



The *HIGHLANDER*

Volume LXII, No. 1, January 2016



Tanya Carey enjoys a view from the deck of MoJo at 2014 Pipers

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President's Perspective

As your class president I'm writing this letter to you on a fall day with the weather outside approaching winter. Change of seasons are always great as with that of life.

This year we changed Highlander nationals date and location time which went well at Lake Hartwell. The event was well attended with fluky southern wind 'til Thursday which was the last day of nationals. The fall regattas were also well attended with a couple new regatta winners and several experienced skippers with 100's of regattas races under their belt. It's always good to see new faces compete in our Highlander class.

Our Highlander board meeting occurred last week and several items were discussed. Nationals will be located at Indian Lake which is kind of centrally located for most our class. Indian Lake has over 5,800 acres of water to sail in and a large central open bay area which they typically race in. The biggest local knowledge that I received from Indian Lake previous racing is do not let your crew sit on the centerboard truck due to existing tree stumps located in the lake. While on shore conditions will be snug due to limited real estate that they have on the grounds but there will be plenty of local hospitably. More information on 2016 Highlander nationals to follow in this newsletter.



Too Fish at Mad Plaid
Photo: Dave Surber

An additional item spoken at the board meeting was Allen Boat Works is relocating to another facility space at his new shop is limited. Tom Allen has requested the last several years for our class to pay for our boat mold storage which we never addressed. He is now requiring payment or requesting the Highlander class to store the molds off site (which isn't really an option). Our class is going to implement a yearly fee for all class members to cover this additional new expense we have as a class. Additional information on this topic will be included with your dues.

The regatta schedule for 2016 will be posted on our website as soon as all the fleet captains respond with regatta dates for next year. It's always hard to schedule regatta dates that don't conflict with other regattas, local club sailing events, and family commitments. Fleet

captains: please respond directly to Boyd Barnwell so we can post the Highlander regatta schedule for next year.

Regattas for 2016 kick off next year in late March or early April so get your boats ready this winter so you can attend Mid-Winters at Lake Hartwell, then in mid-May for the Mayor's Cup at Eagle Creek in Indianapolis, Indiana. Highlander class please enjoy the holidays and winter months and see everyone soon at Lake Hartwell for mid-winters.

- - Doug & Cindy Fisher



Highlanders at Eagle Creek September 12 & 13.

Photos: Microseconds Photography, Manjit Trehan

Eagle Creek Governor's Cup

Place	Skipper	Boat #	Race 1	Race 2	Race 3	Race 4	Race 5	Total Pts.
1	Jay Carey	906		2	1	2	1	7
2	Jamey Carey	1002	2	3	2	1	2	10
3	Bryan Hollingsworth	876	3	1	3	3	3	13
4	Parish Cameron	934	4	4	4	4	4	20
5	Bob McCoun	861	5	5	5	5	5	25



Harvest Moon

By Bob Bauer

The Atwood Harvest Moon regatta this year was the 65th annual regatta for Atwood Yacht Club and Highlanders have been there most of those years as well as Flying Scots, and Thistles. Although there were only 5 Highlanders, the racing was close. We would have had one or two more, but my brother, Harold, his wife, Stefanie, along with son John were called on to do race committee. And a fine job they did in rather trying conditions. We had wind from 5 to 18 and about as shifty as you could get.

Only 3 of the 5 boats started the first race. Dan Hopkins decided to sit this one out since he only had 2 aboard. Rob Spring was late getting his boat in the water and missed the first race. The three that did start, Gary Steinbach, Steve Bauer and us, kept it tight. The lead changed many times over the course of the race. Atwood is one of those lakes that are a great equalizer. One minute you are on a great lift only to be hit with a 45 degree shift the next. It never fails that when you think you can make the mark, you get the major header and other boats do make the mark. The shifts seemed to be more in our favor which helped us win with Gary, second, and Steve, third.

The second race held the same puffy, shifty conditions, but did not favor us at first. Steve jumped out to an early lead with Rob on his heels. Rob and Steve traded the lead until the last leg. Due to a major shift that caused us to auto-tack, we were forced to go left when everyone else went to the right side of the course. We thought we were doomed to third place when we tacked for the finish, since Steve and Rob had a great heading. Fortunately for us, the wind gods gave us a big lift allowing us to get second behind Steve and just barely ahead of Rob.

The third race start was a bit different. The race committee had said that they would

start any fleet as soon as all boats were finished. In this case, during the second race three Thistles capsized which meant they had to wait till those boats got bailed out and finished. This meant that the Highlanders started first, so we were all scrambling to get to the starting area. Rob and I were able to start on time, but Gary and Steve were late. As noted before, Atwood equalizes things. By the time we reached the first mark, both Gary and Steve were right there. Even though it was just Rob and Joyce sailing, they managed to round ahead and stayed that way through much of the remainder of the race. Steve was second with us, third, and Gary, fourth.

By the time we started the fourth and final race of the day, everyone was getting a bit tired.



Bob, Jessica, and Sue Bauer

Photo: Gayle Kaufholz

The constant changes in direction and velocity were taking a toll, at least in our boat. The fourth race did not go as well as we would have liked, since we ended up fourth. With a 1, 2, 3, and 4 finishes we thought we had no chance at all. At the end of the day, we were in second, one point behind Steve.

Saturday night at the Harvest Moon brings their traditional cocktail party where the food spread is huge. Atwood knows how to put on a good party. Thanks for being great hosts.

When we got up on Sunday it looked like we might not sail due to lack of wind, but slowly it



built enough to start. By the time we did start the wind was increasing much more. The first race conditions were a repeat of Saturday with puffs and shifts. Trailing in third behind Steve and Gary for much of the race, we did not hold much hope. On the last downwind leg, we went left instead of following the others and fortunately it paid off. We were able to round the last mark in first and hold it to the finish.

This meant that we were now tied with Steve and the last race would be the decider. Gary led until the final downwind leg where we were able to pass him at the leeward mark. Since our competition was Steve, we decided to cover him and let Gary go. Gary won that race. We beat Steve at the finish line enabling us to win the regatta.

For Sale

#556 In very good condition. White with beige deck. Fiberglass hull, mahogany trim and seats. Mast reworked for easy up and down. Sails have some age but limited use. Good cover. Trailer repainted and in good shape. Boat has been stored inside for past 20 years and used only a few times a year. \$2,000 OBO Lynn Swinger (937)726-6232 swingerlaw@gmail.com

Clam Digger

By: Jeff Curtin

Fleet 47's second annual HCIA sanctioned sailing race was held September 1920. The weather for Saturday's start was a steady southerly breeze in the 8 knot range. The race committee kept the fleet of 10 Highlanders busy, with five good races out in Little Narragansett Bay at Watch Hill, Rhode Island.

Saturday had it all, including lively mark roundings and close finishes. The first three races were two laps up and down, then finish. The last 2 races were 1 lap around and finish. The conditions

kept us all moving well all day, and the one lap races at the end were quick fun and a good call from PRO and Greenhaven Sailing Club Commodore Bob Klein, with assistance from the Steadman Brothers race committee.

I had a great afternoon with my daughter, Melanie. It was a day when the sailing conditions were just right for us. All the sails went up, down, and around with ease. Mark roundings were crowded and exciting. Our starts were good; most boats liked the committee boat end, but we started at the pin all day with OK results. In our first race, I confused the starting pin for the leeward mark on the first downwind run (ouch). Our third and best race had us in the lead at the first, second and third marks. But at the last downwind mark, Chris Hansen, Bruce Buzby, Mac Cooper were all very close, and the drag race for the finish was on! Chris Hansen and family grabbed the gun. It was so close we had to ask who won. Our day on the water was exciting and fun. The breeze stayed steady all day from the SSE, 8 knots with clear skies and lots of sun. We quit sailing at about 4:30pm, after the 5th race. The sail back to Avondale boatyard was a very pleasant reach.

The Westerly Yacht Club provided us with their pavilion area for a great place for our clam fritters, clam chowder, steak or chicken and drinks. Mac and 5 of his string band partners played fun blue grass while we drank and ate and rallied from our day of sport boating with family and friends.

Sunday's racing was abandoned at the starting line before the first warning. From all appearances, the race committee's decision to abandon racing Sunday was finalized when Eagle's mast went over the side at about the same time the warning for the first race was to begin. Above the sound of sails flapping in strong breeze, we could hear Gary's main shroud let go. It got everyone's attention. Fortunately a Highlander sailor, Harold and his wife Jane, were cruising the starting area with their motor launch, and they helped Bob tend to the immediate disaster. The race committee sounded three horns and we all

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sailed safely back to Avondale Boatyard. But we did get in an exhilarating sail Sunday morning. The strong northerly breeze eased by awards time.

Congratulations to Gary and Elaine Steinbach for their closely sailed first place. Chris Hansen with Sage and their son Braidon finished second to Gary on the tiebreaker. Bruce and Debbie Busbey, with local sailor Mallory, finished third. Dr. Bob received the Traveled Furthest Award.

Clam Digger 2, The Sequel

By: Gary Steinbach

Fall in New England is a beautiful time of year. Even though the leaves were just hinting of change as we drove east the crisp autumn air and bright sun made the long trip fly by.

We had left early for a mini- vacation to visit our son's future in-laws an hour from Westerly. Included in the visit was mom's wedding dress shopping for the ladies and a trip to

the Newport Boat Show for the men. Adding a weekend of sailing on Little Narragansett Sound made for a marvelous time for both Elaine and myself.

This would be Elaine's third consecutive weekend of sailing since taking the summer off for rotator cuff surgery. To say she was happy to be back on board was the understatement of the year. Friday afternoon we pulled into Avondale Boatyard where the locals were set to welcome us. We had asked for help to find a third crew knowing it can blow out on the bay. Jeff Curtin came through with new sailors Dan and Elizabeth Hysop who bought Highlander 508 earlier this summer. They would split sailing and babysitting for Saturday and Sunday.

Four out of town teams, Craig Rule, Mike Shayeson, Bruce Busbey, and ourselves joined six fleet 47 boats. Bruce and Debbie came in style by flying in and borrowing a boat from Mac Cooper. That sure beats driving from South Carolina. Dr. Bob, sailing with Mike got the award for furthest traveled.



The Highlander, Jan. 2016

Friday evening set the tone for the weekend with a laid back cook-out by Ricky Brown. Burgers, dogs, beer and stories made for a relaxing evening. We were able to hook up with Mac Cooper again for a place to stay. Thanks Mac, to you and Mary for great hospitality.

Saturday morning brought 6-8 knots of wind and bright sunshine. We sailed the mile or so down river to the bay passing several moored 1930's style classic motor yachts moored off the channel, only in New England.

Saturday racing in Clam Digger 2, The Sequel was much the same as last year, same wind, same course, and little current. The courses were short, two lap WL so starts were at a premium.

Race 1 saw Chris Hanson, Bruce and us jump out ahead of the pack. We fought back and forth but Chris took the bullet. In Race 2 we nailed the start and led wire to wire. Not quite having Bruce and Chris's downwind speed made for a tight competitive race. We were able to hold them off for the win. Don was having a great time soaking up everything Elaine could teach him about running the front of the boat.



Downwind leg at Little Narragansett Bay
Photo: Frank Steadman

Race 3 brought me back to earth. I mis-timed the start and had to fight from last off the line through half the fleet to finish 5th. Race 4 was a repeat of Race 2. Great start, round the windward mark first, and then hold off Chris for the win. The race committee shortened the last race Saturday to one lap. Bruce led around the windward mark and we couldn't catch him. Chris took a fifth putting us in a tie with him for the lead.

Saturday evening the gang enjoyed a great dinner of stuffed clams, clam chowder, steak and chicken at the Westerly Yacht Club. Included was an open bar. Proving to be a Renaissance man, Mac Cooper and his band provided Bluegrass music. He promised to bring his guitar to Piper's as well. A great time was had by all.

Sunday morning we sailed out in new weather. A front brought more wind into the teens, cloudy skies, and much cooler temperatures. We were tied for the lead and were struggling to develop a winning strategy. This was not ideal conditions for Elizabeth, Elaine, and me. As we waited for the start the

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Clam Digger								
Place	Skipper	Boat #	Race 1	Race 2	Race 3	Race 4	Race 5	Total Pts.
1	Gary Steinbach	939	3	1	5	1	2	12
2	Chris Hansen	542	1	3	1	2	5	12
3	Bruce Busbey	927	2	2	3	7	1	15
4	Jeff Curtin	937	6	7	2	3	4	22
5	Mac Cooper	789	4	6	4	4	7	25
6	Mike Shayeson	2006	7	5	7	6	3	28
7	Mark Steinmetz	93	5	4	6	4	9	29
8	Ricky Brown	759	8	8	9	9	6	40
9	Craig Rule	980	9	9	8	8	8	42
10	John Yanuas	707	10	10	10	10	10	50



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committee set a very short course. We decided as the wind built that we would not fly the chute. Between high wind, new crew, and Elaine's still healing shoulder the chance for major problems was too great. Chris was sailing two up with his young son and had made the same call.

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 U.S. 68 S, Xenia, OH 45385. You can also email the ad to her at toofish2005@yahoo.com. The ad should be a minimum of 40 words. Please provide the following information: boat #, price, name, phone numbers, and email address.

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As we reached back and forth below the line waiting for the starting sequence the wind continued to build well past our comfort zone. I privately thought we would end the day second or third behind Bruce and/or Chris.



Suddenly it didn't matter. Just after the warning signal we heard a sharp report like a gunshot. Our mast fell to leeward and the main sail hit the water. The port side stay had snapped off just inside the bottom swedge. We were done for the regatta. As we started damage control the committee raised the AP to postpone. The mark/crash boat took us in tow to get the bow into the wind as we gathered the sails out of the water. A spectator boat took over the tow to release the mark boat back to their duties and we started the journey back upriver to the boatyard. I thought about how I had earlier decided to replace the original (1982) stays this winter. I guess Elaine is correct in calling me a procrastinator.

I looked around as we headed back and was confused. The fleet was passing us sailing back to the docks. I then realized the Race Committee had cancelled the remaining races due to high wind. We had won the regatta on a tie breaker with Chris. Unbelievable.



I filed an insurance claim due to mast damage. I can't say enough about my agent, fellow BYC sailor Andy Yonek, Traveler's Insurance, and our builder, Tom Allen. In less than three weeks we had a new mast and were able to sail Piper's. That's service. Inspect your rigs and stay safe out there.

Bluegrass

By Jason Japikse

The weather forecast for the weekend of Bluegrass had most of us wondering if we were going to be doing any racing. Saturday brought weather up from the Carolinas caused by a hurricane. I never thought I would say this, but it was a good thing we were not at Lake Norman!

Mike Shayeson and I had not bothered to find a third crew for this weekend, as the original forecast looked as if it would be manageable sailing 2 up on a Highlander. As we rigged the boat Saturday morning, it became apparent that we were going to want another person on the boat. Luckily, Mike was able to find someone on that was planning to watch the races from shore for the day and he agreed to sail with us. He had very little sailing experience, but that was OK with us. We simply needed some more weight on the boat.

We had 12 boats on the line including a few National Champion skippers. As suspected, the first race proved there was going to be a strong fight for first place in the regatta. Ed Spengeman and crew (2002) made their intentions for the regatta very clear in race one by teaching us all how to sail on the river. We (2006) survived the river's current well enough to finish third behind one of the Bauer boats, followed closely by Bruce Busbey (2007) and Jamey Carey (1002). Our plan was simple. You don't have to win every race to win a regatta, you just need to be consistent and try to improve your scores where you can, so that's what we set out to do.

Most everyone's scores in the second race were very different as compared to the first race. This time, Busbey showed the fleet how to get around a race course with a significant lead. We tried our best to catch 2007, but we were happy



'Go Mo Betta' hiking on the Ohio River

Photo credit: Ed Craig

with a 2nd place finish for the race. We had achieved our goal of being consistent and improving where possible. The finish of the second race left a 3-way tie for first place in the regatta. Busbey was leading the tie breaker by winning the second race, followed by Spengeman in 2002, and us in 2006. When you are sailing on the GoMoBetta, no matter who is driving or who is on the boat with us, there is only one acceptable plan of attack when faced with a tie for first place. Win the next race.

Race 3 started with great winds. 2006 was vang on a playing the main as much as possible to keep the boat flat and fast. This paid off very well. We could see the boats that were 2 handed were not able to match our boat speed. Time to execute our plan. As we continued around the race course, we held our lead and were even able to expand a here and there. It's easy to make racing look easy with clear air ahead of you. As we crossed the finish line we were excited to get a gun for finishing first. We sailed over to the RC boat to see if there were plans for another race. RC being concerned about incoming weather informed us that we were done for the day. What they meant to say is racing is done for the day. The sailing must continue! In typical Cowan Lake Highlander fashion, we

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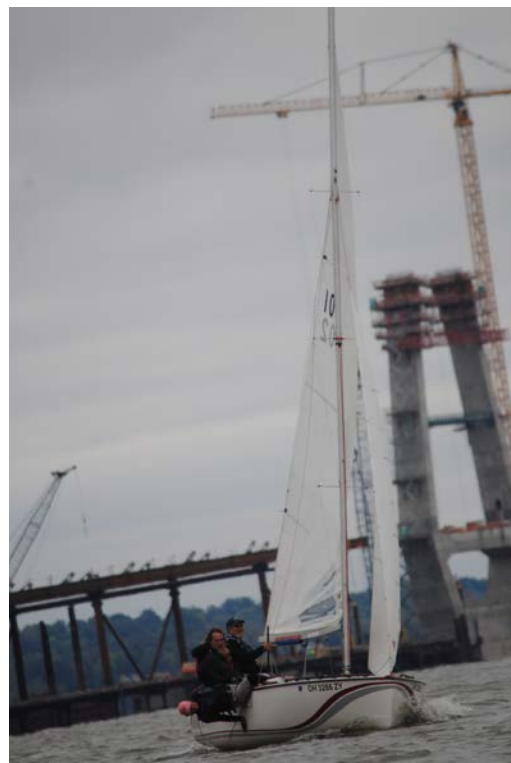


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decided it would be a great day to sail a lap around 12 Mile Island. The wind was coming downstream from the island which was begging to be rounded and left behind by a couple mile spinnaker run. Who wants to wait in line for the hoist anyway?

We started beating up the East side of the island, recapping our racing for the day as we sailed past some beautiful houses along the shoreline of the river. As we reached the North end of the island, the coast was clear of barges, so we headed off the wind and set the pole. As we suspected, we had a great spinnaker run all the way down the West side of the island and past the sailing club. Once we had sailed past the club with the spinnaker up, we decided it would probably be smart to head in as we were approaching dinner time at the club. Saturday night was no let down with great food, friends, drink, and of course a campfire.

Sunday morning breakfast left some of us wondering if there was going to be enough wind out on the lake to sail against the current. Quite a change from the day before. As we got closer to starting time, the wind did build and looked as if we were going to have another great day of racing on the Ohio River. As Mike and I started to rig the boat, we noticed we had not seen our crew from Saturdays racing. I ran into Judy Hearn on top of the hill who told me our crew had gotten food poisoning the night before, and most likely would not be able to race. This was hard news to come by. We were in first place, and now we had to make sure everyone competing in the regatta was OK with our crew change scenario. We considered heading on the river without a third, but decided to try to



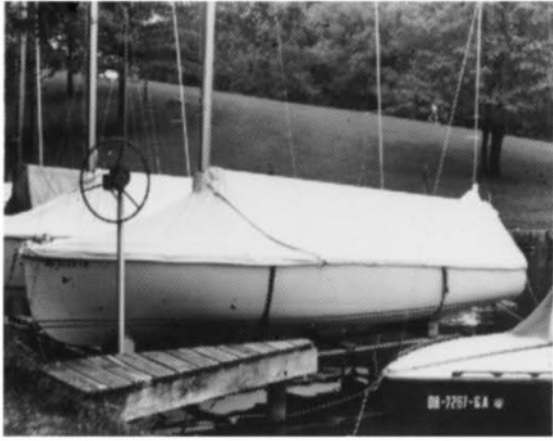
'Team Mojo' on an upwind leg at Bluegrass
Photo: Ed Craig

find someone last minute. We knew we would not need the extra weight on board, but if you start with three on the boat, finish with three on the boat. Sue Bauer agreed to go racing with us for day 2. We headed out on the water with the fleet for Sunday mornings races. I was thrilled to be on the water. I'm not sure the last time I raced on

Bluegrass

Place	Skipper	Boat #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total Pts.
1	Jason Japikse	2006	3	2	1	3	7	1	17
2	Ed Spengeman	2002	1	4	5	1	3	3	17
3	Bruce Busbey	2007	4	1	4	9	2	4	24
4	Steve Bauer	925	6	6	3	7	1	5	28
5	John Bauer	885	2	8	2	4	4	DNS	33
6	Jay Carey	906	7	3	7	6	6	6	35
7	Neal Deaves	960	8	5	6	5	5	7	36
8	Jamey Carey	1002	5	10	8	2	10	2	37
9	Brent Deaves	1008	10	7	10	8	8	8	51
10	Bob Bauer	989	11	9	9	10	DNS	DNS	65
11	Bryan Hollingsworth	876	9	11	DNF	11	9	DNS	66
12	Chris Cameron	934	12	12	12	DNS	12	DNF	74





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Boyd Barnwell, Judy Hearn, and Jay Carey

Sunday at Bluegrass. The weather never seems to cooperate. We knew we had a small lead on Spengeman, and an even smaller lead on Busbey. It was clear what needed to be done. The best option is to go out and win all of the next races. A few bullets on Sunday morning can make a lot of scoring problems go away, but winning all of the remaining races was going to be a difficult task with this fleet. The fourth race of the regatta was looking good for GoMoBetta. We had managed to obtain the lead, and did everything we could to hold on to it. At the last mark rounding, as we were taking the spinnaker down and preparing to go up wind, we sailed over one of the spin sheets. As Mike and Sue worked to correct the problem, I continued on Port tack after our rounding until we had sailed into the lee of the East shoreline. Digging out from the giant hole we were in left us in 3rd place for that race. The biggest problem was Spengeman won the race. The Highlander fleet will never let you win without a fight.

As we prepared to start the fifth race of the regatta, the wind began to shift to the right, which was toward the Eastern shoreline. I had the bright idea to start at the boat end of the line, and reach all the way to the weather mark. Great plan. What I



Pequod's new spinnaker

Photos: Ed Craig

had not considered, was there was no wind on the Eastern shoreline because it was shadowed by the trees. After the race started, we watched everyone to leeward of us screaming along with 3 on the

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weather rail while we were sitting with 3 on the leeward rail. What a painful position to be in when you are fighting to win the regatta. We dug out as much as we could and finished seventh in that race. At this point, we knew we were no longer in the lead for the regatta. Our only chance to get the lead back was to win the next race and hope Spengeman was more than one boat behind us.



Zach Japikse eager for the helm

The last race of the regatta, I had learned my lesson from the race before and started down by the pin end of the line. As we sailed up the weather leg of the course, we kept getting progressively lifted up toward the mark. By the time we reached the mark, we only needed to make a couple quick tacks to make sure the current did not pull us back into the mark. We were in first place again. This time, we were determined not to make any small mistakes that would cost us a position because we did not have any points to spare for the last race of the regatta. We continued to sail our best race while watching behind to see where Spengeman was. He was much closer than we had hoped. Directly behind us was Jamey Carey and crew, followed by Ed and crew. I quickly became MOJOs #1 Fan! We needed them to hold on to second place to salvage the regatta lead I had thrown away the race before. As we crossed the finish line, MOJO was still ahead of Spengeman, but was it enough? We had no idea.

After a short sail to avoid waiting in line for

the hoist, we started packing up the boat. In talking to Erin Spengeman, we learned they did not know our score of the fifth race and thought we were soundly in first place for the regatta. I told Erin I was pretty sure we did in fact win the regatta, but it was going to be a tie breaker that made the decision. Sure enough, it came down to the tie breaker. Both teams had 2 first place finishes, but we had a second place finish from day one that gave us the win.

Bluegrass is always one of the best Highlander regattas to travel to. The regatta is always very well run, and the hospitality is always outstanding. I lost track of the number of children under the age of 10 who were running around the club grounds all weekend. Bluegrass was special for us this year because it was Zach's first out of town regatta! He was jealous he was not allowed on the boat. Maybe in the spring...



Mike Shayeson, Aly Bauer, Jason Japikse

'Go Mo Betta' Takes on Pipers

By Aly Bauer

Other than starting school again, the saddest time of the year is when the sailing season comes to an end. This year I got to end my season with a win. I had the amazing opportunity to sail Jason Japikse and Mike Shayeson The 49th annual Pipers regatta took place this year on October 17th and 18th. This is the time of year when



the temperatures start to cool down, fall, my favorite season.

On Saturday morning we looked at the forecast on wind, it wasn't very promising. The wind was light blowing about 3-5 out off the club. We kicked off Race 1 with a start boat favored. Our upwind leg was pretty rough with the wind conditions and we were maintaining a seventh place. Lots of weight shifting towards the windward mark and downwind leg helped us pick up a few boats, leaving us with a fourth place. We finished the race with a fourth and decided that we wanted to pick up our game.

We put our game faces on and started Race 2 boat favored. Overall, we had a pretty good start. The wind was still pretty light but was slowly building up. The second leg, both up and down wind carried us to our fist bullet. After Race 2, the wind started to die down again. Race committee called it quits for the day, and we sailed off to the docks of the Rusty Rudder with Jamey and Tanya Carey, John Bauer, Boyd Barnwell and Jay Carey. We had a delicious dinner and some good laughs. If you ever end up going to the Rusty Rudder, I recommend the Voodoo Shrimp. After dinner, the sun was starting to set, so we headed back to the club. While sailing, the sun was beaming on the sails turning them orange in color. It was a beautiful sight to see.

Sunday morning started off with pretty good wind. With gusts of 8 to 10, blowing out of the club, sometimes blowing down to 5. We started Race 3 boat favored again with a square line. There were a lot of ups and downs during this race and lots of weight shifting. Our second upwind and downwind leg carried us to another bullet. Race 4 was very similar to Race 3, with another 1st. Race 4 ended up being the last race of the regatta and we had a total of seven points.

We ended up winning the regatta, with Jay Carey and Boyd Barnwell behind us. Mike Perakis finished third with Rob and Joyce Spring. These guys were our biggest competition and stayed with us most of the races. I would like to thank everyone who made this possible. Especially to Mike and Jason for the laughs, memories, and



View of Lake Norman from LNYC grounds

Photo: Pedram Leilabady

letting me join them on this journey. Next, to Jamey and Tanya Carey, they have always encouraged and cheered me on, and I beyond thankful for them. Oh and I guess to John for driving me down and putting up with me for a whole weekend. Sailing a Highlander is something I will always enjoy. This class is my family. We have made so many great memories together and there are many more to come. I can't wait to see you all and kick off a new start to a great season. Don't forget that next year is the 50th Annual Pipers Regatta, so mark it on your calendars and I will see you there.

PIPERS 50TH ANNIVERSARY REGATTA

In October 2016, Lake Norman Highlander Fleet 27 will be celebrating the 50th anniversary of the "Piedmont Pipers & Pluckers Regatta". The host fleet is already planning to mark this occasion in a number of special ways but they do need your help.

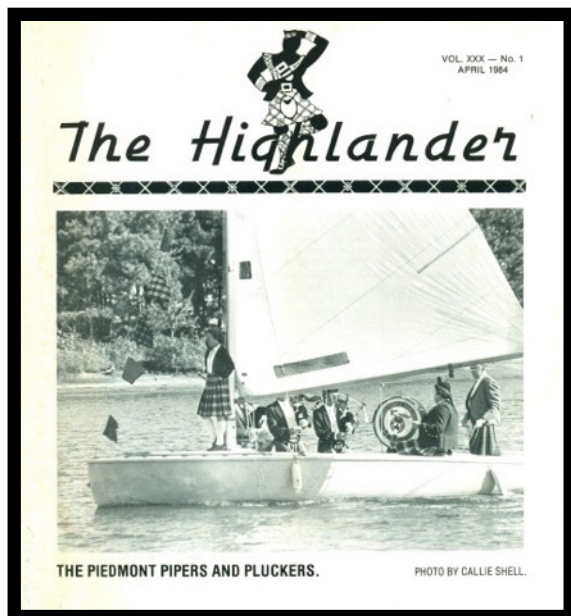
They are planning to put together a collection of photos, stories and memorabilia, so get out those old photo albums, old copies of "The Highlander" magazine you've been saving and dust off those memories in your head.

The Highlander, Jan. 2016



Anything that can be emailed should be sent to Sue Rykens at srykens@gmail.com. If you need to mail photos or magazine/newspaper articles, they should be sent to Sue at 3717 Bodenham Court, Charlotte, NC 28215. All hard copies will be

event to participate in and enjoy the camaraderie of other Highlander sailors. There will be the National Championship, Junior's, Women's, and the Master's. Even if you forget the boat stop by for a day to see the action and look around. You will find the group of sailors at this event range from experienced to less than a year in the boat. Everyone wants to be around like minded people called sailors.



April 1984 Highlander Magazine cover

scanned and then returned promptly to you. Sue's phone number is 704-641-8295 if you have any questions.

Nationals

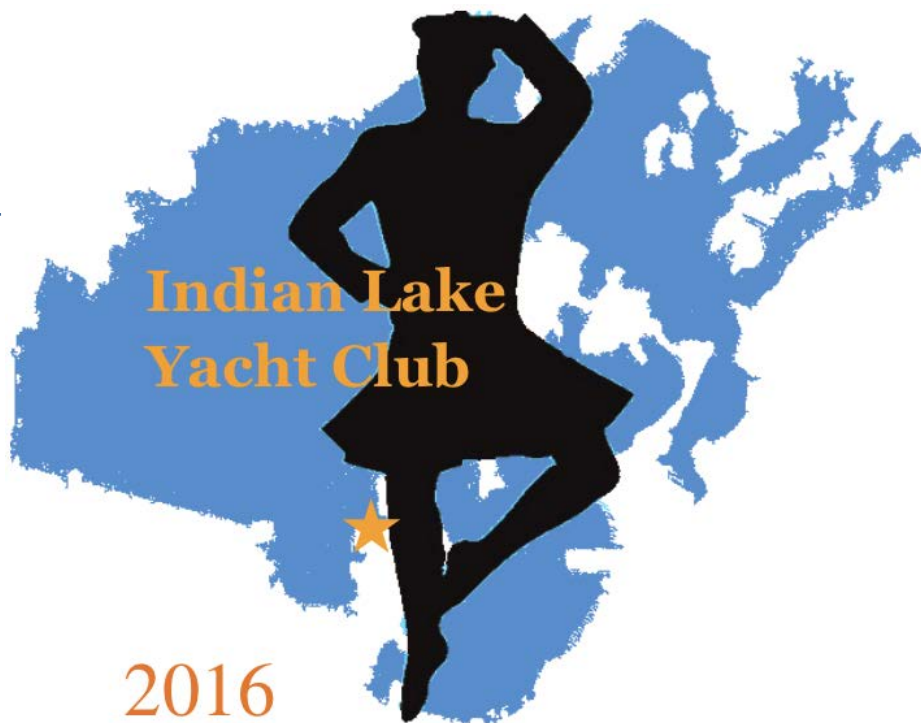
By Steve Bauer

The 2016 Highlander National Championship Committee is hard at work planning the upcoming regatta in July at Indian Lake Yacht Club on Russells Point, Ohio. In the upcoming weeks there will be a link for the NOR at www.sailhighlander.org. The NOR and a registration form will also be available in the next issue of the Highlander.

Mark your calendars now for July 16-21 and come on over, down, or up to ILYC. This event is 4 regattas in one week of fun. Pick one or more

Indian Lake Yacht Club was established in 1954 as a family oriented sailing and social club. It has two electric hoists for putting boats in along with docks if you decide to leave your boat in all week. There is a club house along with a pavilion for sailors to gather before and after the racing. Free camping is limited, but available. The best part of the club is the friendly feel you get from the moment you park your car.

This is going to be an event you don't want to miss. Come see why the Class has chosen to come back to Russells Point for another great Nationals.



2016
Highlander Nationals
July 16-21



The Highlander, Jan. 2016

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.

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