



# The *HIGHLANDER*

Volume LXIII, No. 3, July 2017



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Gary and Elaine Steinbach on their home turf at Berlin Lake

## The *HIGHLANDER*

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The Highlander Class  
International Association

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## Midwinters

*By Jason Japikse*

Finally, back on the water. Typically, I enjoy my winters almost as much as I do my summers. This year, however, most of winter felt like spring. Don't get me wrong, it was great not having to worry about driving through the snow, but there were a lot of days that could have been spent sailing if only there was water in the lake... Who came up with the idea of lowering lakes for the winter, anyway? Clearly not a sailor.

Traveling to Western Carolina Sailing Club is always one of the highlights of the Highlander circuit. The sailing venue is very refreshing for us pond sailors, yet the atmosphere of the clubhouse is not much different than our little pond sailing clubs. Feels like home; but warmer. And you can stay on one tack for more than 45 seconds. Great place to wake up from the off season slumber.

This year we rolled in very late Friday night. Typically we try to arrive a day early to get out on the water.

Nothing like a continuous spinnaker run that is 3 or 4 times the length of your entire home lake... We missed our play day this year, though it sounds like there was not much sailing to be done that Friday anyway due to high winds.



Harper Bauer & Zach Japikse test driving a pram at  
Western Carolina Sailing Club



This year, the rigging of the boat was much like riding a bike. First time with the cover off for 2017 and we only had to put the mast up once! Races on Saturday we held in light winds that were progressively getting lighter. We managed to get 2 races written down before the wind disappeared. We did manage to start the 3<sup>rd</sup> race of the day, but Race Committee made the decision to abandon. The combination of the wind and the power boat chop was getting painful. I can say with confidence there were some people who were looking forward to finishing that race. Possibly even hoping for a shortened course to hold their position, but I had my fingers crossed and was day dreaming of 3 long horns coming from RC. We were not in a good position, as you might have guessed. All in all, there is nothing better than a day on the water. Except for a day on the water in a Highlander.



Mike Shayeson, Kaity, and Jason Japikse

WCSC is one of the best places to sit on shore when weather conditions do not permit sailing. Beautiful view from the clubhouse and lots of space for the kids to run. Dinner was phenomenal as usual. Some of the best fried chicken around. WCSC always keeps the bar high when it comes to putting a regatta together.

Glad to be back on the water and looking forward to seeing everyone throughout the summer!



John and Steve Bauer take a few young sailors for a Sunday morning cruise

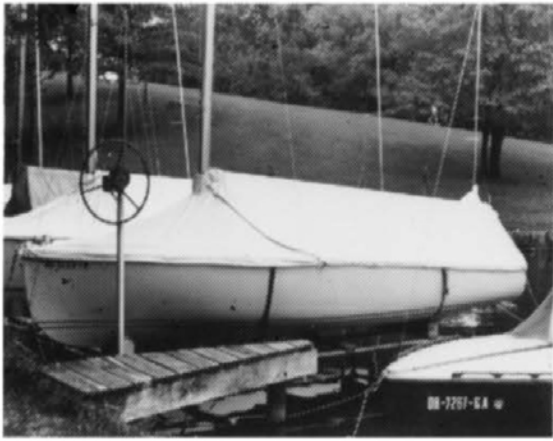
Place	Captain	Boat #	Race 1	Race 2	Race 3	Race 4	Race 5	Final Score
1	Jason Japikse	2006	3	1	2	6	2	14
2	Tanner Shultz	1007	7	6	6	2	1	22
3	Jay Carey	906	7	2	4	2	11	26
4	Karl Felger	2001	2	11	3	1	10	27
5	Mac Cooper	927	1	3	12	8	9	33
5	Jamey Carey	1002	5	9	8	5	6	33
6	Neal Deaves	960	9	4	10	6	7	36
7	John Kreidler	1500	11	8	5	13	5	42
8	Ed Spengeman	2002	13	12	1	4	14	44
9	Doug Fisher	2005	4	6	6	15	18	49
10	Brent Deaves	1008	12	13	11	14	4	54
11	Steve Hesler	1003	15	15	15	12	3	60
12	Gary Vinicky	2003	18	10	16	9	15	68
13	Chris Miros	913	22 DNS	14	13	10	12	71
14	Steve Bauer	925	6	16	9	22 DNS	22 DNS	75
15	Bryan Hollingsworth	876	19	17	14	11	17	78
16	Patrick Rykens	926	10	21	17	19	13	80
17	Bruce Busbey	500	17	19	22 DNF	16	8	82
18	Chris Hansen	542	14	5	22 DNS	22 DNS	22 DNS	85
19	Robert Bouknight	538	20	18	18	17	16	89
20	Chris Chillemi	977	16	20	19	18	19	92



Jay Carey and crew thanking WCSC for hosting another wonderful Midwinters







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**Mayor's Cup 2017**

*By Jason Japikse*

Eagle Creek is one of those places that keeps bringing you back. This year, there were only 2 boats in the Highlander fleet. The GoMoBetta and the Blind Hog. I'm sure the weatherman scared most of our friends away, but the weekend turned out to be almost perfect. Or at least it would have been if I had waited until AFTER the storms to take

the top cover off on Sunday morning... That and a few more boats to race with would have been fun.

As we match raced our way around the course (practicing for the America's cup, of course), it seemed the Highlander races were becoming a bit repetitive. After the 4th race, we informed RC that the Highlander fleet was finished racing for the day and we headed for the water intake at the other end of the lake. The wind was coming across the short axis of the lake which is not so good for racing, but it made for some great

reaching conditions on the booze cruise. After a couple laps around the lake, we deemed it appropriate to stop in to Rick's Boat Yard to take a break before making the voyage back to the trailer. A couple drinks and appetizers later we realized we should start heading back to the club to catch dinner. We raised the sails and pushed off the dock at Rick's, pointed the bow at the water intake, and set the spinnaker... After all, the fastest

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Team GoMoBetta placed first of the Highlander's Mayor's Cup at Eagle Creek Sailing Club





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way to get there is to get the kite up, right? For those that have never been to Eagle Creek, the water intake and the sailing club are at opposite ends of the lake. Oops, had to take the long way around. What a terrible thing...

After another lap around the lake we did finally head to the ramp and put the boat on the trailer. After we put the cover on the boat, we realized we were too late for dinner so we found a little dinner near our hotel and



The original Mayor's Cup Trophy was lost! Since ECSC has been trying to piece together all the past winners. If you have information that could help fill past awards please visit Mayor's Cup Facebook page.

10 races would have sounded like a lot more fun.

Looking forward to seeing everyone at Nationals this year. It's been several years since I have gone up to Berlin and I'm looking forward to going back. Berlin is home to a very inviting Highlander fleet that is also full of very accomplished sailors. It's going to be tough sailing against them at home. There are several active Highlander fleets within close proximity to Berlin, so let's get a bunch of boats on the line this July!

called it a night. I'm sure there was a great party at the club, as per usual. But this year, we did not stick around. Something about being responsible for a 2 year old. I don't know, I haven't figured it out yet.

Sunday morning brought more chance of scattered thunderstorms. We did have some weather come through, but it did not last long and then we were out racing again. We sailed another 3 races Sunday morning for a total of 7 races on the weekend. RC ran a total of 10 races for the other fleets that were racing. Very cool! Had there been more Highlanders on the line,



Jason Hubbard (also a Highlander sailor) and crew won the event in a J24



The Highlander, July 2017



## 2017 HIGHLANDER NATIONALS SCHEDULE OF EVENTS

### Saturday

0800-0930 Breakfast  
 0900-1700 Registration & check-in  
 0900-1200 Registration & check-in for Women's, Juniors, & Masters  
 1255 Warning signal for Women's, Juniors, and Masters  
 1800 Dinner & Welcome gathering

### Sunday

0800-0930 Breakfast  
 0900-1200 Registration & Check-in  
 1355 Warning signal for practice race  
 1730 Berlin Yacht Club dinner  
 1830 Skippers meeting with annual meeting to follow

### Monday

0730-0900 Breakfast  
 0955 Warning signal; Dinner after races

### Tuesday

0730-0900 Breakfast  
 0955 Warning signal; Dinner after races with social

### Wednesday

0730-0900 Breakfast  
 0955 Warning signal  
 1900 Warning signal (local racing and all are welcome to join) \$1.00 hot dogs following local races

### Thursday

0730-0900 Breakfast  
 0955 Warning signal  
 1830 Banquet dinner  
 1930 Awards with social party to follow

### Friday

Clean up and close Nationals and BYC



Place	Captain	Boat #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Final Score
1	Bill Fastiggi	953	1	3	2	2	4	1	1	14
2	Jason Japikse	2006	4	1	1	1	1	3	5	16
3	Mark Osterbrock	967	2	6	3	4	5	6	3	29
4	Jay Carey	906	15 RAF	4	5	7	2	4	2	39
5	Steve Bauer	925	6	5	4	5	9	5	6	40
6	John Bauer	885	8	8	9	15 DNS	3	2	4	49
7	Jamey Carey	1002	5	7	10	6	8	8	7	51
8	Bruce Busbey	500	3	2	6	3	15 DNC	15 DNC	15 DNC	59
9	Doug Fisher	2005	7	15 DNF	7	8	6	7	12	62
10	Brian Hollingsworth	876	10	9	8	9	7	12	8	63
11	Judy Hearn	933	11	12	12	10	10	11	9	75
12	Bob Thobaben	812	10	10	11	12	11	13	11	78
13	Chris Kafsky	969	12	11	15 DNF	11	12	9	10	80
14	Craig Rule	980	13	13	13	15 DNS	13	10	15 DNC	92

## 2017 Mad Plaid Regatta

*By: Bill Fastiggi*

Our Highlander adventure started last fall when my friend James Taylor purchased a Highlander to sail on Cowan Lake and we started talking about sails. With some measuring help from James and Jamey Carey, we were off and running and built Jamey some sails before the Midwinters. While we build all types of sails, my passion is one-design sailing and we were able to model the sail shapes on our 3D Sailpack software and share the 3-D shapes with James and Jamey over the internet.

Fast forward to April and James let me know that he would not be able to sail the Mad Plaid regatta as it conflicted with the Ohio Lightning Districts and offered up his boat. We (My wife Suzy Coburn and I) jumped at the chance as we've never sailed a Highlander before and always enjoy the challenge of sailing in a new boat, different venues and meeting new people.

Jamey was pleased with his sails, so I built a suit for myself and shipped them out to James ahead of time.

James has really done an amazing job fixing up his Highlander, and Susan was a fantastic host. James kept giving me updates on the boat's progress. He even found us a great teammate for the weekend in retired Lightning sailor Steve Weeber. We flew out from Burlington on Friday and met Steve at CLSA where he was already rigging the boat. We were really lucky that we had a chance to sail the boat a little Friday evening to learn some of the basics about the Highlander, check out the venue, and get to know Steve. Fortunately for us, everything meshed really well and the conditions Friday were really shifty and puffy - a good training sail for the weekend. We had the chance to tack a few times, set the spinnaker once or twice and figure out where to put our feet when tacking and a few other things. We were definitely still on the steep part of the learning curve. I was feeling really good about things. The sails looked great. Steve was really good, and Suzy and I were starting to get comfortable with the boat. We are used to sailing on small lakes and shifty conditions.







Saturday's forecast was spot on - winds out of the SE at 10-15. A little less in the lulls. And shifty. Did I mention shifty? I figured this would be good for us thinking that we might be at a disadvantage due to our lack of experience in the boat. We had a good start in the first race and we seemed to be going as fast as the other boats in the fleet and we found ourselves near the top of the fleet going up the first beat. A nice personal left shift allowed us to round 2nd right behind Steve and Gillian Bauer who were sailing with their young daughter. We ended up passing them on the 2nd beat and managed to hold on to win the first race with Mark Osterbrook and Bruce Busby right behind us. Wait is that a wood boat? I hadn't noticed Bruce and Debbie's boat was wood until just after the finish. Very cool.

The rest of the day was a little bit of a blur but we think we were probably leading each of the next 3 races at least once, but a lot of boats could say that. The fleet and racing were really tight and we were starting to learn who was who. Races 2 and 3 were similar (shifty and shifty) and PRO Bob Rowland moved the course closer to the club for the final race of the day which made the course even shorter. Mark Osterbrook and we were able to get good starts and sail the first beat without tacking. We rounded right on his heels and since the other boats needed to tack we had a nice little lead. I felt a little relieved that this cushion would

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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](mailto: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.

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help the two of us stay out front but sure enough, a few holes for us, puffs for the other boats, and by the leeward mark we were in about 5th place. Hard lesson learned - in these conditions you can never relax or take your foot off the pedal! We felt pretty good with our first day scores of 1,3,2,2 and thought we earned ourselves a beer. But Jason Japikse was the real star of the day sailing 2006 to a 4,1,1,1. After a few more beers, appetizers, dinner, punch and learning more about Highlanders we were ready for bed!

Sunday's races started earlier in the day and the breeze was lighter. We had a little "operator error" as we are unfamiliar with boat lifts and got ours jammed. As we watched the fleet sail out and James' boat is still high and dry, I'm thinking, "This is really not good." Finally as we were trying to find tools to dismantle the lift, we were able to get it unstuck and paddled/sailed out as quickly as we could and just made it out in time. We had another good start to windward of Jason and we were lifted, moving fast and in better pressure than the boats to leeward. A

little header, tack on the shift, two more small shifts and tacks and then a huge left shift - Hero to goat in about 30 seconds....Now as we are nearing the weather mark Jason is in the lead and we've caught up to 8th or 9th. We managed to catch up a bit downwind and hit a few shifts to get back into the race, but Jason had a big lead and we managed a 4th; just losing to Jay Carey and John Bauer.

This extended Jason's lead from one point to four points.

The next race we had a good start but we were in about 6th or 7th late in the first beat with Jason in 2nd or 3rd, until we were on the correct side of the last shift coming into the first mark in 3rd behind John Bauer and Jamey Carey and there was some really tight sailing on the downwind leg. We managed to round 2nd just behind John and then got ahead of him on the 2nd beat. We led the rest of the way and watched Jason climb his way back up the ladder into 3rd. We'd closed the gap a little but he still had a 2 point lead and with his winning 4 races - he had the tie breaking advantage.

We had another good start and got out to a decent lead leading all the way around the course with Mark Osterbrook not too far behind. Jason was in 3rd most of the race which would put us into a tie and give him the win, but on the last leg Jason

Sunrise at Cowan Lake



Mark Osterbock lends Highlander 967 for the enjoyment of Cowan Lake's Junior Sailing campers





and Mark got caught in a light air patch and Jay Carey and John Bauer rode a big right shift into 2nd and 4th respectively which gave us the regatta win.

What a great experience! We really enjoyed the boat and club, made a great new friend in Steve, and met lots of nice people. Congratulations to Jason Japikse and Mark Osterbrock who both sailed really well. We are definitely looking forward to the next time we can race Highlanders. Best of luck to all at the Nationals!

## Berlin Invitational

*By Harold Bauer*

Thirty one boats were at the 2107 Berlin Yacht Club Annual Invitational regatta! Thirty one; That's a lot of boats, even if they weren't all Highlanders. Oh, did I forget to mention that it was a multi-class event?

Berlin Yacht Club has large clubhouse with camping on the grounds. Or for those who prefer to rough it smoothly, several motels within a short drive of the club can make happy sailors. The lake isn't huge but the sailing area is open. All of these features combine to make this a great place to host a family reunion style regatta.

Friday night had the usual early arrivals coming out to get the boats rigged and ready before gathering at the clubhouse for the complimentary dogs and suds. But along with the regulars were a lot of sailing families. This is a great place for that sort of thing.

Saturday was a rather warm day with temperatures in the low 90's. But with wind in the eight to ten MPH range and gusts of twelve to fifteen, it didn't seem that hot. However drinking plenty of water was the order of the day. Three races were completed for the Highlanders.

While the sailing was going on, there was a swimming party being held at the main dock area in front of the club with at least a dozen kids, eight and under participating in the non-racing part of the regatta.

Following the racing Saturday afternoon, all of the sailors and family were able to gather around



the hors d'oeuvres table and sample an incredible layout of appetizers while enjoying a variety of liquid libation.

Sunday morning was a bit different than Saturday in that the sustained winds were fourteen to eighteen MPH with gusts in the low to mid twenties; A wild day for Highlanders! Judgement calls were made and the Highlander fleet opted to get a head start on packing the boats for the trip home. See [www.sailhighlander.org](http://www.sailhighlander.org) for a list of results.

Many years ago when one design sailing was strong and classes were growing rapidly, the fleets started to split up into class specific regattas because most yacht club invitational regattas were simply getting too big and managing large multi-class events became difficult. Today, that is no longer the case. All of our Highlander regattas have gotten smaller. Regattas that once hosted 30-45 Highlanders for a weekend now celebrate twenty boats as "a good turn-out." But



there are regattas that struggle to see more than single digit attendance. Several of the regattas have ceased to exist altogether. It might be time to think about how we host our regattas. Maybe more clubs and fleets should consider the multi-fleet events again. Instead of struggling to get six Highlanders for one weekend and ten or twelve of another class on another weekend we could combine our events into one fifteen to twenty boat event. Combined fleets in one regatta could be mutually beneficial to the individual fleets and the yacht/sailing clubs in many ways. Talk to your fleet members and talk to the other fleets in your club. Maybe if we combine our efforts we could see a lot more boats and families participating at the next regatta.

Thirty one boats last weekend sure was a lot of fun for everyone...



Bob, Sue, Jessica Bauer  
Berlin Invit. photos courtesy of Gayle Kaufholz

John, Lissa Bauer, and Brian Logue sail 885







## Take the Wrinkles out of Your Outhaul

*By: Mike Perakis*

Here's the story: You round the leeward mark, spinnaker half up, crew half hiking, centerboard half down, skipper half looking around wondering why everybody else is rolling over you as you try to sort out the mess in the bottom of the boat. Once everybody has their jobs done and you start to think about the upwind leg, someone notices that the outhaul isn't on. The forward crew steps in, yanks on the line... nothing happens. It's blowing too hard for your 3 to 1 purchase outhaul to even budge. You ease the main a few inches...nothing. Ease the main a few feet and you might get half of the outhaul necessary for the conditions. This is all occurring as you try to sail the boat fast, play the wind shifts and control your competition. If this has ever happened to you, you might want to think about turbo-charging your outhaul.

It seems as though the outhaul is one of the most forgotten system on the boat. Ask someone about their vang and they'll tell you they have a Gleason Torsen powered, hydraulically assisted 18 to 1 vang with a 27 to 1 fine tune. Ask about their outhaul and they don't even know for sure how much purchase they have. Hopefully this article can help all of us to overcome the "not enough outhaul" blues.

I personally like the boom mounted outhauls for their simplicity and ease of adjustment by the forward crew. The double ended setups can be awkward to release after rounding the windward mark because someone is always sitting on the cleat. The forward crew can tweak on the outhaul right before they douse the spinnaker and not lose a beat. Choose the setup that suits your sailing style.

The first thing to do is to get rid of those stainless steel V-jam cleats that every boat came with from the factory. These guys have no place on a modern sailboat (writer's biased opinion). These cleats are usually accompanied by a 3 to 1 outhaul: completely inadequate for the racing Highlander. To do a good job of it you will have to open up your boom. This is easy, all it takes is A DRILL, drill bits, some stainless POP rivets and a bit of patience. Start off by gathering all of the hardware that you'll need

(see drawing) and laying everything out on the ground at their proper locations. This is the easiest way to be sure the wires and lines are all long enough. Even though the outhaul is one of the least adjusted things on the boat, it will still benefit from low friction. Thin, very low stretch lines and blocks sized to the lines used will reduce friction. Use only 3/32" 7x7 or 7x19 flexible wire or that cool new 100% Spectra line from Layline (watch sharp edges - Spectra will break if it frays on a corner) for the final run to the end of the boom. A Harken 307 ball bearing sheave is a great replacement for the plastic or tiny metal sheaves at the end of the boom. How many times has your wire outhaul gotten "fish hooks" where it enters the boom at the clew of the sail?? It does this because the sheave is WAY too small. You will have to modify the end cap to fit the new ball bearing sheave. Mine only needed some minor filing.

Try to avoid double and triple blocks inside the boom. They will twist and bind and foul inside where you can't get to them. Use cascading block systems if you are going to put all of your blocks inside the boom. Drill a hole in the front boom cap to dead end the rope with a stopper knot or a loop and Nico squeeze deal for wire.

For the double ended systems, use the smallest, easiest running, lowest stretch line you can stand to pull on. The worst thing you can do is use all new Harken blocks with huge 5/16" fuzzy line that binds in the blocks. 1/4" line is the biggest stuff you should use. 3/16" is even better (if you wear gloves). Another concern is making sure all the lines run fair through the blocks and don't rub on anything. The beveled pad under the 3 cheek blocks is necessary because the deck is sloping up toward the mast at the rails, and you want the line to lead to and from the blocks without rubbing the edges of the blocks. The O96 stand up lead block is mounted under the deck right behind the mast. Drill the hole for the line down through the mast step teak and deck first. Make the hole large enough to fit a plastic fairlead or bushing (Layline #R3044 or #R4054). Then mount the lead block under the deck. Seal this hole with epoxy before fitting the bushing or block. Make sure you have plenty of line running from one side all the way to the other side. You don't want to run out of slack on one side because the line is all taken up on the other side of the boat.

When assembly time comes, be sure that there are no sharp edges inside the boom for your lines or wires to rub against. POP rivets aren't too bad, but

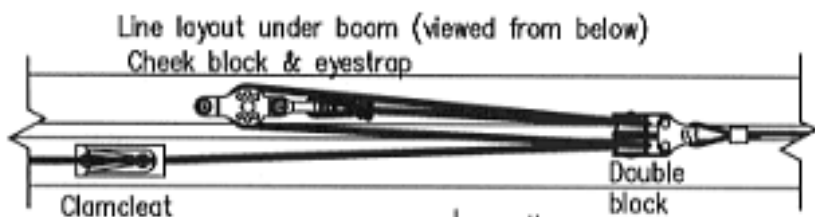
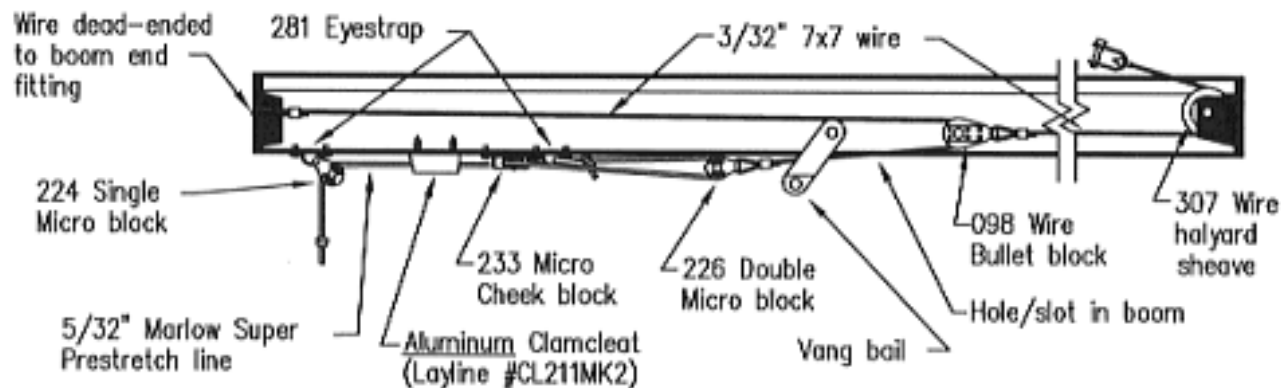




screws are the worst offenders!! Slide the blocks and lines into the boom (get help, this can be hairy) and test the system out BEFORE you rivet the end caps back on. Check to be sure you have plenty of travel at the end of the boom. Slide your mainsail on and check it to be sure. Only after you are sure everything is OK, rivet away and the boom is done.

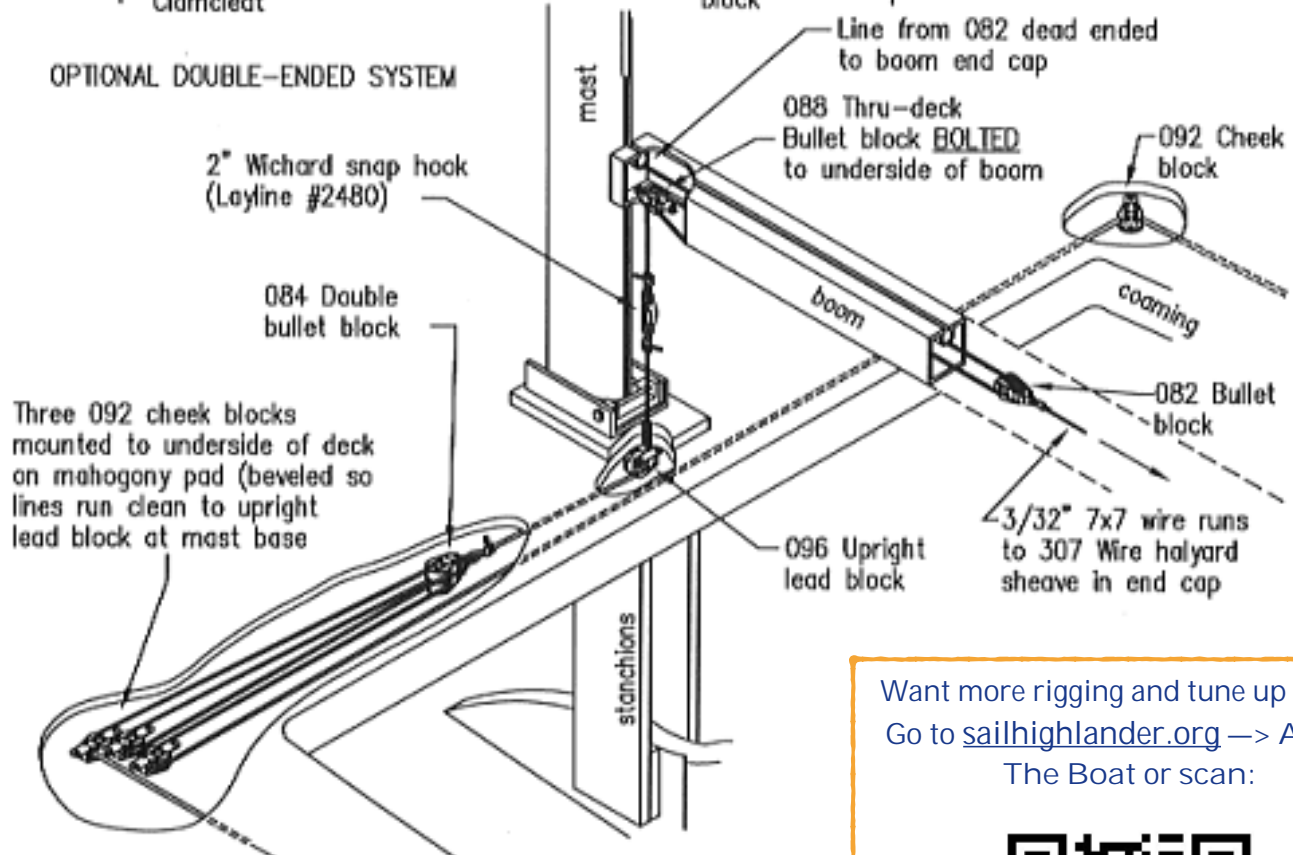
If you have a wooden boom that you just won't part with, be careful with the outhaul. I wouldn't recommend more than 4 to 1 purchase. Keep an eye out for rot in the end of the boom.

Good luck and don't forget to pull the outhaul on before you round the leeward mark.



All #'s are Harken part #'s (except where noted)

OPTIONAL DOUBLE-ENDED SYSTEM



REMEMBER !!! Seal all holes through the deck with EPOXY !!

3/16" or 1/4" low stretch line runs to side deck turning blocks and 279 Camcleats

Want more rigging and tune up ideas? Go to [sailhighlander.org](http://sailhighlander.org) -> About The Boat or scan:





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### 2017 Schedule of Events \*\*Tentative\*\*

Date	Event	Host Club or Venue	GP Class
April 1-2	HCIA MidWinters	Western Carolina Sailing Club	II
May 20-21	Mayor's Cup	Eagle Creek Sailing Club	I
June 10-11	Mad Plaid	Cowan Lake Sailing Association	II
June 17-18	Cleveland Race Week	Edgewater Yacht Club	I
June 17-18	Berlin Invitational	Berlin Yacht Club	I
July 1-2	Pymatuning Regatta	Pymatuning Yacht Club	
July 8-13	Highlander Nationals	Berlin Yacht Club	III
September 9-10	The Atwood Harvest Moon Regatta	Atwood Yacht Club	I
September 16-17	Governor's Cup	Eagle Creek Sailing Club	I
September 23-24	Clam Digger Regatta	Greenhaven Sailing Club c/o Avondale Boat Yard	I
October 7-8	Bluegrass Regatta	Louisville Sailing Club	II
October 21-22	Pipers & Pluckers	Lake Norman Yacht Club	II