



The HIGHLANDER

Volume LXI, No. 3, July 2015



Team Schultz, with three generations, captures 2015 Highlander National Championship

The HIGHLANDER

Official publication of
The Highlander Class
International Association

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2015 National Champions

Tanner Schultz, Skipper

Kurt Schultz, Crew

Caroline Schultz, Crew

Wyatt Schultz, Crew

President's Perspective

by Doug Fisher

Well the weather has finally warmed up in the Midwest, it's quit raining every day or two so it's time to unpack the boat and go sailing. Regatta schedule is starting so fill up your regatta vehicle & get to the next race on the regatta circuit. If your schedule doesn't allow a full weekend of sailing, stay local & go sailing & support your local fleet. I always have believed that sailing starts local "fleet first" and then grows from there. Our 2 newer fleets, Greenhaven fleet #47 & WCSC #48 are each having great gains in fleet membership, awesome news....

Midwinter was well attended again this year at Western Carolina Sailing Club. We had 16 highlanders & I had a newer highlander crew with me Nick Lloyd. Our goal was to have fun & make sure I explained what decisions I was making and discuss our results between races with Nick. This regatta would be instructive for a newer highlander skipper; so we had a great time (most important), race well, finished in the money with a third place, tied with Bruce Busbey who got the silver. Nick said it was the most fun regatta that he had been to & learned several racing techniques that he was going to share with his wife Jen.

Nationals occurred early this year back again at WCSC. It did feel very funny going to nationals not towing a boat. I got myself several times looking in my mirrors looking for 2005 in tow. I would like to thank again Bruce & Debbie Busbey for all their organizational efforts at nationals. They had countless hours organizing, measuring boats, coordinating land & water activities and the Nationals was an overall success for our class. Winds were goofy all week but we ended Thursday with two fantastic long windward leeward races with great breeze. Also it was great witnessing our 2015 class champion being an all family 3 generation boat. The top six boats were 5 boats points away so 2015 was a very competitive Highlander national. Again I would like to say thanks for everyone in Highlander fleet 48 who help put on the show.

Again get out sailing as much as your schedule allows this year. Take new people out for a day sail, club racing or regatta. The highlander loves to show her stuff with all of its qualities; roomy, crew friendly, comfortable, high boom, large powerful sail area & importantly fun boat in all wind conditions. Also remember to have fun and support others, that's a very important part of our sport.

So see everyone soon this summer on the regatta circuit or a local sailing event and smile....



Sailing With Family

by Caroline Schultz

I've been on sail boats since I was a baby, but I started competing when I was 11, when I crewed for a family friend with my dad on his thistle at the Old Goat. Off and on I'd sail a regatta when we had the time. When I was 13, my grandfather asked if our family, my dad, my brother and I, wanted to compete in the 2013 Pipers with him. That was a very stressful weekend. My dad can get really tense in his desire to win and ended up loudly telling us everything we needed to do and getting impatient. Both my brother and I weren't sure if we'd ever do that again. There was no way Wyatt and I were going to voluntarily get shouted at so that needed to stop. Through that year, we sailed a few more regattas until we headed up to Pymatuning for the 2014 Highlander Nationals. We sailed the best we could at the time and learned a lot. Over the next year, we sailed in any nearby regattas we could get to. By the time the 2015 Nationals came around, our boat had two firsts under our belt from Pipers and the Midwinters.

Before the first race, my dad told us our goal was to get top 5 finished and be consistent. That sounded simple enough. His rules were as follows; do your best, honor God. Our only rule; no yelling or we quit. Throughout the week, we strayed a few times from our top 5 finishes goal but stayed strong until the last day. On the last day, tied for first, I was excited and hopeful because I knew so many people were cheering us on. After race 6, and our disastrous finish, we all agreed with Wyatt in saying that "this sucks" (his favorite phrase on the boat). Going into the last race, we had to fight as hard as we could to climb back.

The last race starts and we put all our effort into everything we did. Heading toward to finish line, Wyatt and I had as much of our bodies outside the boat as we could get, and I remember even stretching my arm out in hopes of gaining those few crucial feet we needed. I told Wyatt, "I think if

we get first, we might have a chance at winning." As soon as we crossed the finish, mere feet ahead of the Careys, they turned and starting cheering for us. We had just slipped by them and basically stolen first and they cheered for us. That was an amazing feeling, and even though we thought we had for sure given up first, we still rocked. At the dock, we were congratulated. Then we started hearing, "I think you guys might have won." That seemed unreal.

The best part of that week was everyone rooting for us, cheering us on, and that the people we had just barely pushed by to turn and the first thing they do is to cheer for us. Its amazing to feel like you're doing it right, and that people notice, even if you aren't doing it perfectly.

2015 MidWinters

Place	Captain	Boat #	Race 1	Race 2	Race 3	Race 4	Race 5	Total Pts
1	Tanner Shultz	1007	6	1	5	3	6	21
2	Bruce Busbey	2007	3	3	1	7	13	27
3	Doug Fisher	2005	10	2	9	4	2	37
4	Jon McClean	906	1	4	7	15	1	28
5	Jamey Carey	1002	8	6	4	8	5	31
6	Karl Felger	2001	15	5	3	2	7	32
7	Steve Bauer	925	7	7	14	1	8	37
8	Chris Kafsky	969	2	10	11	5	11	39
9	Chris Hansen	542	9	9	15	9	3	45
10	Jason Japikse	2006	4	13	10	10	9	46
11	Jeff Curtin	937	11	14	8	11	4	48
12	Bryan Hollingsworth	876	5	8	13	6	17 DNS	49
13	Bob McCoun	861	12	11	6	12	12	53
14	Adam Coker	874	13	12	2	14	14	55
15	Mac McNeill	912	14	16	12	13	10	65
16	Chris Miros	458	16	15	16	17 DNS	15	79



2015 Highlander Nationals

2015 Championship Division

Place	Captain	Boat #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Total Pts
1	Tanner Shultz	1007	3	10	1	3	5	(11)	1	23
2	Ed Spengeman	2002	8	3	2	(11)	3	1	8	25
3	Bruce Busbey	500	5	4	(8)	6	2	5	3	25
4	Karl Felger	2001	7	1	3	4	7	(7)	4	26
5	Jack Finefrock	925	1	8	4	(9)	1	8	5	27
6	Jon Mcclean	906	6	6	7	2	4	3	(10)	28
7	Mike Shayeson	2006	4	11	(11)	1	10	4	7	37
8	Jamey Carey	1002	(10)	9	6	7	9	6	2	39
9	Doug Fisher	2005	2	12	5	13	(13)	2	6	40
10	Gary Steinbach	939	9	2	9	5	6	9	(12)	40
11	Mac Cooper	937	11	5	(12)	8	11	10	9	54
12	Chris Kafsky	969	12	7	10	10	8	(12)	11	58

Race 1

by Jack Finefrock

We started the race in the middle of the line toward the pin end just to stay clear of traffic (and to make sure that I would learn how to bring a Highlander up to speed without messing up others). The fleet spread over the beat in shifty conditions and at the first windward mark we were mid fleet with a lot of work to do. As we recall, the leaders came in from the right side of the beat. By playing the shifts downwind and upwind we worked our way thru the fleet. By the last downwind leg we were about 5th following a tight group of boats including Doug Fisher (2005), Tanner Schultz (1007), Mike Shayeson (2006) and Bruce Busbey (500). Approaching the gates the leaders appeared to be crowd the mark on the left that kicked you out to the right of the upwind course. Looking back the fleet behind, Mark Paisely, forward crew, noticed the spinnakers on the left side of the upwind showing

that the left side of the beat would become favored. By rounding the right gate we could not only avoid the crowd at the left gate for clear air but also get the leverage to catch up. Steve Bauer, middle, and I agreed and we jumped on the opportunity. After rounding the right mark we sailed on starboard to the left shift with increased velocity and tacked to the finish ahead of the rest.



Mark Paisley, Steve Bauer, and Jack Finefrock





Race 2

Karl Felger, Michael Hampton, and Bill Wiggins

by Karl Felger

Winning a race at a regatta is always a big event... winning a race at a national championship regatta is an amazing and reward experience...

Race #2 of the HCIA National Championship Regatta started out like any other race... me whistling show tunes to myself, and my crew trying to get their heads wrapped around what crazy stunt I'm going to try next. Fortunately for them (and me), we had a good game plan for the first beat as there was noticeably more pressure on the left side of the race course... this bodes well for me, as I like to normally attack the pin end of the line and I know I'd have a long runway to get Team Betty rumbling after the start.

We managed to get a clean start, with no lee bow issues to worry about and only a few boats close on my hip to worry about. As the boats on right side of the starting line fell out of the pressure, we continue our march to the left side, focusing on boat speed and letting the boat naturally climb to weather and squeeze the boats on our inside hip into tacking away. We took a calculated risk to head almost all the way to the port layline, as the course was short (0.4-0.6 miles). Chris Kafsky tacked and lead our team back to the weather mark. We arrived at the

mark at the same time, and our team had the inside advantage as we rounded the weather mark in first place. The ability to complete a clean tack and have my team perform a smooth spinnaker set allowed us to drive down after we rounded the offset mark and pull away from the fleet behind.

As the race continued on, the breeze slowly began to lighten... there is nothing more agonizing for a skipper than being in the lead of a light air race with the fleet splitting behind you. Fortune and good team work smiled upon us and we are able to extend slightly on the fleet by the leeward mark. The race committee, sensing pending doom (or no wind), shortened the race and we headed home up the final beat in a 1-2 knot breeze. There were moments heading up the final beat that teams leveraging either side of the race course looked like they were going to overtake us, but we continued our conservative approach up the middle of the course and ultimately our boat speed and patience paid off.

Winning a race at a regatta is always a big event... winning a race at a national championship regatta is an amazing and reward experience... especially when you can experience it with some of your best friends. Thanks to Bill Wiggins and Michael Hampton, as they earned that race victory!

The Highlander, July 2015



Race 3

by *Tanner Schultz*

The fleet sailed to the starting area under spinnaker. The wind was 6-8 from the E-NE. Our team noticed shifts on both the left and right sides of the course going out and at the start this was obvious as 2/3 of the fleet played the left and the remaining 1/3 played the right. We (boat 1007) got a poor start which pushed us more to the right than my plan however Dave Dellenbaugh and Greg Fisher have always said 'win the side you're on' so we sailed to be the first right side boat around the mark as the left side boats were rounding before us with a good margin. Downwind we picked up one or two boats but were still back in 11th-13th range. This was not where we wanted to be for the last race before the fleet is split into divisions. The wind had dropped to 4-6 kts max.

Downwind, my father and kids did a good job on the gybes as we worked shifts for boat speed and mark position at the lower gate. We passed one or two boats and at least felt close enough to the leaders to see what was developing. Again, the wind angle looked better on the left but the wind velocity was better on the right. We worked the right side of the course upwind again moving up to 7th place around the weather mark.

The lead boats all stayed on starboard tack after the rounding working the left side. We sailed 6-8 boat lengths then gybed as my daughter pointed out a good sized puff on the right side of the course. I'm glad I've worked with my kids to identify more wind or shifts, having them point it out to me especially. We had to sail high with the spinnaker to catch the puff but then bore off to the mark once our speed came up. Downwind lesson from Dellenbaugh/Fisher-sail down to the mark in stronger wind, sail up to keep speed up when the wind lightens. My kids got excited as they saw that no other boats had gybed with us and we were on the express rail to the leeward mark.

We passed all the boats and the last third of the leeward leg was a dash to the mark with Ed Spengeman, Karl Felger and Jack Finefrock in hot pursuit. Rounding the mark we got a little tangled up as I had delayed the spinnaker drop not giving my kids time to stow everything. Ed, Erin his wife and John Bauer pushed hard to get past but we crossed the line just in time. It was an exciting race that highlighted racing fundamentals: get a good start (we didn't), focus on the wind-angle and velocity especially downwind (nailed that one), and sail as a team lifting each other up to your best.

Team Schultz sailing 'Goldfinger'





Mike Shayeson, Jason Japikse, and Mays Dickey hike on boat #2006

Race 4

by Mike Shayeson

Seems crazy for me writing an article for winning a race in the HCIA National Championship Division. Four weeks before the event, I wasn't even sure I was going to be healthy enough to attend, much less qualify in the Championship division and winning a race. I guess the wind gods had a little say in the outcome. This race was probably the race with the least air, as the race was shortened by ½ leg, finishing downwind at what would have been the last gate rounding before the finish.

We did have a great start, keeping those to weather of us off our air and a nice spot to leeward allowing for a good clean start with speed. At the first weather mark we were in the top five boats rounding the mark. We had a great downwind leg picking up a couple of boats, putting us in great position for our upwind leg. I was in pretty good shape when MOJO tacked to weather of us. Seeing the fleet of President Division boats coming down on us on starboard, we looked for a way to tack under MOJO and sail right to get behind the disturbed air of the downwind boats. This turned

out to be a great move as we had more pressure on the right side of the course heading to the weather mark. It appeared only one boat may beat us to the weather mark. That was Doug Fisher and John Stephens in 2005. As it turned out, we did round second. As would happen when one could least afford it, we had an "hour glass" in the spinnaker which allowed Doug to scoot away. The good thing is I kept going right on a starboard tack until we got the spinnaker flying, which put us right of all those who rounded behind me as well as right of 2005. It seemed as though we had significantly more pressure than those left of us and when we jibed to port, we were on more of a reach with pressure. When I started to look for the gate, I could only see one mark and asked my crew, Jason Japikse and Mays Dickey, whether they saw the other half of the gate. As we continued on port the other mark finally became visible tied to the committee boat. We then assumed the course was going to be shortened, but it did not appear we would be able to catch 2005, although it was going to be close.

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Doug came back at us on starboard and crossed in front of us by a little but was definitely closer to the finish line. I knew Tanner Shultz and family (1007) rounded right behind us and thought he was the one I had to hold off, but Jon McClean and Boyd Barnwell (906) were coming in at a “hotter” angle and moving well. We jibed about 50 yards from the line in very light air to cover 906. Fortunately, we caught a little pressure that allowed us to bear off and cross the line about ½ boat length in front of 906. I was not expecting a horn, since 2005 crossed ahead of us and figured we finished second. It was only on shore, about 2 hours later I learned that 2005 was OCS and we had won.

It truly was a great week! The venue was awesome. The hosts were fabulous and the race committee was OUTSTANDING. I’m already looking forward to next year’s midwinters.



Mark Paisley sets the pole after a mark rounding

Race 5

by Jack Finefrock

Wednesday was a long day of watching the rain and generally calm air. The RC used good judgement in holding us on shore till mid afternoon when the skies cleared and breeze began to develop. Our team was ready for action and we were the first boat on the water, so we had the opportunity to watch the new breeze lines develop as the rest of the fleet made it to the course.

We sailed into nice breeze from the left and began to assume that the left would be favored when the race started. However, as time passed we noticed some good shots from the right that were worth watching even though the left breeze continued to seem strong. When the race started we were left-middle of the line sailing on starboard in the left breeze that was continuing. Many of the boats at the committee end of the line went immediately to port after the start but didn't have as much breeze as we did.

We continued on starboard with the boats that started nearer to the pin until we noticed one of the right side shots that had good breeze behind it. We tacked to port in good breeze to connect with the right shift and found ourselves solidly in the lead ahead of Busbey and Ed Spengeman (2002). The lead was ours down the run, up the second beat and most of the 2nd run as Bruce kept nibbling and caught us. Bruce squeezed in just ahead of us at the left gate. Enter Mark Paisley once again. Just before he doused the spinnaker he noticed the return of that nice lefty that was so tempting before the race. After rounding on port behind Bruce we tacked (as quietly as we could) and got away from him to the left. He didn't stay on starboard long but shift timing and positioning allowed us to eak out the win.



Race 6

by Ed Spengeman

Erin and I were thrilled to be back at our first nationals together since 2011. My goal for the week was to sail consistently, work on my starts, and try hard to land one good race. After a fun week we had a couple races that came close to looking like a bullet, but it didn't come to fruition until the last day. For the first two beats we stayed in touch with the fleet and didn't get too far into any corners. We typically tend to make a few mistakes on the downwind and grind them back out on the long upwind legs. This week it was a little tougher with such short beats to the finish. The breeze was building during the race and as we came into the leeward gate we were fortunate enough to have the weight advantage for the last short beat to the finish.



Ed Spengeman, John Bauer, and Erin Spengeman

Race 7

by Tanner Schultz

Race 7, the penultimate race for the championship was shaping up due to a jumbled race 6 that pushed us back from my poor sailing. Ed Spengeman(2002) and crew were tied with Jon Mclean(906) at 28 points, followed by Karl Felger(2001) with 29, Bruce Busbey(500) with 30, Jack Finefrock(925) at 31 and the Shultz boat with 33. We talked about my previous mistake with my father reminding me to get a clean start with room to tack on the first shift. The kids promised to keep track of any wind, veer to be conservative, and not get caught out like race 6.

We started mid line clean with room to tack and honestly I don't recall who was near us or even

Doug Fisher was in front of us and Jon McClean was just behind us and gaining. We cranked on all the strings and hiked hard for the drive to the finish and were lucky enough to take the win.

thinking about the other boats. We needed a good race to try and get back in the top five. The wind had strengthened to 10 kts with a few stronger puffs favoring starboard tack. The weather leg went well sailing middle right with my daughter Caroline calling the compass and Wyatt watching for starboard boats when we were on port tack. Even on a smaller lake I use the compass simply because I trust the numbers more than just feeling lifted or headed seeing progress against the shore. We worked some small port lifts with boats to the right of us rounding ahead. Fourth around the mark, this is workable is what I was thinking. We gybed a few times to play the same

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shifts downwind mostly looking for stronger breeze or a higher angle to the mark. My Dad did a fantastic job keeping the spinnaker full through each gybe working with the kids. Rounding third we caught one boat downwind and now set off to work upwind. The wind had strengthened enough that all four of us were hiking now and I was using the boomvang to depower the mainsail. If you don't have an 8:1 or greater purchase boomvang, get one. It makes playing the vang easier and really helps keep the boat rolling along in bigger breeze.



Tanner Schultz is interviewed by Aly Myles from WYFF News 4

We rounded the weather mark first after slipping by Bruce Busbey(500) and Jamie Carey(1002). The Carey boat rounded close and closed the gap with us downwind. We chose opposite marks at the leeward gate. I picked the mark more on the left side of the course as I saw more breeze and the compass showed a left shift while we sailed downwind. At this point it was all about concentrating fully on boat speed to get over top of 1002. Everyone was hiking, vang on and trim the main to keep the boat relatively flat. We

drove for the finish line crossing just a half boat length ahead based on the pictures Gayle Kaufholz took. Wow, what a race! Competitive, fun, exhilarating and a redemption after race 6. At this point we had no idea what the points were of where other boats finished. Everyone on our boat just felt good to have sailed so well for the whole race. The kids were excited to have succeeded in more wind. My Dad had given 110% for the whole race.

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Two-Manning the Highlander

by Neal Deaves

What a great week of sailing and having fun with the Highlander Class. The WCSC has a great venue for sailing and camping. Thanks to Bruce and Debbie Busby, Jen and Chris Kafsky, and the race committee. My week started with a good first masters race. We got off the line with clean air and the boat pointing well. The wind was good for David Bauer and I to two man and down wind with put a reach. That win gave me confidence that the new jib cleats were working great and we had adjusted them satisfactorily. Jamey Carey had things going well and right on our stern. This continued through the second race of the masters as he won the race to claim the title of Masters Champion. Good going, Jamie.

The wind picked up for the practice race so David and I enjoyed watching from shore. Glad we did. One thing I can say for the week of sailing, we saw wind from every direction (sometimes in the same race). I did learn one thing during the off season about racing. To win all you need to do is make fewer mistakes than the other sailors. That helped keep my mind in the game. We did not qualify for the championship division but felt good



Neal Deaves and David Bauer two-man boat #960

about our sailing. We found ourselves in first place of the presidents division which usually would get me nervous. As racing started we continued to get off the line well and with good boat speed. Knowing your competition and not getting nervous was the key to our racing. We were thankful for moderate to light wind. As David says, "we go slow really really fast." It came down to the last day and Gary Vinicky was in second place. In race six we lead at the windward mark, which made us feel good. As we approached the gate we went right and Gary went left. That was a great call for him and Bob Bauer followed him, resulting in them beating us to the windward mark the second time around. Bob had some spinnaker problems and we ended up second to save some of our points. Gary was closing the point gap quickly. It came down to the last race. We continued our good starts to lead at the windward and lower marks before things became interesting. As we started up the windward leg on starboard tack, there was a loud pop as the under deck cleat broke free from the deck and our thoughts were, "there it goes." David had the joy of sailing the rest of the race without a cleat. We tried to say on port as much as possible. Was he thankful to get to the run with the lead. We were able to finish but the lead narrowed as we finished the race in first. The last task was getting in and packing up because I needed to be home Friday morning to walk with my wife, Kathy, in the Kentucky Oaks Survivors Parade at Churchill Downs. The walked capped a great week.

Master's Championship

Place	Captain	Boat #	Race 1	Race 2	Total Pts
1	Jamey Carey	1002	2	1	3
2	Neal Deaves	960	1	4	5
3	John Stephens	2005	3	2	5
4	Mike Shayeson	2006	5	3	8
5	Bryan Hollingsworth	876	4	7	11
6	Mac Cooper	542	6	5	11
7	Jeff Curtin	937	7	6	13
8	Craig Rule	980	8	8	16



1st Race President's Division

by Bob Bauer

After waiting for a mere 2 ½ hours for the wind to come in, we finally got started for the first of the Presidents Division race after the split. We were a little late coming to the line at the start but that ended up working to our favor. The rest of the fleet was forced to sail off just before the gun and we were able to start at the committee boat with clear air. With the wind was oscillating a bit to the right we were able to get the lift off the starting line before everyone else. When the wind veered back about half way up the first leg we were on top of the fleet. At the weather mark the wind again gave us a little help and was able to round ahead. As is always the case in a shifting breeze, the leeward leg was challenge with boats going high and low. We opted for the middle to high course. The remainder of the race was a strategy of keeping between the next mark and everyone else.



Bob Bauer with crew, Ben and Julie Senff

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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.

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

That would get severely challenged on the last leg. Brian Hollingsworth decided to take a very high course, heading for what looked like a new and stronger wind on the left. At the same time Neal Deeves and Jen Kafsky were moving very well on a leeward course below us. After much discussion, we decided to take our same middle course. To make matters more stressful, we could not find the leeward gate marks or the finish line. Since the finish line was closed we wanted to avoid that. Finally we saw that some of the boats in the Championship Division were taking down spinnakers and heading in. Then we saw that the raced had been shortened and we were finishing at the leeward make. Fortunately for us, the hotter reach angle that Brian was hoping for coming into the finish did not materialize and we were able to jibe into the finish line on a puff that Neal and Jen did not get.





(Left to right) Chris Chillemi, Marvin Brinn, and Gary Vinicky

Race 5

by Gary Vinicky

Before the start, I checked the line twice. Both times I felt that the right side of the course would be favored. At the start I held back above the layline at the committee boat and started behind another boat. I would then be free to tack onto port and head right. Thirty seconds after clearing the committee boat, I tacked and went right. Soon after, Chris Miros (913) and Bob Bauer (989) also went right on port. However, my line was taking me onto a shoal near shore, and I knew

I was going to have to tack soon. Because Chris Miros had already flopped onto starboard and looked good I felt I needed to cover him. I tacked onto starboard on Chris' starboard hip. Looking behind me, I saw Bob Bauer continuing further to the right side on port. His line cleared the shoal. Now I was undecided; should I cover Chris or Bob?

Going back to my original plan to stay on the right side, I decided to stop covering Chris (913) and head towards 989 because Bob had tacked onto starboard and had a higher angle to the mark. We tacked onto port. As we attempted to cross Bob (989), we had to take his transom. This was a confirmation that the right side was the place to be. We tacked onto starboard with a better angle to the mark. After another tack or two covering the closest boats, we rounded the top mark in first.

From there it was making sure to form a loose cover on the boats behind. We took the bullet with Jen Kafsky (874) second, Chris Miros (913) third, Neal Deaves (960) fourth and Bob Bauer (989) fifth.

President's Division										
Place	Captain	Boat #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Total Pts
1	Neal Deaves	960	3	1	(6)	2	4	2	1	13
2	Gary Vinicky	2003	(9)	2	2	3	1	1	6	19
3	Bob Bauer	989	2	(8)	7	1	5	3	5	23
4	Chris Hansen	542	1	4	4	(10)	6	6	2	23
5	Jen Kafsky	874	4	(10)	5	3	2	5	7	26
6	Bryan Hollingsworth	876	6	7	3	4	(13)	4	4	28
7	Dan Hopkins	797	5	6	1	5	7	(9)	8	32
8	Chris Miros	913	(11)	5	10	6	3	10	3	37
9	Mac McNeill	912	7	3	9	(12)	8	7	10	44
10	Al Chrusciel	1003	8	(12)	8	8	9	8	9	50
11	Craig Rule	980	12	9	11	9	10	10	(13)	64
12	Patrick Rykens	926	10	11	12	11	13	13	(13)	70



Winner! Winner!

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MOJO Repeats @ Mayor's Cup

by Jamey Carey

The Eagle Creek Regattas are world class regattas conducted just a short distance away at Indianapolis. The predicted rain kept participation in the 2015 Mayor's Cup low this year. However, this weekend demonstrated why we never let meteorologists determine our participation in an event as we had very little rain all weekend. Okay, we experienced a few sprinkles during Saturday's racing, but the 8-12 mph winds from the south more than made up for any moisture in the air! The race committee gave us three long windward-leeward races on Saturday. Just when

you think the people of Eagle Creek can't improve their regattas they find a way to do so.....this year it was the "hospitality boat"! In between races you could reach over to the hospitality boat for hot off the grill hot-dogs with all the fixin's, cold drinks, and yes even jello-shots! The hospitality boat only added to the great venue that is Eagle Ocean. The Highlander Class needs to step up and support the Eagle Creek Sailing Club folks by attending the Governor's Cup this Fall.

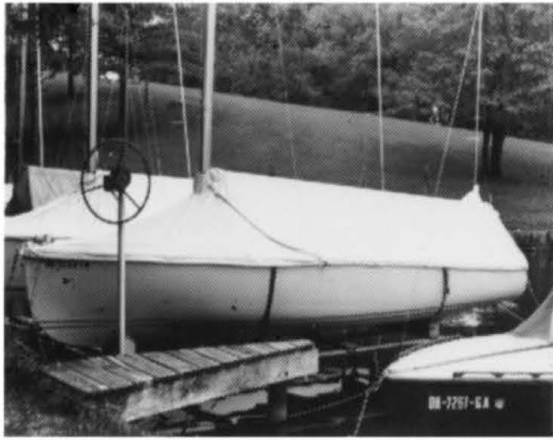
Fortunately the forecasted rain didn't show up on Sunday morning either, and we had three more awesome windward-leewards in perfect Highlander conditions on Sunday morning..... as always many of the competitors in the big-boat fleet commented on how much fun it was to watch the competitive and spectacularly-close Highlander racing.

Great Race Committee providing six competitive races, fantastic shore-side facilities, the best food on the regatta circuit, live music, PLUS the hospitality boat, not to mention the friendly people of Eagle Creek who really work to make you feel at home....there really is no reason not to put the ECSC regattas on your summer schedule. Hope to see you there for the Governor's Cup!



(Left to right) Team MOJO: Jay Carey, Jamey Carey, and Tanya Carey





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2015 Schedule of Events

Date	Event	Host Club or Venue	GP Class
March 28 - 29	HCIA MidWinters	Western Carolina Sailing Club	II
April 25 - 30	Highlander Nationals	Western Carolina Sailing Club	I
May 16 - 17	Mayor's Cup	Eagle Creek Sailing Club	III
June 6 - 7	Mad Plaid	Cowan Lake Sailing Association	I
June 13 - 14	Cleveland Race Week	Edgewater Yacht Club	
June 20 - 21	Berlin Invitational	Berlin Lake Yacht Club	III
July 4 - 5	Pymatuning Regatta	Pymatuning Yacht Club	III
August 8 - 9	Hoover Fling	Hoover Sailing Club	III
September 5 - 6	Harvest Moon	Atwood Yacht Club	III
September 12 - 13	Governor's Cup	Eagle Creek Sailing Club	III
September 19 - 20	Clam Digger Regatta	Greenhaven Sailing Club c/o Avondale Boat Yard	III
October 3 - 4	Bluegrass Regatta	Louisville Sailing Club	II
October 17 - 18	Pipers & Pluckers	Lake Norman Yacht Club	II