

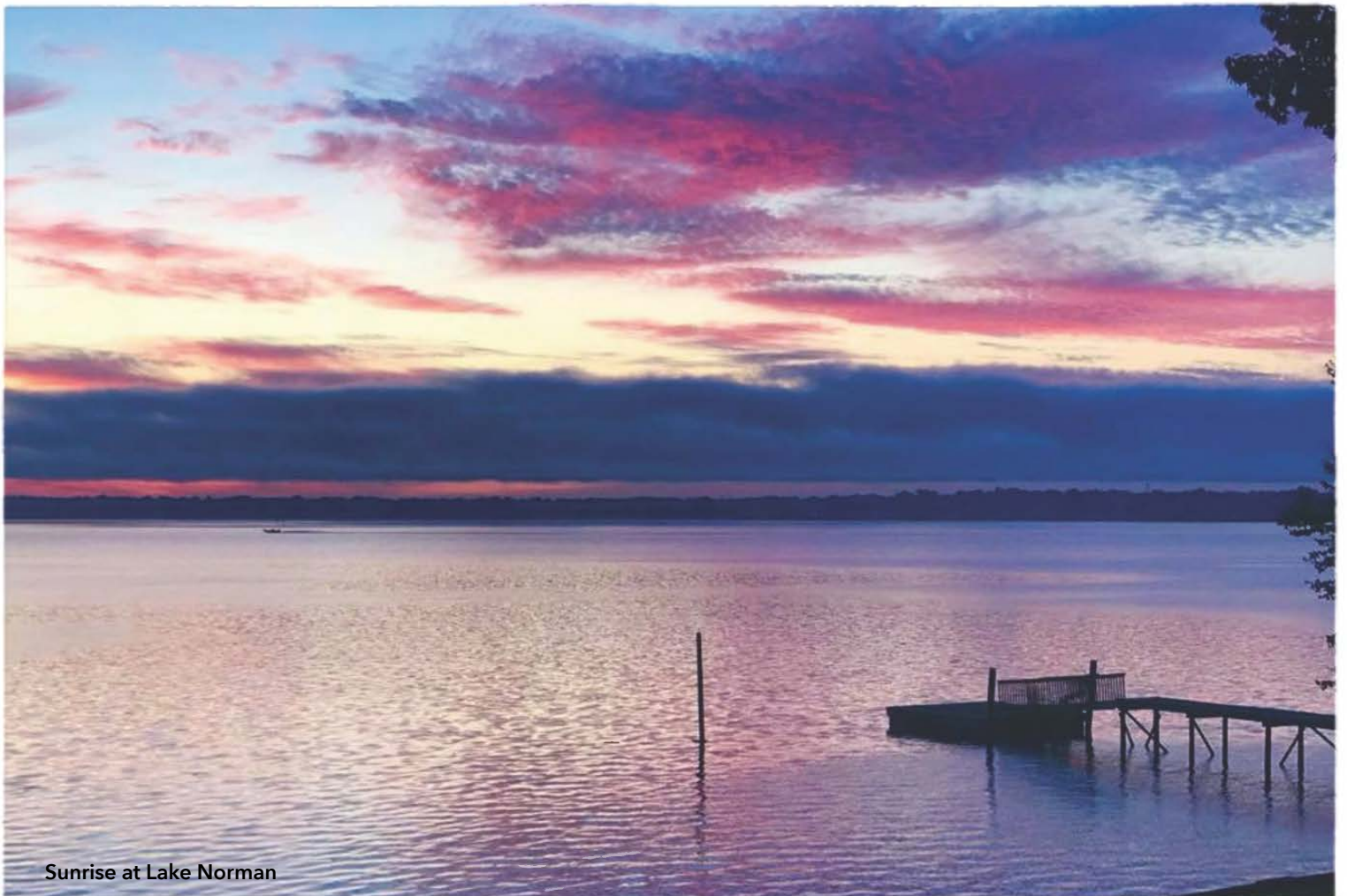


The *HIGHLANDER*

Volume LXIV, No. 1, January 2018

IN THIS ISSUE:

BLUEGRASS
CLAM DIGGER
PIPERS
THE SHAPE OF SPEED



Sunrise at Lake Norman

Highlander Web Page
www.sailhighlander.org

Webmaster: Boyd Barnwell
boydbarn@aol.com

Editor: Gillian Bauer
herc925@gmail.com

President: Neal Deaves
Crestwood, KY

**Executive Secretary-Treasurer
Debbie Busbey**
Greer, SC, debbiebusbey@aol.com
P: 864-244-6433

Secretary: Erin Spengeman
Louisville, KY

Chief Measurer: Bruce Busbey
Greer, SC, sail500@aol.com
O: 864-254-3394 H: 864-244-6433

Growth and Promotion: Karl Felger
Cleveland, OH

Builder: Allen Boat Company Inc.
370 Babcock St., Buffalo, NY 14206
716-842-0800, tomallenjr@juno.com

Directors

Jeff Curtin (2018)
Westerly, RI

Mark Paisley (2018)
Hallowell, MA

Gary Steinbach (2019)
Massilon, OH

Rick Robertson (2019)
Avon Lake, OH

Nominating Committee

Gary Vinicky
Chirs Kafsky

2017 National Champions

Bruce Busbey, Skipper
Debbie Busbey, Crew
Connie Sheets, Crew

PRESIDENT'S PERSPECTIVE

By: Neal Deaves

What a fast season of sailing this year. It is a sad time to see all the activities on the water shutting down for the season. With local club banquets and awards programs in full swing it is time to reflect the past season. It is good to see new members of the Highlander class participate in local events, now it is time to encourage them to travel to new venues and meet new friends, the Highlander family.

As the board meets we are looking at new formats for the nationals. This year we will be at Lake Norman in conjunction with the Pipers come October. This is a big step by the board as we venture into new ground. Growing pleasures and pains will come with the changes but we feel it is needed. Please try to make your plans to attend the Nationals this year and support the class. We are small but a great group of sailors. More info will be coming your way by means of the Highlander, Facebook website, emails and phone calls. Discussion is needed to allow us to know the desires of the class.

Plan some winter activities for your fleet and share them with others as we are always looking for new ideas to promote the Highlander and sailing in general. Attending the Cleveland Boat Show and supporting our Lake Erie sailors could be one fleet outing. For the hardy bodies of the class they go skiing and this year may enjoy the Winter Olympics. Louisville Sailing club gets together once a month to eat (usually Mexican) and go over sailing rules, regatta schedules, tactics on and off the water, boat and trailer maintenance and tall tales.

I am looking forward to Mid-winters and the warmth of the western Carolina Sailing Club. What a great way to start the season and renew friendships on and off the water. See you there!!!!

THE HIGHLANDER BOARD OF DIRECTORS IS ACCEPTING APPLICATIONS TO HOST THE 2019 AND 2020 HIGHLANDER NATIONALS. YOU CAN CONTACT ANY BOARD MEMBER. WE WOULD LIKE TO SECURE THE LOCATION PRIOR TO THE 2018 SAILING SEASON AS TO PROMOTE THE DATE EARLY. REMEMBER OUR NATIONALS THIS YEAR ARE NOT UNTIL OCTOBER 2018 AND WE NEED TO GET THE IDEAS FLOWING. PLANNING AHEAD MAKES PLANNING EASIER FOR ALL. WE NEED YOUR HELP TO ENSURE PARTICIPATION AT ALL REGATTAS AND CLASS ACTIVITIES.

Team Carpe Diem Wins Louisville by a Nose

By Jay Carey

Upon arriving at the Louisville Sailing Club Friday afternoon for the Bluegrass Highlander regatta, Boyd Barnwell, my crew, boat owner and damn good friend, welcomed me with this tidbit of information: "John Bauer is crewing with Ed (Spengemen). They're going to be tough."

"You're right, they are; but so are we," I told Boyd and middle crew Brenda Madden with as much conviction as I could muster considering Ed's prowess in a blow and Saturday's forecast for 15 to 25. I can't write my personal thoughts at that moment as they are not suitable for a family publication.

Retreating to the boatyard to pick my camping spot for the weekend, my powers of positive thinking were further tested upon realizing my tent poles were back home, closer to Cowan Lake than the Ohio River. Insert more not-fit-for-print, four-letter words here.

Class president Neal Deaves and Class Secretary Erin Spengemen salvaged the day though. Erin's chilli was tasty and saved a trip to town. Neal invited us to sit in on the HCIA board meeting. We all owe a great deal of gratitude to both Neal and Erin for stepping up at the general meeting. They are providing the leadership this class needs and deserves. He and the Board have some great ideas for Nationals and how to increase participation at regattas. Kudos are also in order for new HCIA Vice President Rick Meyers, who accepted the appointment as VP that Friday night.

Regarding the racing though, turns out Boyd was right. The Eddie/John duo was unstoppable in Saturday's big breeze. Didn't even

matter if we won the start, they were sailing flatter and faster and grabbed the lead halfway up the long first beat. Each and every time. In all three races!

As firm believers in the old adage that every boat counts, we kept digging hard, despite our poor showing. We were fortunate to find a lift in the last 100 yards, barely holding off both Deaves' boats. Hometown hero Pat Passifume followed Ed and John across the line for second, with our fellow Cowan Laker Doug Fisher not too far behind. We held onto our fourth place in that race, overlapped with Neal and David Bauer at the finish, with Greg and Brent Deaves too close for comfort.



Race two was a bit more to our liking, despite the fact Ed and John won decisively. We caught an early shift, settled in second and were able to hold it throughout the race, largely due to the fact that Pat Passifume had some interesting spinnaker issues. Keep in mind, it was blowing pretty good. Imagine surfing along at hull speed, spinnaker full and about to pull the boat onto a plane when 10 to 15 feet of spinnaker halyard slips through the cleat in the big puff. The spinnaker climbs higher than the mast and the boat rounds up. "When I saw your centerboard, I





thought you were goners," I told Pat Saturday night over a cold beverage. His response: "We did too." Apparently, the new Dyneema halyard was too thin/too slick for the halyard cleat on Pat's borrowed boat. The bad news for Pat and crew is that scenario occurred a few times Saturday. The good news for the three of us on Team Carpe Diem was it happened twice just when he was about to pass us.

Race three was more of the same. More wind and more dominance from Ed and John and their forward crew. With Ed in the lead followed by Doug Fisher, we started up the last leg. Race Committee Chair John Emmerich, with assistance from Harold Bauer, had set a long windward-leeward course with a beat that had to be close to a mile. The strongest wind of the day was on that final beat of the day, when those of us on the senior tour were less than fresh. About halfway up the beat, we gave up on catching Fisher and settled on covering Pat, who probably would have been ahead of us without his aforementioned spinnaker issues. That left Team Spengemen in controlling position with three bullets after Saturday's racing. Fast Eddie was indeed fast that day, with Ed driving and John playing the vang and calling waves as middle crew. Soon as we hit shore, I had to shake their hands and congratulate them for putting on a heavy-air clinic for the rest of us. We ended the day in third, a point behind Fisher and two ahead of Pat.

Saturday's winds brought in rain that evening. Another good Louisville dinner helped, but the rains made it interesting with no tent (remember, no tent poles). Took more spray sleeping on the sailing club's deck that night than I did on the boat that day.

Sunday morning brought a lot less wind, but after a lengthy delay, just enough to race. Pat and crew, along with Rick Meyers and family got the first puff in the first race of the morning and were long gone. We were fortunate to follow behind them, with Neal Deaves in fourth, and Doug Fisher fifth in a drizzling rain. Ed finished sixth in the short one-lap triangle. We were still in third overall, tied with Pat for second, but losing the tie breaker.

Luckily, race committee was able to get one more off, this time a two-lap triangle. Both Deaves boats, Neal and Greg, got off ahead and we were third when it started raining again. On the second leg, Fisher went high and rolled us all in the light breeze taking the lead, with Greg Deaves right behind. On the second beat, now in a steady rain, the tell tales stuck to the jib. We saw some darkness on the water to the left and caught a nice puff. Momentum carried us into the lead, past both Greg and Fisher, right at the mark. As we began the reach, I looked back to try and find Pat, who we were tied with going into the race, when I saw Ed was still buried deep in the fleet. With two legs to go, we realized we had a chance to win it all, but knew we needed to win the race to have a chance. The rain had really picked up and the wind died down. We're talking about the type of rain that drops gallons of water in the boat from the main every time you tack. We only had one tell tale flying by then, and that was on the shroud, making it challenging to stay in the groove upwind.

Going up the last beat, Boyd started bailing. Why? Because we had a hundred pounds of water in the boat. "I need your head out of the boat," I pleaded, "We've got to hold these guys off." Boyd, you see, is the type of experienced crew who not only really does a great job up front, but can get his head out of the boat and help with tactics as well. Our increased back-and-forth communication



is a key to our success. Greg Deaves kept creeping closer and closer. Overlapped with another Deaves boat at the finish yet again, we shot the line and won the race, and the regatta, by just a few inches.

Thanks to the Louisville fleet for hosting another great regatta. One last parting thought, come on out and join us on the regatta circuit. It is a lot of fun, both on and off the water.

The Shape of Speed

Karl D. Felger, Quantum Sails Cleveland

Round Is A Shape

To know sail theory, it's important to understand two aspects: lift and flow. Flow is the movement of air over the sail that generates lift, which is the force that causes the boat to move. Modern day sails are shaped like an airplane wing; basically, an airfoil that changes the air pressure of the wind as it flows over the surface of the sail. Air on the leeward side of the sail must travel further and faster than the air on the weather side of the sail to meet at the back of the sail at the same time in order to maintain pressure balance. This is known as the Bernoulli Effect, where an increase in the wind speed on the leeward side of the sail causes the pressure to drop, effectively "sucking" the sail forward (with assistance from the centerboard or keel).

Size Matters

The sail is the boat's motor. To maximize the horsepower available when sailing in different conditions, you must change the draft, or depth, of the sail. The optimal draft position and size may change with the conditions. A deep draft leads to more power and accelerations, whereas a shallow draft leads to higher speed and higher pointing. Generally, speaking, draft is created by sewing flat panels of cloth together using tailoring and/or broadseaming. Tailoring means a flat sail is built with a curve in the luff, like a windsurfer sail, whereas broadseaming means the panels themselves are cut with curves on the connecting seams, like a Thistle sail.

Control Issues

The draft of the sail is adjusted by adjusting one or more of the "controls" on the boat. While they may vary from boat to boat, the core controls remain the same:

- Outhaul: The outhaul is one of the more basic of all the controls. It is used to control the depth of the draft in the lower 1/3 of the mainsail. While possible to adjust while racing, this control is generally set prior to the start of a race and remains static unless there is a significant change in the conditions during the race. To flatten the mainsail, the outhaul is pulled tight and, vice versa, to create more depth the outhaul is eased.
- Cunningham: The cunningham is used to control the location of the draft. As the wind increases, the draft in the mainsail moves towards the back of the sail. Since the draft should be somewhere between 40% and 45% behind the luff of the sail, the cunningham is used to pull the draft back forward.

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



- **Boom Vang:** The boom vang is used for two purposes, to maintain the shape of the mainsail when eased and to induce mast bend. By maintaining the shape of the mainsail, the sail can be eased without powering up and trimmed without depowering. By inducing mast bend, effectively depowering the sail.
- **Pre-bend:** The bend in the mast can induced before adjusting any other controls, by making adjustments to rig tension and mast butt placement to pull the bottom ½ of the mast forward toward the bow. Pre-bend is needed when a flatter sail is needed.
- **Sheets:** The sheets are a great way to make gross adjustments to the mast bend and draft.

Play The Slots

The headsail offers little in terms of control, however this does not mean the sail shape is without adjustments. An important aspect to consider when adjusting the shape of the headsail is the “slot, or the space between the headsail and mainsail. The slot should be open to allow proper flow to be achieved by the mainsail. This is achieved by adjusting the leads and sheets to maintain a uniform distance between the headsail and the mainsail up the entire length. If the slot is too open the jib is reaching maximum efficacy, whereas if the slot is too narrow the flow over the mainsail is cut off.

One way to control the slot is by adjusting the leads, or headsail sheeting blocks, fore and aft. When the lead is moved aft, the bottom of the sail is pulled towards the stern which flattens the sail and opens the leech. When the lead is moved forward, the bottom of the sail is pulled down which creating more depth in the headsail and closing the leech.

Gearing Up

Changing gears while sailing is like shifting gears in a car, meaning the conditions and situations are always changing, and sails need to be adjusted accordingly the maximize the horsepower available. A racing sailboat generally has a 5-speed transmission:

- **1st Gear:** This gear is used when the boat needs to starts moving, with the sheets way eased and lots of twist induced at the top of the sails.
- **2nd Gear:** This gear is used when the boat needs to accelerate, such as in the last seconds of a well-executed start, right after a tack, or driving through a wave set. This is when the mainsail is eased slightly with no overbend wrinkles and the headsail is out a couple inches.
- **3rd Gear:** This gear is used when the boat needs to travel at its top speed, requiring the flattest draft allowed by the conditions, but not necessarily the tightest trim.
- **4th Gear:** This gear is used when the boat needs to travel at its top speed and point high. To achieve this, the mainsail is trimmed in an extra 1 to 2 inches with lots of overbend wrinkles.
- **5th Gear:** This gear is used in heavy air, when the boat needs to depower. To achieve this, all the control lines are pulled tight and maximum mast bend is induced to create the flattest draft possible. The headsail may be lead out or back to open the top of the sail.

Call To Action

Putting this knowledge into action is critical to getting the most horsepower out of your boat the at the conditions warrant. Each condition may call for an adjust to one or more of the controls.

- **Light Air (0-6 knots):** Let’s just say that light air lack the proper motivation, and will not be able flow





INVEST IN THE BEST

Our Covers Are More Expensive ...so they can cost less!

Sure our covers may cost more, but they last longer! So **your cost per year of use is actually less** than the cheap imitations.

6 STYLES:

- Mooring**
Full deck over the boom (pictured)
- Trailing/Mooring**
Full deck cover for trailing &/or fits with mast up
- Cockpit**
Boom tent that covers from mast to transom
- Skirted**
Available in Mooring or Trailing versions
- Rudder Cover**
Soft flannel lined canvas

- Fabrics finished to our specifications
- Strongest possible flat-felled (Levi) seams
- More reinforcements than other brands
- Attaching hardware provided
- Designed for competitive sailors by multi-class National Champion Bob Rowland
- Manufacturing & stocking Highlander covers since 1972



The Sailors' Tailor

Visa/MC orders call Sandy : (937) 862-7781 For fabric samples, pictures, and prices: 1480 West Spring Valley Paintersville Rd., Spring Valley, OH 45370

over the sail if the draft is too deep. Maintaining a lightly flatter sail in very light wind will make the boat move faster in the long run.

- **Medium Air (6-14 knots):** Adjusting your sails in medium air is based upon a relationship between you and the other boats on the race course. If you feel underpowered, create more depth in the sails. If you are lacking height or top speed, flatten the sail. Continue to adjust the controls and sheets achieve a good balance between speed and height.
- **Heavy Air (14+ knots):** This condition may lead to excessive heel, which is almost never good on a sailboat. Heeling creates an imbalance between the air, boat and water, which in turn impacts speed and pointing ability. In heavy air, the draft should be flattened to keep the heel of the boat consistent and manageable.

Wrap It Up

In summary, a sail's shape creates flow which induces lift and generates forward movement. This shape is adjusting using the controls available and these controls should be adjusted to maintain a proper balance of speed and pointing ability. No one setting is perfect, as sailboat races are held on an ever changing landscape of wind and water. The top teams are constantly making adjustments to find new ways to make their boats go faster. It's recommended that you look around at what the top sailors in your fleet are doing, talk to your local sailmaker, try new things, take notes and most importantly, have fun and accept the challenge.

Carey Drifts Best at Pipers

By Jay Carey

Lake Norman is about 400 miles from Cowan Lake -- my sailing home -- and a bit of a drive for a short weekend. So we usually leave mid-week to make the trip worth the drive, and enjoy camping at one of the nicest venues on the Highlander circuit. With boat owner Boyd Barnwell dragging the Carpe Diem, I was able to load up with bikes and kayaks this year.



Along with my trusted travel companion Susan, we arrived early Wednesday and had our pick of campsites. We even had time for some paddling before dinner. Little did we know that floating would be the operative word of the weekend as a high pressure system settled over the south.

By the time Boyd and Brenda showed up Thursday, we had biked and kayaked all around Trump National Golf Course. After some boat maintenance Friday, we had a decent up wind sail in an eight mph breeze. We turned back toward the club raised the chute and 200 yards later, the wind died. It took a couple hours to drift back to the club, glad we had packed a cooler. Little did we know that would be the last spinnaker work of the weekend.

Last year, there was a dearth of wind on Saturday for the 50th anniversary Pipers. The Highlanders had the same fate on Saturday this year. However, there was some racing Saturday, for the 10 high school teams that morning. It was good to see so many youth engaged in this sport we all love. I spent the afternoon kayaking with my brother Jamey instead of racing against him.

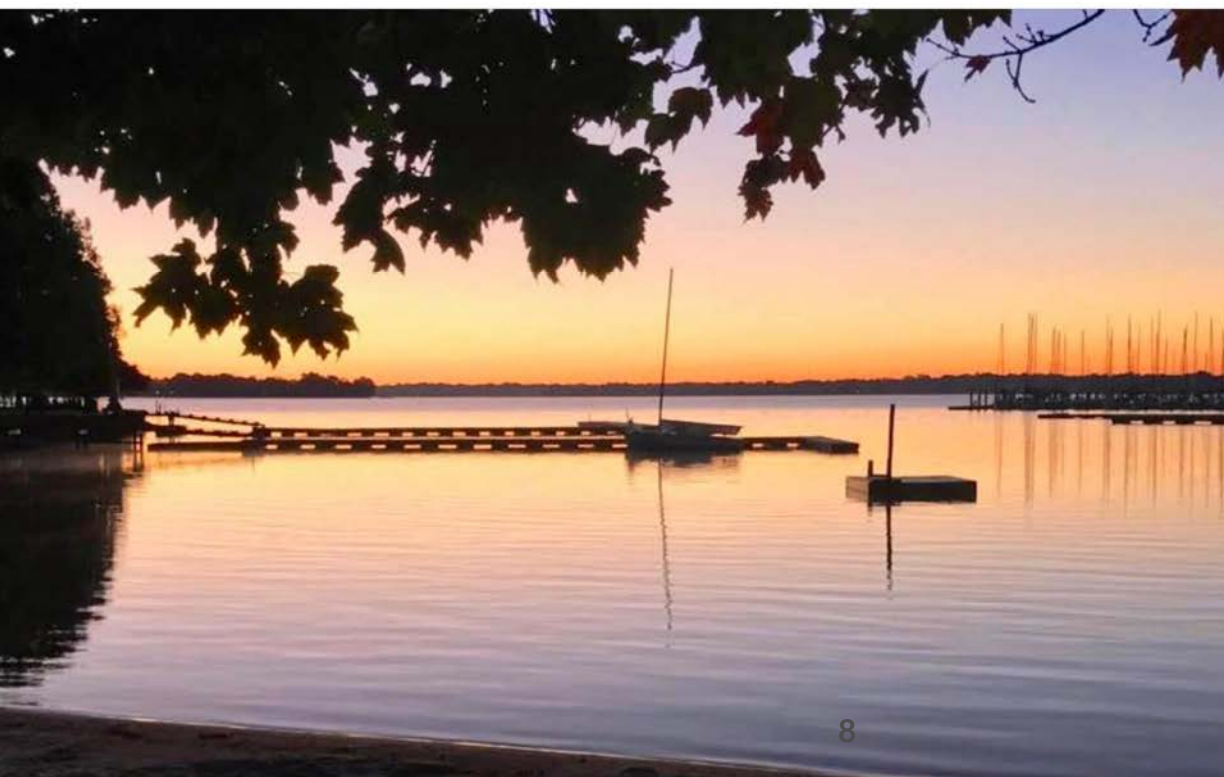
Sunday morning was much like the other mornings that week, a little breeze in the morning. I expected it to burn off as the day heated up, and was glad they moved up the start time. Unfortunately, many of the Highlanders were slow



to launch and race committee postponed the start, even though we had wind. One of these days, I'd love to see an RC with the cojones to start on time some Sunday morning with only half the fleet, even if I'm in the wrong half.

Ironically, we were late to the start in the dying breeze. To make matters worse, we had to spin out at the boat as the Rhode Island Boys (Mac and Jeff), held their lane.

Upon our second attempt at starting, we were fortunate to be able to tack towards a bit of wind as soon as we cleared the RC boat. That got us back in the race with the Rhode Island Boys and James Taylor from Cowan Lake. A few hundreds yards - and about 20 minutes -



later, we were approaching the windward mark, trying to hold off those guys, along with Neal Deaves and David Bauer from Louisville. We had a huge header that I really wanted to tack on, but we needed to stay on starboard to stay in the wind. Luckily, that pushed us around the top mark a few boats ahead of the pack. It was a long, slow, difficult downwind drift. I told Boyd we had to have a good rounding to keep up our speed. We had a solid rounding and executed an excellent roll tack onto port, got to a little breeze and cruised to the line, winning the only race of the regatta.

Congratulations to James Taylor for his deuce in his first Highlander regatta. Mac was third, Neal finished fourth and Tanner had a great

comeback to grab fifth place as the top family boat.

As we were drifting back to the club, inching along, Boyd and I could see our shore crew -- Susan and Brenda -- breaking down our camp. Way to go girls!

We were the first sailors to arrive on Wednesday and the last to leave Sunday afternoon. And at the lunch and trophy presentation, the lake was full of wind. She was showing us what next years Pipers, which will be held in conjunction with the Nationals, has in store for us. With the holidays approaching, please join me in making Highlander regattas part of your plans in 2018.



10 Reasons You Need Oct 20 - 25th on Your 2018 Travel Calendar

1. Highlander 2018 Nationals are to be held at Lake Norman Yacht Club, NC where all sailors and non-sailors are always welcome. Please note the dates: October 20 to 25.
2. TWO FOR ONE: Nationals and Pipers Regatta are being held in tandem. Pipers will be the first three Nationals races (before the split) with traditional Pipers trophies, & boat flags. Finishes for these races still count toward Nationals and will be used to split the fleet into the two divisions. (except for any competitors who are sailing only the Pipers).
3. We are planning to compress the time required for **measurement**. For example, only measuring new sails and accepting good sportsmanship for all other items plus we will have random spot checks, sniffer dogs, etc.





4. Lake Norman is a wonderful lake to visit and to race. It's the largest inland lake in North Carolina (50 sq. miles), the water will be around 75 degrees in October, the air temperature varies from an average high of 68 degrees down to a cold 47 degrees. The daily chance of rain is below 20% and the average wind speed at that time of year is 6.8 mph.
5. LNYC (Lake Norman Yacht Club) is heaven for sailors: we have an excellent racing venue right in front of the Clubhouse, excellent Race Committees, a 25-acre club facility with plenty of room for boats and camping, a safe swimming beach, a 2-year-old Pavilion with all the facilities including grills, fridges, food preparation area, hot showers etc. and children's playground PLUS, a charming 48-year-old refurbished clubhouse with free beer.
6. An enthusiastic local Highlander fleet (Fleet 27) with over 12 Highlanders plus another keen Highlander fleet not far away in Greenville SC. This means we will have plenty of good racing for all levels of racing prowess.... from the really racy types to new racers and cruisers.
7. The Charlotte area offers you tons of things to do other than sailing. The Whitewater experience is a great family outing, there is the new Kids Discovery Museum in Huntersville, NASCAR team shops, cart racing, and fall leaf peeping in the region. A tour of the nuclear power station is a glowing experience and much, much more.





8. The area around the Club has doubled or maybe even tripled its population over the last 20 years.....this has brought an enormous choice of convenient hotels, restaurants, bars, shops.... all within 10 miles of the Clubhouse.

9. The local area has had an explosion in the number of craft breweries, wineries and evening entertainment spots. As well as

professional sports teams such as the NBA Hornets, NFL Panthers and AHL hockey team, the Checkers: all will be in season during the regatta. There is plenty to do for everyone!

10. 2018 National will be the finest Nationals for many a year. It's still a bit early in our planning process so the tentative schedule is subject to some fine tuning. However:

Saturday October 20th... Gathering of the Clan: Measurement and Practice racing. Welcome dinner.

Sunday October 21st... Masters/Juniors/Ladies Championships, Pipers Regatta racing which also count towards Nationals splitting of the fleet.

Monday 22nd Pipers continued if necessary plus Nationals after fleet split

Tuesday 23rd to Thursday 25th October... Nationals. Banquet and Awards Thursday evening.

Back-up plans for light wind days.... Opti races in the cove, 420 racing, fishing, and more.

CONCLUSION:

PLEASE SAVE THE DATES...October 20-25th 2018. Nationals at Lake Norman Yacht Club, North Carolina. It will be worth it!



Highlander Sailors!

I wanted to take this opportunity to thank the Highlander Class for being so welcoming this spring at the Mad Plaid. Suzy and I really enjoyed the shifty conditions and hospitality at Cowan, James Taylor's generosity in loaning us his boat, and I was especially excited about our new Highlander sails. We were fortunate enough to win the event this year in our first Highlander Regatta. I also wanted to congratulate Jay Carey/Boyd Barnwell for their wins using VSP sails at both the Bluegrass and Pipers regatta this fall. We're pretty pleased with the shapes of our sails and our results in our first year. They are fast and easy to trim. I particularly want to thank James Taylor and Jamey Carey for advice, taking mast bend measurements and discussing Highlander sail shapes and design requirements before we built our first suit.

Vermont Sailing Partners is one of the largest independent sailmakers in the country. We used to be a Shore Sails loft and our roots are solidly in one-design sailing. Our sails have won World and National championships in a number of one-design classes. We are a little unique in the sailmaking industry. We build all our sails right here in house, not overseas. We use SailPack sail design software and a Carlson Plotter/Cutter to make sure we can exactly replicate each sail. And because of this we can inspect every yard of fabric before we cut into it, and we are able to tightly control our production and quality.

I'm excited to have the opportunity to be involved with the Highlander class and look forward to my next chance to sail a Highlander event soon, hopefully at Lake Norman next year!

Bill Fastiggi
Vermont Sailing Partners
150 West Canal St.
Winooski, VT 05404
802-655 SAIL (7245)
www.vtsailing.com



Clam Digger

By: Harold Bauer

When it comes to regattas, I've been to just about all of them. Literally! If you're reading this, I'd be sure you've seen us at your regatta. And even though I say that every one was "The Best," the Highlander fleet at the Avondale Boat Yard absolutely does qualify as one of the top rated regattas of the year.

So when we planned our summer, we planned to spend the months following the Highlander Nationals in the New England states. Our itinerary took us to the north east and places like the Adirondacks in New York, Acadia National Park in Maine, Cape Anne in Massachusetts, Mystic, Connecticut, and, of course Westerly, Rhode Island, home of the "Rhodies" and the Clam Digger Regatta.

On Friday evening, the welcome party was already under way when we arrived. There was a small group of hearty souls gathered at the boat yard discussing the busy hurricane season, tropical storm Jose (who was doing a 720 off the New England coast.) and the effect that all of this would effect the regatta and participation that weekend. It was then decided that it was a little too chilly to sit outside and cook hamburgers and that there probably wasn't going to be any more



arrivals that evening. So the group made the move to head into town to the warmth of a restaurant and leave the cooking to the (presumably sober) professionals. A quick check-in with John who was driving in from Ohio with Scrimshaw in tow indicated that he would arrive in Westerly around 9:00PM. No problem, we'll just get his dinner "to-go."

Saturday morning dawned a beauty. Warm temperatures, sunny skies and a breeze of 8-10 from the southwest. An absolutely perfect day for sailing Highlanders in one of the most beautiful places. Who could ask for more? Well, more boats would have been nice... But, so be it; Rick Brown sailing Al, Mac Cooper in Taz and John, Stefanie and me in Scrimshaw took to the race course that was set up by a first rate race committee headed by Chris Hansen. It was a perfect day. John and I traded the helm. We had three firsts and a third. The third place finish was mine. (Yep! Still have a problem with consistency...)

Saturday evening, the Rhodies proved that they have the right stuff as they put on a dinner that was better than any,





hands down. Rhode Island clam chowder? I know about New England clam chowder but this was amazing! Following the dinner, the cocktails continued to flow and the pickin' and grinnin' got going. It reminded us of Saturday night at the Pipers of the past! (Remember; The Piedmont Piper's and Plucker's Regatta?) Mac and his gang tore it up with some classic music including some

bluegrass! (Always wondered why they never had any bluegrass at the Bluegrass... Hmmm...)

Sunday turned out not to be the best day for sailing. Jose had left and gone east taking with it the breeze and allowing a high pressure system to move in. So after a period of contemplation it was decided to get the out of town boat packed up for the ride back to Ohio. But there was still time for

the Rhodies to show yet a little more of their hospitality. We all boarded Mac Cooper's center console and took a ride down the river for lunch at a waterfront restaurant. Another incredible day!

Thanks to all of the Rhode Island "Rhodies" for an excellent weekend. And a special thank you to Mac Cooper and his crew. Without their effort there wouldn't be a Clam Digger.





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.



Find us on
Facebook





Highlander Magazine
 Debbie Busbey
 104 Waterloo Circle
 Greer, SC 29650

ADDRESS SERVICE REQUESTED



Date	Event	Hosting Facility	GP Class
April 7 & 8	HCIA MidWinters	Western Carolina Sailing Club	II
May 19 & 20	Mayor's Cup	Eagle Creek Sailing Club	I
June 9 & 10	Mad Plaid	Cowan Lake Sailing Association	II
June 16 & 17	Cleveland Race Week	Edgewater Yacht Club	I
June 16 & 17	Berlin Invitational	Berlin Yacht Club	I
TBA	Pymatuning Regatta*	Pymatuning Yacht Club	
September 8 & 9	Atwood Harvest Moon	Atwood Yacht Club	I
September 15 & 16	Governor's Cup	Eagle Creek Sailing Club	I
September 22 & 23	Clam Digger	Green haven Sailing Club c/o Avondale Boat Yard	I
October 6 & 7	Bluegrass	Louisville Sailing Club	II
October 20-25	Pipers and Nationals	Lake Norman Yacht Club	II & III

Visit www.sailhighlander.org for up to date schedule information