

The HIGHLANDER



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President's Perspective

As I write this, it's looking to be 14 degrees tonight and blustery, Not typical Highlander weather. As I sit at home without Skye winterized, I wonder how many of the projects I will actually complete on the boat before mid winters... and if I will be able to find where I "stored" all her gear... that's next year's issue!

2016 was a good year for the Highlander fleet! We had good breezes, too big breezes, and no breezes; and that was just one regatta! The 50th Pipers was a great turnout this year. The weather was fickle in the breeze department but otherwise a great weekend and an awesomely hosted regatta. I was glad to see so many HClA members travel to support such a monumental regatta despite the weather predictions.

Looking forward to the 2017 season, I am brought to one of my favorite subjects; youth sailing. As none of us are getting younger (except the ladies, of course) getting youth involved in the Highlander class is a huge issue for me. Locally, within fleet 47, we try to expand out ranks as much as possible with the young sailors in the area. This allows us to get more boats on the water each week. As my son is a Optimist sailor, sometimes our schedules conflict but having youth on the boat is refreshing! While his suggestion of adding trapeze to the boat might not work out, I am happy to have him supportive of the Highlander racing circuit. Even though he was not available to support Pipers, I was ecstatic to have the Kafsky Girls (Reid and Lane) on board! Having them excited to come out and race (and whoop Mom and Dad) was awesome. I would encourage all of us to get our kids and grandkids or even random kids out and racing. They are our future and we must invest in them to keep the class alive.

Chris Hansen
Skye USA 542

Hoover Fling

By Jason Japikse

Hoover is a regatta Kaity and I always attend because we grew up in Columbus. Hoover is very similar to sailing on Cowan Lake. It's a lot of fun and the wind doesn't make any sense 95% of the time... But the clubhouse and the people are great, so it's a regatta we don't miss.

Mike had a conflict for this regatta, so it was just Kaity and I. We told ourselves that rarely do you need a 3rd on Hoover so we didn't bother looking. Boy were we wrong. The

drive the MOJO! Jamey had to twist my arm pretty hard to get me to take the tiller...



Photo credit: Lisa Kreischer



forecast was calling for winds at 13-14 at starting time, manageable, and 19-20 with gusts up into the 20s by 3pm. Not so manageable... We didn't want to do it, but we left the boat in the bag for the weekend. Jamey and Tanya were 2 handed and Jay and Boyd were 2 handed for the weekend. We decided that even if we didn't get the boat in the water, we were going to have a lot more fun if we split up and made a couple of 3 man teams by leaving 1 boat on shore. It didn't have to be said that if someone was going to leave a boat on shore it was going to have to be me. Jamey had committed to sailing not matter what, and Jay wasn't going to pass up an opportunity to gain those ever so crucial Larry Klein points on me. What he didn't count on was Jamey letting me

So we headed out. I sailed with Jamey and Tanya, and Kaity sailed with Jay and Boyd. It quickly became clear that splitting up and leaving the boat on the trailer was the right decision. Sailing 2 handed would not have been enjoyable. Steve Bauer was another boat that was light on crew. He and Jack don't add up



enough for winds in the high teens, but he was able to find some more crew also.

All day long, Steve was putting on a seminar for sailing in heavy air. The only thing that saved us was flying the spinnaker, and we were the only ones to do so. I found myself sitting on the transom a couple of times as it felt like half the hull was out of the water. I didn't realize how fast we were going until one race we blew past Tom Fee, who was planning on main and jib... There were storms in the forecast for late afternoon so we completed 3 races and promptly headed for sure just in time to put boats on trailers in pouring down rain.

Sunday morning there wasn't a breath of air on the lake and races were cancelled. Such a large difference from the day before... At the end of the day, Steve Bauer would have won the regatta if he hadn't taught Jack the dangers of a thunderstorm while on a sailboat. As storm clouds started to roll in during the last race on Saturday, Jack informed Steve that the proper plan of action was to take a DNF and return to shore. Thanks Jack! If only the rest of us weren't so concerned with winning, maybe we would have made the proper decision and headed in with you.



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July 8th-13th

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info on
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Bluegrass

By Jason Japikse

Bluegrass has always been, and will probably always be, one of my favorite regattas. The hospitality is incredible, and the racing will keep you on your toes. The wind on the river always seems to surprise me. This year, for many reasons, the attendance was less than usual. There were 6 boats competing this year. 3 local boats, and 3 Cowan Lake boats. I had a feeling there would not be large turnout when we pulled in to the club late Friday night to find we had the place to ourselves.

Saturdays winds were on the light end of the spectrum and the current was strong. Or at least, I think it was. For someone who only sails in current once a year, it was a lot of current. Due to the current, rounding the marks became a very interesting task. The wind was blowing opposite the current, which means as we were sailing to the weather mark, we were sailing down river. That's all great until you try to make a tight rounding at the top of the course. I learned the hard way that if you start your turn around the mark as you would under lake conditions, you will quickly find yourself several boat lengths to weather of the mark, unintentionally. On the other hand, if you were having trouble fetching the mark, the current was there to bail you out and get you up to the layline. Heading down to the leeward mark (up river) I had it in my head that I needed to stay closer to shore to avoid the extra drag of the current. What I had



not considered is that the high shorelines of the Ohio River rarely leave much wind to work with. As it turned out, the boats that made their way into the middle of the river fared much better simply because they had more consistent winds. We played along in the middle of the course for the remainder of racing.

LSC provided a delicious dinner as always and the unforgettable Sunfish bar. I can't think of anything better to do with a Sunfish... The party wasn't as lively as it normally is, but that's what happens when there are so few boats.

Sunday morning brought more of the same conditions, but with much shiftier winds. The day's racing started with windward leewards running the length of the river, but after a larger persistent wind shift RC was forced to go to a triangle course across the short axis of the river. It's not ideal, but it was a nice little race course. All of the races this weekend were short which allowed for a higher quantity of races. 8 races were sailed, though only 7 were scored.

LSC put on a great event, as always. RC was run by John, who always gives an excellent experience on the river. If you don't regularly attend Bluegrass, you should consider it. It is a well attended regatta and is always a great family atmosphere. Here's to hoping we all can get back on the river next year.



Clamdigger

By Jason Japikse

The Clamdigger regatta may have been my favorite regatta of the year. I had never been out to see the Rhode Island roadies on their home turf, until this year. I have heard many great things about the RI regatta, but due to its distance I had never been able to attend. If you have not attended this regatta, you most certainly should, but you also don't understand the level of commitment those guys have to the Highlander fleet. Or at least I didn't. I can't imagine having to drive that far for every out of town regatta. Hat's off to you guys.

The Clamdigger regatta is put on by Greenhaven Sailing Club in Pawcatuck, CT via Avondale Boat Yard which is across the river in RI. If you are looking for a fancy Yacht club with every amenity you can imagine, you will not find it here. I think that is what makes it such an incredible regatta. This place is right up the Highlander class's alley.

We arrived at the club on Friday around lunch time. We dropped the boat at Mac's boat yard and went to lunch in Watch Hill. Great little town with lots of sailing! After lunch, we made our way back to the boat yard to start rigging the boat. While we were doing so, we were greeted by a few others that had gone to lunch on Jeff's power boat.

Launching boats from the boat yard is not... traditional. Boats must be hoisted into the water, no big deal, we do it all the time. What we don't do all the time, is hoist Highlanders with a boom truck, over a dumpster, and down into the water.

	Sail	Name	Owner	Race #							Totals
				1	2	3	4	5	6	7	
1	2006	Go Mo Betta	Mike Shayson	1	1	2	3	1	1	2	11
2	960	Got No Name	Neal Deves	12	7	1	2	2	5	4	33
3	93	Git er Dun	Mark Steinmetz	6	2	4	8	4	4	5	33
4	876	Blind Hog	Brian Hollingsworth	3	10	3	6	9	2	1	34
5	542	Skye	Chris Hansen	2	9	10	4	5	3	8	41
6	875	875	Jay Spaulding	4	5	6	10	8	7	3	43
7	500	De Klompf	Bruce Busby	9	4	5	1	3	14	14	50
8	939	Eagle	Gary Steinbech	8	3	14	9	10	6	7	57
9	927	Taz	Mac Cooper	7	8	8	7	7	14	6	57
10	759	Mayhem	Rick Brown	5	6	7	11	11	8	11	59
11	937	Al	Geoff Curtin	14	14	14	5	6	9	9	71
12	980	Combover	Craig Rule	10	11	9	12	12	10	10	74
13	707	Nessie	John Yanusas	11	12	11	13	13	14	14	88

This can be a long way down depending on the tide. Honestly I make it sound worse than it is. Jeff and Mac definitely know what they are doing and the boats are in good hands with them. We made it out onto the water for only a couple hours. There was not much wind on Friday so we didn't venture far, but we did sail through the moorings in the Watch Hill harbor. Talk about some incredible boats... On shore we enjoyed the company of others that had arrived for the weekend. Fleet 47 had hamburgers and hot dogs on the menu for the evening, but we could not resist taking a night to go out for an incredible east coast sea food dinner.



Photo credit Frank Steersman



Clamdigger Chowdah

By: Bob Klein

makes approx: 1.5 gallons

1 large bag of oyster crackers
1.5 lbs. thick cut bacon
10 - 13.5 oz cans baby clams
2 tbsp Lawry's Season Salt
2 large Vidalia sweet onions

2 qts. heavy cream
12 oz. jar clam juice
1.5 lbs. sell baby dutch yellow potatoes
2 tbsp ground black pepper

1. Cut bacon into 1" chunks and cook until almost crisp. Do not drain.
2. Chop onions into 1/4" pieces, cook until translucent.
3. Add clams, clam juice, and heavy cream.
4. Bring to a boil and reduce to simmer.
5. Chop potatoes into 1/4" cubes and add to pot.
6. Add salt and pepper.
7. Stir with lid off to reduce to medium thick consistency.
8. When potatoes are cooked, turn off heat and cover with lid. Let sit, stirring occasionally to meld flavors.
9. Serve in bowl with oyster crackers.
10. ENJOY!



Saturday morning I was full of anticipation. We had great winds and were ready for some sailing. The Watch Hill sailing club also races on Saturdays. They were just finishing up as we were approaching the racing area. They were nice enough to leave their course in place for our use. Mike and I had the pleasure of sailing with Mike's sister, Anne. Anne was great to have on the boat. She doesn't sail as often as some of us do, but she definitely knows her way around a boat. Fun to

be around too! 5 races were completed Saturday in great pressure with great shifts. Challenging sailing conditions! The fun kind of challenging, not hold on for your lift challenging. Although, the Busbey's may say otherwise. It was a little much for 2 handing the Highlander. But then again, Neal and David (960) were 2 handed as per usual and didn't mind showing the rest of us how to put some good races together with 5 top 5 finishes in 7 races. Their win in Race 3 gave them the tie breaker to finish 2nd overall.

After coming ashore Saturday afternoon, it was clear Fleet 47 had a great night planned. Very informal grill out on Mac's gravel parking lot with food prepared by several people. I couldn't think of any better way to do it. After dinner we had live music and the bar was open. If any of you have heard Mac playing his guitar at regattas while sitting around a fire, just wait until he gets the whole band together.

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Photo credit Frank Steersman

The Highlander, January 2017



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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Sunday morning we were greeted with nice winds again. Not as windy as the day before, but plenty of wind to make us work. 2 more races were held in what were new conditions for me. The tide came into play. Have you ever had to raise your centerboard while going upwind? It was either pull up the board or look through the very clear water to see the figure "S" your centerboard was carving around the crab pots... We came to a stop a couple of times during tacks due to lack of ground clearance. A dimension of racing I am not quite used to when I'm not within 25ft of a shoreline. After another great day of racing, we headed in knowing we didn't want to waste much time packing up for our 13 hour drive. We were grateful to take 1st place for the regatta. During the awards, RC handed out the shot shells to the winner of each race. It's been a while since I've seen RC truly give each 1st place finisher a "gun". Nice touch I thought.



Photo credit Frank Steersman

If you have not been to RI, and I know many have not, I strongly suggest making the journey. All of the guys from RI make the drive every time we see them. We should all make the drive just one time a year to return the favor. The venue will not let you down!



Pipers

By Jason Japikse

Our annual trip to Lake Norman for Piper's is always greatly anticipated. This year was no exception for the 50th running. All of the attendees were equally excited and LNYC did not disappoint. We could have had more wind though...

As per usual, we arrived late Thursday night/Friday morning to kick off the weekend with a great day sail on Friday. While we did get out on the water for a few hours, the wind did not compare to some of the epic Friday cruises we have seen in the past. That's OK, any day you can get out on the water in a Highlander is a good day. Mike and I were excited to have Kaity back on the boat for the weekend and we were ready to hit the race course Saturday afternoon.

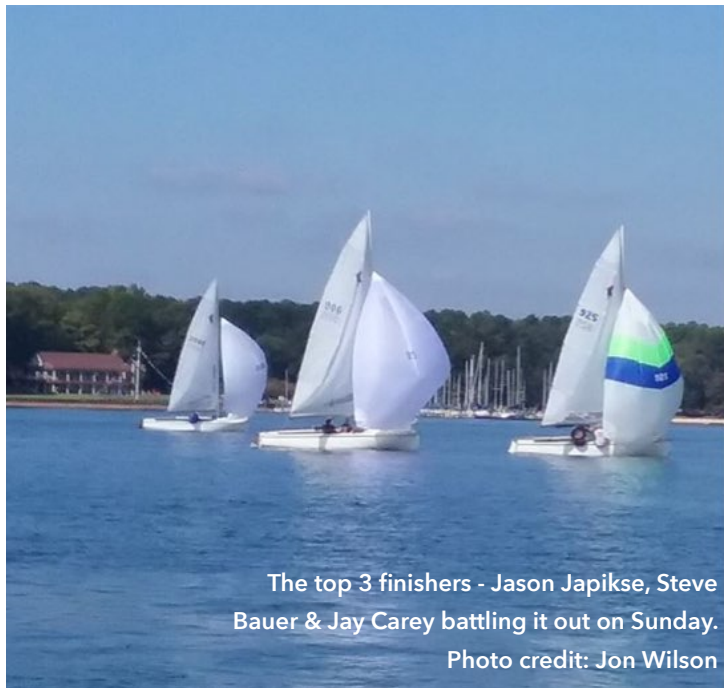
Saturday morning brought much discussion of the weather forecast due to lack of predicted winds. We left the dock in anticipation of an on time start, however unlikely it seemed. It was great to see such a large Highlander fleet making their way out of the harbor for the scheduled races. 30 boats were in attendance. Keep in mind, that's about a 50% increase over this year's National's.



As we approached the scheduled start time for the day the outstanding RC team notified us of a postponement, to no one's surprise. There was enough wind on the water to make a fun day of "connect the dots", but not enough wind to hold a competitive race. As the day wore on, the winds did not increase and RC made the proper decision of abandoning for the day in hopes of better winds Sunday morning. The forecast was not promising, but we all had our fingers crossed. We turned down the RC for a tow back to the dock and played on the water for a little while longer. Once on shore there was plenty of discussion about Sunday's predictions and whether or not we had ever seen a regatta in which no races were held. I have not, but a few others have. The evening's festivities were well planned by LNYC with a superb dinner followed by crab races. After the crab races, typical regatta banter continued.

Much to my surprise (I'm sure I'm not the only one), we woke up Sunday morning to see plenty of ripples on the water. We were ready to finally get some races in, but we knew the wind would not last as the air temperature rose. Race Committee was on time and ready to give us as many races as reasonably possible. We started the first race in good pressure. I think we even had all three sitting on the rail for just a few seconds. We didn't have the greatest start, but we were in good position to move about the course as we pleased. We found ourselves in the top ten as we

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The top 3 finishers - Jason Japikse, Steve Bauer & Jay Carey battling it out on Sunday.
Photo credit: Jon Wilson





Highlanders at the start line on Sunday morning.
Photo credit: Jon Wilson

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rounded the first weather mark. Working the puffs and the shifts on the downwind leg we were able to pick up 5-6 places. On the second upwind leg we were chasing after Neal and David (960) along with a couple of other boats. Neal and David are always tough, but you especially have to keep an eye on them in lighter, shiftier conditions. As we reached the weather mark for the second time, we found ourselves in first place with Neal and Aunt Ruby, Skippered by Rob Spring (no slouch), hot on our tail. The course was designated as 4 legs of the course. In other words, this second downwind leg was to the finish. We knew we had to do anything necessary to keep Neal and Rob behind us for the rest of the leg in fear of the wind dying and any subsequent racing being abandoned. We were successful and won the first race, but not by much. There were single digit boat lengths between us and Rob in 3rd. Steve Bauer (all family boat with Dad and Brother) and Jamey Carey rounded out the top 5.

RC wasted no time in getting race number 2 started in winds that were starting to die. This start was perhaps my worst of the season... I got myself into an awful position trying to fight for the boat end of the line and was over early. To add insult to injury, in trying to tack out so I could round the committee boat and restart, I fouled Jay Carey (906). Perfect... We were pretty certain this was going to be the last race of the regatta and

now we were going to be the last boat off the line. In a 30 boat fleet. As we rounded the committee boat to restart the race on starboard tack, we were met by Rob Spring in Aunt Ruby who's pin end start did not come to fruition. I was happy to see I wasn't the only one. Sorry Rob! After we crossed the line and completed our 720, we started getting our heads back into the game. It was a long shot, but we had to claw back as far as possible. Mother nature did help us some. Right as we completed our 720 at the boat end of the starting line, a



Al Crusciel's crew paddling out from the dock Saturday afternoon. Not a good omen!
Photo credit: Susan Rykens



significant right shift came down the course. This shift alone put us back ahead of all of the boats that sailed hard left, which was about half of the fleet. We knew we were back in the hunt. We rounded the first weather mark in roughly 10 or 11th place. At this time, I noticed that Jay and Steve, who started right at the boat (and on the proper side of the course...) were what seemed like light-years ahead of the rest of the fleet. They seemed untouchable. As we made our way down the first spinnaker leg, we were able to pass several boats by playing the shifts and the puffs as best we could. We continued to pick off boats as we made our way up the second beat. By the time we rounded the weather mark for the second time, we were in 3rd place and had greatly closed the gap on Steve and Jay. We played the final downwind leg hard left in efforts to get any wind we could coming off the land. We thought we may actually have a chance to catch Steve and Jay. Maybe not pass them, but at least make them think about us. As we approached finish line, we had a very poor angle to the wind and very little boat speed, but it was still more boat speed than Steve and Jay had. You wouldn't believe this, but there was a lot of yelling back and forth between Steve and Jay. It made for some great entertainment as we closed the gap. It also became clear that neither one of them knew we were coming in hot (very relative term at this point). We finished 3rd, but only by 1-2 boat lengths. Had there been another 100 yards to the finish, we may have been able to change that. On the other hand, had there been another 100 yards to the finish, there may not have been enough wind to finish...

Pipers 50th Regatta						
Boat #	Skipper	Club	Race 1	Race 2	Points	Finish
2006	Jason Japiske	Cowan	1	3	4	1
925	Steve Bauer	Cowan	4	7	3	2
906	Jay Carey	Cowan	8	2	10	3
1002	Jamey Carey	Cowan	5	5	10	4
1959	Rob Spring	BYC	3	8	11	5
924	John Melnic	LNYS	10	4	14	6
542	Chris Hanson	Fleet 47	7	10	17	7
960	Neal Deaves	Louisville	2	17	19	8
939	Gary Steinbach	BYC	6	14	20	9
1003	Steve Hesler	LNYS	9	12	21	10
879	John Wigley	LNYS	16	7	23	11
891	Dick Doyne	LNYS	19	6	25	12
2003	Gary Vinivky	Fleet 14	11	15	26	13
500	Bruce Busbey	Western Carolina	13	13	26	14
912	James Chapin	LNYS	18	9	27	15
916	Tom Raymond	LNYS	22	11	33	17
797	Dan Hopkins	BYC	15	18	33	17
1008	Greg Deaves	Louisville	14	21	35	18
1004	Al Crucial	BYC	12	24	36	19
980	Craig Rule	Maine	17	19	36	20
258	Michael Murray	VA Beach	24	16	40	21
969	Chris Kafsky	Western Carolina	20	20	40	22
926	Patrick Rykens	LNYS	21	22	43	23
874	Robert Bouknight	LTYC	23	23	46	24
977	Chris Chilled	Fleet 14	23	26	49	25
92	Mac McNeil	LNYS	25	25	50	26
492	Newman/Freund	LNYS	31	27	58	27
876	Bryan Hollingsworth	Louisville	31	31	62	28
923	Dolby Family	LNYS	31	31	62	29
2005	Doug Fisher	Cowan	31	31	62	30

We finished the regatta in 1st place. We were very honored to receive the Piper's trophy for the 50th running of the regatta and plan to be back for many more years to come. Thanks again to LNYS for making the regatta a success and thanks to everyone who participated in support of LNYS. See you all in the spring at Mid Winters!



By Conor Ruppen

This year I had the honor of representing the Highlander Class at the US Sailing Championship of Champions Regatta. Luckily, I was able to take my Nationals crew with me, mostly. Carrie came to take in the festivities, and ended up on a mark boat. Joyce was with us in spirit. The C of C's regatta has been held every year since 1976. It places the champions of various one-design classes against each other in a three-day round robin event. The boat and host club changes every year, and this year the event was sailed in Sunfish at Lake Bluff Yacht Club, IL.

I will admit that, at first, I was not overjoyed to hear the event was to be sailed in Sunfish on "some small lake in Illinois." After all, it was teamwork that got me the opportunity to sail the event in the first place, and I don't fit in a Sunfish like I used to! However, after I realized that Lake Bluff Yacht Club is actually on Lake Michigan, and the event was to be held in October, my mind started dancing with visions of big winds, big waves, and wetsuits!

Lake Bluff Yacht Club is unique, the "yacht club" is no more than a beach, a pavilion, and two portapotties. They are an all-volunteer club and sail Sunfish exclusively. They did a fantastic job running this regatta. Many, if not all competitors (from 12-year-olds to much older than 12-year-olds) were housed in member homes. Doug Warren, the regatta organizer, did a fantastic job combining the racing with great dinner and social events. All meals were hand pick by Doug and his team where he gave us a taste of Chicago.

The racing is unlike anything we do on a normal weekend regatta. With 19 competitors, the goal was to rotate boats after each race so that each competitor sailed each boat. That means that we did 19 races in three days! Although I grew up learning to sail in the Sunfish at our Berlin Yacht Club, I was not prepared for what I faced. I was lucky to practice a little bit with Doug Kaukeinen, a Thistle and Sunfish sailor who gained entry



Carrie Patterson and Conor Ruppen with Hugh Freund (middle) and his paralympic silver medal.

Photo credit: Deirdre Santos-Kaukeinen

for the C of C's by winning the Sunfish Masters Championship. I learned that the new boats are nothing like what I knew as a kid. The class added a cunningham, outhall, a "vang", and different rigs. I was most relieved to find a real universal on the tiller! After sailing "big" boats like the Highlander and Thistle for quite some time, the Sunfish was a shock. There is NO room in the cockpit, and the boat has ZERO momentum. There is no such thing as pinching, and the groove can be maddeningly hard to find.

Knowing that the ideal competitive weight was about 160 pounds, and that I was not that, I was hoping for breeze. Friday, the first day of racing, brought that. We got one race in before it gusted to 25 knots and they sent us back to safety. After the wind subsided to more manageable conditions, they sent us back out to sail seven more races in offshore breeze with short chop. When there was breeze, I felt fast(ish) and smart. When the breeze lessened, I struggled to find the power that I needed to keep moving. I played a game with 12-year-old Stephan Baker, the Opti NA champion who weighed roughly 1/3 my weight. I knew I had to get as far ahead of him when the breeze was up, going up wind, because when the breeze died or we rounded the top mark, he was going to surf right past me! When the breeze was very light, he took off and won two of the races! As



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the day went on and turned into a similar day on Saturday, I did improve greatly. Unfortunately, so did everybody else. My biggest problem was having the power to move around the course. Luckily, Sunday brought a change of pace – big breeze with 5-6 foot rollers. I still had problems keeping enough power but I sailed much better and had some competitive races. We had some exciting downwind legs with great surfing, although it seemed that I was only catching half of the waves that Stephan was! All in all, although I didn't finish as great as I had hoped, I am happy with how I sailed. It was not a coincidence that the two heaviest guys were last and third to last! I knew that I sailed smart and fair, but I just didn't have the boat speed to hang with the Sunfish sailors in the fleet.

Overall, the event was very memorable and I was very happy to have competed. Thank you to the Highlander Class for the support, and especially to Ed and Erin Spengeman for pushing me to go. Doug Warren and LBYC ran a spectacular event and we made some great friends along the way. Eugene Schmitt, a Sunfish sailor, shared stories of his memorable Highlander experience in the Mallory Cup. We were housed



Conor Ruppen on a sunfish at 2016 C of C's hosted by Lake Bluff Yacht Club in IL.

Photo credit: Deirdre Santos-Kaukeinen

by the Warren's who also housed Nick Marwell, a 420 champion from San Diego, and Hugh Freund, a Paralympic silver medalist! Hugh's Paralympic program ended and so, he is looking for a new boat to sail. Look for him in the future! I highly recommend this event to the next Highlander National Champion.

The Highlander, January 2017



Get Rid of the Gasketosaurus!

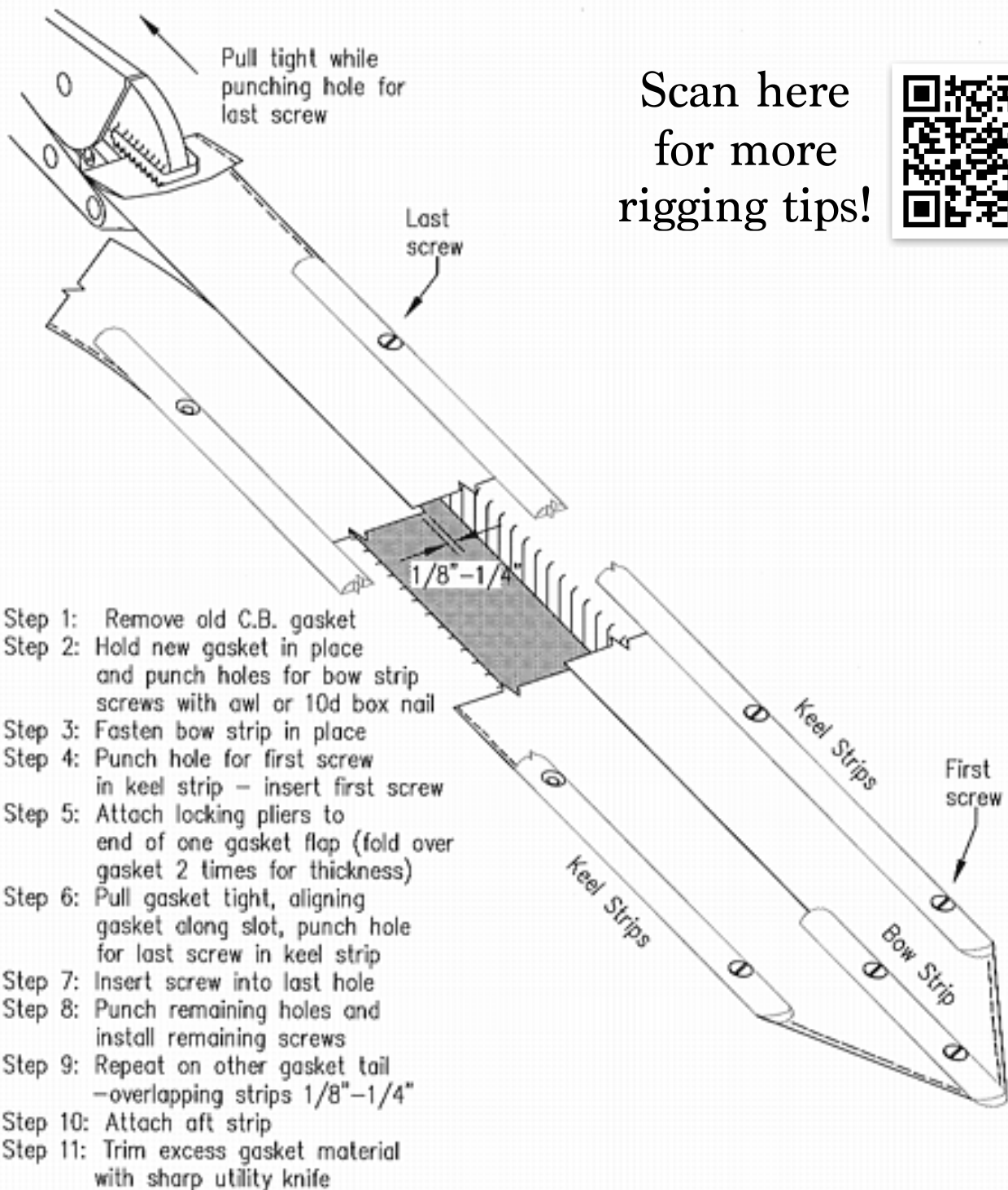
By: Mike Perakis

As the boat rolls through the motorboat chop on the pond, you notice a small fountain of water spewing forth from the centerboard trunk and splattering your peanut butter and jelly sandwiches that you were building on the top of the trunk.

Perhaps you have been a target of the Gasketosaurus, a fiendish little bugger that

visits yacht clubs and boat ramps at night and chews up centerboard trunk gaskets. All is not lost, however. The replacement of the tattered gasket is a simple matter that can be accomplished in an hour or so, and will leave the boat impervious to the Gasketosaurus for several years.

Your local sailmaker or the Allen Boat Company can provide the new gasket. Follow the 11 steps and rid your boat of the Gasketosaurus!



Scan here
for more
rigging tips!



Highlander Class Championship Regatta **July 8-13, 2017**

Berlin Lake Yacht Club has always been a family friendly club with challenging racing conditions. Most assuredly those traditions will continue in 2017 at the Nationals.

One of the best-loved spots along northeastern Ohio's Mahoning River is Berlin Lake. The Mahoning River has long done double-duty, safeguarding the water levels for downstream communities such as Youngstown; as well as providing a water source for citizens and industry. The construction of Berlin Lake was approved by in the early 20th century and the dam was completed in 1942. Soon thereafter the Lake began its mission of flood control, water level stabilization and water supply. The lake is the fifth-largest inland lake in Ohio.

There are no cities along the lakeshore. Berlin Lake lies in an area of the Ohio countryside characterized by small villages and farmland and much of the area is wooded. Nearby cities offer a wealth of interesting things to do and see, from the Akron Fossil and Science Center to the National Inventor's Hall of Fame and the Akron Zoo. Youngstown offers the Children's Center for Science and Technology, the Butler Institute of American Art, and McDonough Museum of Art on the campus of Youngstown State University. Many, many more points of interest exist around northerner Ohio, all within a two-hour drive of Berlin Lake.

Residential property does exist in the area around Berlin Lake, sometime with lake views and lake access. Occasionally, one can find a private residence for rent by the week. And the many campgrounds and RV resorts in the area can provide lodgings. The small towns nearby don't have much in the way of conventional lodgings, but regular hotel accommodations can be found in Akron (35 miles), Canton (20 miles), Youngstown (20 miles) or Warren (35 miles). The Yacht Club grounds will provide plenty of space for on-site camping. The club has toilets and showers. Food plans are being developed.

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.

Schedule of Events

- Saturday, July 8: Measurement; registration; Women's, Youth and Masters Championships,
- Sunday, July 9: Opening ceremony; practice race; reception
- Monday, July 10: Qualifying Racing
- Tuesday, July 11: Division Racing
- Wednesday, July 12: Division Racing
- Thursday, July 13: Division Racing; Awards Dinner

Registration

Early registration is suggested. Registration opens March 1; early-registration discount ends May 19; registration deadline is Sunday, June 18. Competitors must comply with HCIA rules for Nationals.

We look forward to seeing you July 8. Questions?
Contact regatta chair John Bauer.

NOTE: You may want to join us for the Berlin Invitational Regatta, Father's Day weekend June 17-18.

Contact: berlinyachtclub@gmail.com

The Highlander, January 2017





Highlander Magazine
Debbie Busbey
104 Waterloo Circle
Greer, SC 29650

ADDRESS SERVICE REQUESTED



Highlander
The Original One Design Sportboat

Bagpipes play at Piper's 50th hosted by LNYC
Photo Credit: Jon Wilson

