Gary Steinbach

September 5th brought the start of the 65th annual Harvest Moon Regatta. As Elaine and I cruised down the highway towards the Friday night party, we talked about 30 years of memories. We met at Atwood and learned to sail there. Over the years the quirky conditions unique to inland small lake sailing have left many fond memories of crazy events that happened to us and others.

We arrived early to set up the boat and then relax with old friends. Being a multi-class regatta we saw a number of people for the first time in a year. By early evening the bar scene was in full swing. At 8 p.m. complimentary beer, dogs, and pizza appeared on the porch. This club really knows how to throw a party. It had been a long week, so we called it a night relatively early. We just can't party like we used to.

Sailing at Atwood is challenging at best and downright frustrating at worst. The irregular shape of the lake coupled with the abundant hills causes the wind to do unpredictable dances. I

won't deny local knowledge plays a part racing there, but even long time Atwood sailors can get caught in the wrong place. The forecast for Saturday was overcast, 60s, chance of rain, wind WSW 7-12, with a cold front to pass late in the afternoon. The one design PRO, our own Harold Bauer, took the fleet to the north end of the main lake. I think this was the first time in almost 20 years we sailed there.



Our course overlapped the keelboats, which caused a couple of interesting incidents. Racing skippers really should know windward and leeward rights as well as port and starboard.

We had 4 Highlanders, about 20 Thistles, and 7 or 8 Scots. At the start of the 1st race we tangled with Bryan Hollingsworth causing both of us to be over early as Bob Bauer and Dan Hopkins took off cleanly. After restarting, we split tacks with the other three and found an Atwood shift (~40 degrees) that put us close to the others at the top mark. By the end of the second run we had found enough shifts to take the lead and finish first. The wind was at the top end of perfect for Elaine and me to sail well.

The rest of the afternoon was one of those days old guys like me dream about. Clean starts, hitting the shifts, and good competition with Dan, Bob, and Bryan made it a memorable day. We swept 3 more races. After the Thistles started the 5th and final race of the day that cold front made its appearance. A 90 degree shift and a jump to 20+ wind caused Harold to blow three guns and hoist the abandon racing (we assumed) flags. The sail back to the dock was challenging.

With brew in hand, we waited for the doors to open for the famous Harvest Moon hors d'oeuvres party. They serve so much food that no one needs dinner later. We relaxed and unwound with our fellow sailors, swapping stories as always. The band started but we were too tired to listen long, another early night.

Sunday morning dawned with fog on the lake and no wind to be found. Harold waited for wind as long as he could but none arrived. Oh well. This happens often at Atwood. This year we had both great sailing and a great party. No wind Sunday didn't spoil a super weekend. The regatta was over and we took home a rare 1st place. We hope next year we can convince a few more Highlanders to join us for the 66th edition of the Harvest Moon.

Governor's Cup

by Jamey Carey

September 13th and 14th the regatta circuit took us to one of our favorite regatta venues, Eagle Creek Reservoir near Indianapolis. The 2014 Governor's Cup was very similar to this year's Eagle Creek Sailing Club's Spring Regatta (Mayor's Cup) in that the Highlanders had a small, yet very competitive fleet.

My brother Jay has heard Tanya and I speak very highly of the regattas at Eagle Creek, so he agreed to be a "Mojo" for the weekend to check it out. Fortunately the conditions at Eagle Creek lived up to the hype, as the winds were perfect for Highlander racing! We had 8-12 mph winds straight from the north all day Saturday, which enabled the RC of the day to set up huge windward-leeward courses. With the north-south orientation of the lake, these were truly "champagne" sailing conditions on "Eagle Ocean." Per usual, the Highlander racing was very close all day. In the first three races there was

never more than five minutes between first and last place, and that was after races that were approximately an hour long!

Our good friends Jason and Kaity Japikse were sailing the #2006 boat "two-up." Most of the time on Saturday sailing with only two people was not a disadvantage. But when the wind was on the higher end of the scale, we did our best to exploit the fact that, by virtue of having three on board, we had more rail-meat than the #2006 team. This allowed us to take the first three races, but in every race Jason and Kaity were either over-lapped with us at the finish, or else right on our tail looking for a passing lane. It was very exciting racing. Actually we thought we were going to get a little help from Bryan Hollingsworth and the #876 Blind Hog Team in race #2 as half way up the last beat they were leading Jason and Kaity by a boat-length. We were watching their battle when we heard a sound like a .22 gunshot and the Blind Hog team

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turned and sailed off towards the dock. Later we were told that the forestay under the deck had broken, and they were forced to head for shore with only their jib holding up their mast. It was time for Bryan to “get engineering involved,” and unfortunately that meant they were done for the day.

Race #4 was a bit of an anomaly. While the first three races had been very close with less than five minutes separating the entire fleet, during race #4 the fleet spread out to the point that there was nearly five minutes between every position. This was actually kind of a nice break, as with little chance of catching the boat in front of you and no pressure from the boat behind you it gave us all an opportunity to slip into “cruising mode” and really



enjoy the ideal sailing conditions Eagle Creek provided on this beautiful day. Jason and Kaity won race #4 by a huge margin.

As I mentioned before, this was Jay's first experience at Eagle Creek. The wind blew steady in the 10–12 mph range after the racing, which gave us an opportunity to give Jay the “Eagle Creek Full Monty.” That is to say we made multiple trips from the water intake at the north end of the lake to the dam at the south end, then sailed into Rick's Boathouse for drinks and appetizers, and still had time to sail back to the club in time for dinner. It is always a treat to sit on the patio at Rick's with a cold beverage while enjoying the view of your boat bobbing happily at the dock, and this feeling is even better after an awesome day of sailing with great friends.

There was nice wind in the channel headed out to the lake for Sunday morning's racing. We already knew we had a huge target on our backs for the #2006 team to shoot at, and we had a good laugh as we sailed away from the dock to Jason serenading us with his rendition of “It's a great day for me to whoop somebody's ass.” Unfortunately for all, the wind stayed in the channel and there was nothing happening out on the lake. After patiently waiting for the breeze to build, racing for the day was canceled.

With the nice venue, great friends, awesome food and full-tilt parties, Eagle Creek is a great place to be regardless of the weather. We really need to show some more Highlander support to these two multi-class regattas, Mayor's Cup in the spring and Governor's Cup in the fall. Team Mojo plans on attending them both in 2015, and we hope to see you there!

Larry Klein Trophy

The Highlander class awards the Larry Klein trophy annually to the skipper that beats the most boats during the course of the weekend regatta series. It is given in honor of longtime Highlander family member and sailing great Larry Klein who passed away in 1996.

Last year Doug Fisher broke the 10-year Larry Klein award winning streak held by Jamey Carey. This year I guess it was my turn to pile on, but not by much! The scoring was tight heading



Larry Klein (second from the left) enjoying a little after race chat during the 1975 Nationals.

by Bruce Busbey

into the Pipers, which of course is the last regatta of the season. The Careys, Bauers and Japiksés put up a fierce battle, but in the end the whale prevailed (*Moby Dick*). Tanner Shultz picked a good regatta to win as he took the Pipers this year, which had the highest attendance (24 boats) of any of the events. That victory nearly vaulted him ahead of Rob Spring for fifth in the standings even though Tanner only hit two regattas this year.

Jamey and Tanya easily drove the most miles and hit the most regattas on the circuit. In fact they attended all but one regatta (the Clamdigger) this year! The Careys were closely followed by the skipper tandem of Mike Shayeson and Jason Japikse who made it to seven events (one less than the Careys). Rounding out the top five regatta attenders were the Busbeys (5), the Bauers (5), and the Steinbachs (4).

This year we had 60 skippers in the running and good participation at a number of the events. I think many of you would be surprised at just how close to the gold you were. Just another regatta here or there and voila, you would be in the hunt! The great thing about the Larry Klein trophy is that every skipper can score points at every regatta. The more regattas, the more points you get. Hopefully next year you'll add at least one more regatta to your schedule, and who knows, it might be you writing this article next year!



Clamdigger Regatta

by Bruce Busby

The first ever Clamdigger Regatta was held up in Westerly, Rhode Island, which by the way is famous for.....wait for it.....its clams! Don't get me started on the whole clams thing up there... there's clams casino, clam cakes, steamers, fried clams, clam chowder. Ok, you get the idea. A total of 11 boats participated with 5 coming from out of town and 6 local boats (which includes the nearby town of Stonington). Our hosts in this beautiful area of the country were none other than the traveling Rhode Island minstrels from fleet 47 (Mac Cooper, Jeff Curtin, and Rick(y) Brown) along with the rest of the hearty fleet members.

Because we knew the drive would be somewhat long, my wife, Debbie, and I decided to make a mini vacation out of the trip. We left on that Thursday and spent the night in one of my mecca's (Hershey, PA). We awoke on Friday to a beautiful fall-like day and proceeded to the Hershey's Chocolate World for a visit before continuing the drive up to Rhode Island. By the way, after arriving at Chocolate World, we pretty quickly realized there was going to be a great perk for traveling and exploring during the third week in September. The kids were all back in school and the tourist volume was way down (actually limited mainly to retirees)! So it was awesome!!

After sadly leaving Chocolate World, we continued our drive up through Newark and New York City, which was a really bad idea on a Friday afternoon. For those of you planning on attending next year, I would recommend taking a slightly longer route in order to avoid that general area. This strategy resulted in a much less stressful drive on the way home.

In the end, we safely arrived at Mac Cooper's Avondale Boat Yard where the regatta was going to be staged. The scenery was very cool and met our expectations of the typical New England coastal region. Our hotel choice (Breezeway Inn) turned out to

be perfect as the hotel was very well kept with nice fountains and grassy areas. And don't forget what I mentioned earlier... no vacationers! So it was quiet and only a 3-mile drive to the boat yard and ½ mile to the beach, which was an added bonus.

We awoke Saturday to another beautiful day with plenty of sunshine and 12–15 mph breeze. The day got even better not only for us but also for Gary and Elaine Steinbach. It turned out that Jeff Curtin had found us each a third crew AND they were both experienced racers! Oh, and I should mention they were husband and wife, which can sometimes make for increased competition on board if they are racing on different boats. This turned out to be case on our boat as we took Mallory (the better half) with us and Gary took Rob. It actually made me try harder knowing how much she wanted to beat her husband. What's up with that anyway? Aren't we husbands and wives supposed to be on the same team?

Finally, we were ready to put the boat in the water and head out for Saturday's racing. I had heard about the crane lift over the dumpster but still hadn't seen it happen until our boat was being lifted. If you haven't ever seen your boat 15 feet in the air on a crane being moved over a dumpster and finally placed in the water, you don't know what you're missing! It was quite the sight for the uninitiated but knowing that I was in the capable hands of Mac Cooper with a beer in one hand and the other on the controls made me feel a whole lot better... just kidding, Mac. Mac actually had a beer in both hands and was controlling the crane with his feet. Ok, still kidding, the crane lifts went flawlessly and Mac was sober the whole time.

As I said, the day was beautiful and the race committee knocked off 4 great races. The local talent proved to be quite tough as they mixed it up pretty well with us out-of-towners. In particular Chris Hansen, who ended up finishing in third place overall, and Mark Steinmetz, who placed fifth, had solid races over the entire seven race series. And other locals, Jay Spaulding, Jeff Curtin, and Rick(y) Brown, each had some impressive performances. In fact Rick(y) and his wife Carolyn won the Thor award for two handing the regatta in winds that at times were gusting up to 18 mph (I just made that award up for this article but it seemed worth mentioning). However, not to be outdone by the locals, Gary and Elaine Steinbach along with their pro-crew (Rob) had a great day racing and posted a bullet as well. Although I think I saw our third crew (Mallory) blowing raspberries at her husband Rob during the races. Can't be sure.

The dinner Saturday night was awesome. All party goers got to take the scenic 1 minute and 38 second water shuttle from

The "dumpster lift" being performed on my baby, Pequod.



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Jeff Curtin appears terrified about what his daughter is about to do...although their middle crew seems to be enjoying it!

Mac's place over to the Greenhaven Marina where the dinner was held. The dinner itself consisted of many of the local cuisines including clear broth clam chowder, stuffed clams (or Stuffies), Sopressata (or Soupy as the locals say), locally caught stuffed haddock, and excellent steaks.

After dinner the discussion progressed to clams and how the regatta got its name. Turns out that at low tide it was possible to drag the centerboard in the sand along certain areas while sailing out of the river. The dragging centerboards can actually dig up clams and hence the name, "The Clamdigger Regatta." Also we found out that the seals, which can be seen sunning themselves on the rocks, are called "dry seals" when they're on the rocks and "wet seals" when they're in the water, which I thought was very insightful. Oh, and we also found out that Taylor Swift's house is located very near to the racing area, so, yah, there was that interesting tidbit too.

Guess what? Sunday was another beautiful sunny day with winds blowing again between 12-15 mph. The race committee did great job of banging off 3 more races before calling it a day. In the end the *Pequod* boat won the 7-race regatta with some awesome crew work by my wife, Debbie, and Mallory. I really had a blast letting them run the boat while I checked out Taylor Swift's house (but not in a stalker way). I think it

was also nice that our boat named *Pequod* won the inaugural Clamdigger Regatta up in Pequot Indian country. For those of you that don't know, it is believed that Herman Melville named Captain Ahab's boat *Pequod* after the Pequot Indians.

Following the regatta, my wife and I left the boat at Mac's and headed up to tour Boston for a couple days. The weather up there was, say it with me, "beautiful and sunny," and we had a very nice time there as well. I highly recommend attending this regatta next year and in the years to come. It was a great time and the destination was worth the trip.

Top: Here we are rounding the leeward mark looking intently for wet and dry seals.

Bottom: The competition at the weather mark was tight as Ricky Brown and wife, Carolyn, in their boat Mayhem show how two handing is done.



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Bluegrass Regatta

by Aly Bauer

Just to preface this article, Aly Bauer has been a great addition to the Highlander class and a stalwart crew on the regatta circuit. She always has a smile on her face and is fearless when it comes to the big winds. Her dad (John Bauer) and I (Bruce Busbey) thought it would be a nice change to have Aly give her perspectives on the regatta. So next time you see her at a class event make sure to say "hi," she may be leading you around the course someday.



This is my first time writing an article for the *Highlander* magazine. I just turned thirteen in September. While I understand that the article is normally written by the regatta winner, I am writing this article from the second place perspective (mainly because my dad and Bruce Busbey coerced me into it).

We left our home in Dover, Ohio, at approximately 3:00 p.m. on Friday. Normally, it would take about six hours to arrive in Louisville, but when you have a brother and a sister both under the age of three, it takes eight hours with extra "potty breaks." We arrived at approximately 11:30 p.m. We spent the night and woke up early the next morning. We arrived at the clubhouse with the wind blowing eight miles per hour while gusting in the low twenties and building!

The races were eventually called off for the day due to high winds. Fortunately, I was able to make good use of the free time to get my homework done for school on Monday. During the afternoon the wind was still building and my Uncle Steve

Bauer had the opportunity to go out on a laser provided by local Ed Spengeman. Steve was flying out on the water. The spray from the water was rolling over the top of the boat and Steve was drenched. He looked like he was having a blast. After dinner, the wind was starting to calm down but the sun was setting so there was no time for racing. We went to bed and woke up early the next morning.

Sunday morning, we finally got to go out on the water due to the wind being calmer at about five to eight and building (again). We had a total of four races and the wind kept increasing throughout all of the races. I'm not sure what the wind speed was at the end, but we were hiking hard and there was lots of spray. I sailed with my dad, John Bauer, and my uncle, Steve Bauer. All four races were consistently the same wind direction with larger and larger puffs. We sailed a one lap windward, leeward, windward course. The start and the first leg to the windward mark seemed to determine where we finished. We ended up with finishes of third, second, tenth, and second again. Bruce Busbey sailed a very well put together series. I would like to congratulate him and his team on winning the 2014 Bluegrass Regatta. We ended up with a total of seventeen points and second place. I have been coming to this regatta for four years now and keep coming back. I had the wonderful opportunity to sail the Highlander and enjoy sailing it so much. In fact I am writing this article in our van on the way to the 2014 Pipers Regatta. I hope to see you next year in Louisville at the 2015 Bluegrass Regatta.

Bluegrass Regatta Results 2014

Boat #	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Points	FINISH
2007	Bruce Busbey	4	5	1	1	1	12	1
925	J & S Bauer	3	2	2	6	2	15	2
1002	Jamie Carey	2	4	4	5	3	18	3
960	Neal Deaves	8	3	3	2	4	20	4
927	Brek. Hollnigsworth	6	6	7	4	6	29	5
2002	Ed Spengeman	1	1	8	10	DNS	32	6
1008	B & G Deaves	10	7	5	7	5	34	7
978	Pat Passafiume	5	8	6	3	DNF	34	8
840	Jim McBee	7	9	9	8	7	40	9
709	Keith Kenitzer	11	11	10	9	8	49	10
989	Bob Bauer	9	10	DNS	DNS	DNS	55	11



Pipers Regatta 2014

by Pedram Leilabady

We had 24 boats and over 70 sailors taking part in the 48th annual Pipers Regatta at Lake Norman Yacht Club this past October. If you are one of those who joined us, thank you very much for being part of what turned out to be a wonderful weekend of sailing and racing. We had a number of “firsts” at this Pipers: a wonderful seminar hosted by Dieball Sailing, an enlightening roundtable discussion session, and recognition of the Young Skipper of the regatta.

Things started off on a beautiful sunny Friday morning with boats and sailors gathering for the shore session of Dieball clinic. A very special thanks to Bill Wiggins of Dieball Sailing for hosting this event, which was a HUGE success! The clinic provided a comprehensive boat tuning and boat tactics seminar for attendees. The shore session consisted of detailed measurements of each boat. Measurements included forestay tension, mast rake, and, for those boats with the mast down, spreader diamond tensions. Several boats made needed adjustments and helpful analysis and suggestions were provided. It was a great opportunity to ask a variety of questions regarding tuning and trim in varying conditions.

The afternoon session was held on the water where marks were placed no more than 100 yards apart in a diamond fashion. Initially, emphasis was on proper and efficient rounding of marks with emphasis on keeping the boat flat while rounding. Then a number of starts were initiated around this very short course, which served to bring home the importance of proper starts and mark rounding and how to do these better. After the water session, participants received a wrap up from Bill including some video examples from the water exercises. A general discussion of tuning and tactics concluded the excellent seminar.

Tom Raymond of LNYC summarized his take on the rounding techniques with the following guidelines. **Windward mark:** 1) Prepare with main sheet primed to immediate let out, vang off as you round, 2) Spinnaker up before the pole, 3) Aim for the

mark and jibe without pole up if necessary. **Leeward mark:** 1) Don't let boat heel, main should lead the jib at leeward mark, 2) Crew should emphasize hiking rather than cleaning up all the spinnaker stuff, 3) Pass leeward mark going upwind (i.e. don't aim for the mark, aim to the right of the mark). Thank you once again to Bill Wiggins and Dieball Sailing for hosting this event.

And the weekend kept getting better! Saturday and Sunday the competitors enjoyed five races altogether. The winds were 8–12 knots, skies cloudy but no precipitation, not too cold and not too hot, simply a perfect mix for sailboat racing on one of the best venues in the southeast. The first race on Saturday was a fairly long WL3 course with a Gate at the leeward mark, which combined with 12-knot winds acted as a *good* warm up for the rest of the regatta!

While waiting for the sequence for race 2 to start, the PRO decided to post a WL5 course signal (as a teaser, of course) to see who was paying attention! Almost within seconds of this post, and in response to highly spirited verbal *queries* from skippers and crew alike, the signal was reverted to reflect the correct—and a more humanly possible—course setting.

The highlight of the race 3 was the capsizing of Highlander 2001, skippered by Karl Felger with Bill Wiggins as crew. In truth, the highlight was not so much the capsizing itself, but the incredibly quick recovery from finding yourself in a water-filled boat to persevering to finish the race in the 6th position in the 24 boats taking part! Truly an outstanding performance—well done team!

After a fairly taxing workout for most on Saturday, sailors and family retreated to the clubhouse for an evening of relaxation, good food, and wonderful company. The evening featured the *premier* of Highlander Roundtable Chat at the comfort of the clubhouse, mediated by Bruce Busbey of WCSC. Needless to say, there were a few spirited discussions about many topics! However, the general consensus was that having the race winners from the day to discuss their strategy and thoughts would be a good idea for future events where a large number of boats are present. Additionally the call was made to encourage younger sailors to come race and sail with more experienced skippers. We need to see if any of the top skippers would be willing to take some of our college-level sailors on as crew for Pipers next year. A good part of the discussion was also devoted to the merits of the Class, perhaps requiring skippers eligible for a ranked position at the Nationals to have participated in a minimum number of HCIA regattas during the prior season—similar to what the Thistle Class Association has in effect, for example. Our sincere thanks, once again, to Bruce Busbey for leading this event!



After the Roundtable Chat, it was time to feast on Carolina smoked pork, which was followed by the real races of the day... *The Carolina Racing Crabs*, where everyone is a winner when it comes to having fun and sharing laughter!

Sunday, the weather held up with more of the same wonderful racing conditions. Two races ran in the morning to conclude the regatta. Congratulations to Tanner Shultz for placing 1st in the regatta. The Shultz boat (Highlander 1007) also took home the award for the Highest Finishing Family boat—please see Tanner Shultz’s article “The Family Boat” in this issue of the *Highlander* magazine. Congratulations also to the other top finishing skippers: Busbey, Felger, Japikse, and Carey!

As mentioned above, yet another first at Pipers this year was the award to acknowledge the highest finishing “Young Skipper” of the regatta. Kiersten McDonald and her crew from UNC Charlotte Sailing Club (CSC) (<https://www.facebook.com/unccsailing>) received this award. CSC was founded to provide a community for students interested in sailing and sailboat racing. CSC strives to promote and coordinate activities for students to meet experienced sailors, improve their sailing skills, network with other sailors, and provide development opportunities in the

areas of sailboat sailing and racing. CSC currently has over 50 members with almost a quarter of whom regularly participate in various sailing event at and around Lake Norman region.

As a note to all Class members participating in future regattas at the LNYC, particularly if you are travelling from distant locations, please remember that should you ever find yourself shorthanded crew wise, do let us know and we can arrange for young, enthusiastic, and able bodied CSC sailors to help you out. CSC is planning to have sailors attend the HCIA Midwinters at Western Carolina Sailing Club to start the 2015 season off. Happy to see young sailors competing in Highlander regattas!

In conclusion, Fleet 27 at LNYC would like to extend a very warm thank you to all the sailors, especially those traveling from distant places to be with us at Pipers 2014. In particular those from the following yacht clubs: Western Carolina, Louisville, Crown Lake, Port Huron, and Berlin YC who showed up with highest number of boats, deserve a special mention. If you did not make it to Pipers this year, you sure missed out on a lot of fun and excitement! Make sure you pencil in Pipers 2015 on your calendars for next year!

Thoughts on Fleet Building

by Pete Breidenbach

I was asked to write an article from the perspective of a long-time Highlander Class participant about what I’ve observed over the years that contributes to fleet growth. We know we have a great boat and a lot of very good sailors have competed in the class over the years.

The trend in my fleet in recent years has seen Highlander owners getting older, becoming less active, and eventually giving up competitive sailing. The boats are still here, maybe in a barn or put on the lift in the spring only to sit there until time to store for the winter. The owners seem to be willing to sell their boats but are not very proactive in accomplishing a sale. They would like to have the boat remain in the “home” fleet and so are not very aggressive in advertising the availability very widely. Last fall I approached one such owner with a proposition. I offered to clean up his boat, get it rigged and in a dock so that potential new club members could see an available Highlander, kick the fins, and potentially take a sail in it or take a sail in another Highlander if insurance or other matters were an issue. Unfortunately, my personal circumstances did not enable me to follow through this year, but that boat and one or two others at our club could be set up this way next year. A fleet effort to get one or two boats ready for sale would provide a lot of potential to get these underutilized Highlanders back on the water and potentially back to the starting line. These are not old boats. They are 800 and 900 hull numbers that could be rigged to be very competitive boats.

Many years ago my father and a couple of other Highlander owners proclaimed themselves the Highlander Indians. If there was a prospect for a Highlander, one of them would be willing to

sell his current boat and move up to a new or newer Highlander. I can’t recall exactly what their track record was, but I do recall that at that time there was an expansion of the Highlander fleet at Indian Lake and most of the Indians moved to newer boats. I saw a similar approach used to build another fleet in our club and to become the largest and most active fleet. Having a boat or boats readily available will generate sales and build the fleet.

Finally, I am sure that our Highlander owners are welcoming and friendly at our home clubs, but I think we can really encourage growth by being the ones to go out of our way to welcome newcomers to our clubs and invite them to sail with us in a Wednesday or Sunday race. I have heard a number of club members comment that so and so was the first person to welcome me and show me around the club. People remember and respond positively to someone who makes them feel welcome.

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