



The *HIGHLANDER*

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PRESIDENT'S PERSPECTIVE

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2018 National Champions

Bill Fastiggi, Skipper

Mark Osterman, Crew

John O'Rourke, Crew

By: Neal Deaves

Good news has arrived. The Mid winters for the 2020 season has been confirmed to at Lake Norman. The winter break from sailing is becoming shorter as we are invited to the George Washington Birthday Regatta in Eustis, Florida as prep races for the mid-winters. Last year seven boats travelled to this regatta and



had a great time sailing and fabulous weather after the long winter of the north. Lake Norman is a nice venue for the Highlander class with a lot of local boats and good host for the class. We can look forward to good sailing early in 2020.

The Nationals for 2020 will be at Plymouth, Mass. Plans have moved forward with the local committee. The dates to put on your calendar are July 18 - 24, 2020. Camping will be available at a local camp ground with an area reserved for Highlander sailors. The event is conjunction with the 400th anniversary of the landing at Plymouth Rock. Many local activities are planned and the history of the area makes this an educational family vacation destination. The city of Boston offers many options for tourists and Cape Cod is only a short drive away. Well back to the regatta. The water is tidal and salty but sailing is done in the Bay. The city has trailer launch and local marinas have hoist. The web site for the Plymouth Yacht Club is [Plymouth Yacht Club.org](http://PlymouthYachtClub.org). Much about the club can be located at the site. All regatta registration and meals will be handled by the Plymouth Yacht Club to ensure that insurance coverage is valid and local businesses are involved with the activities of the Nationals. The Plymouth Yacht Club had a Highlander fleet as well and another local club which spurred their interest in hoisting the nationals again. Previous nationals where in Plymouth in the 60's and 70's and now is time to return and enjoy a great venue. I am looking forward to seeing many of you and your families in Plymouth and the Highlanders can make a new Landing at Plymouth Rock in 2020.

Do not forget the 2019 season is still going on with the Bluegrass Regatta in Louisville and the Pipers at Lake Norman. On a personal note. I am having a shoulder replacement in mid October and many not be able to sail all the regattas depending on recovery time but plan on sailing a complete 2020 schedule.

Thanks for being a great and supporting class of friends and sailors. Good sailing to all.

Race 1

By Jason Japikse

The last time I sailed on Sandusky Bay was for a Junior Olympic event when I was in High School. We've spent some time on the bay since then, but always on power boats. I was excited to be back.

We knew from sailing Women's/Juniors/Masters over the weekend that the boat felt fast and we were ready to go. While we were excited to start racing, we knew the forecast was for very light winds, and the PRO had notified everyone that we would be sailing several miles from the club, so leave the harbor early. Naturally, I think we were the last boat out of the Harbor... Certainly this is not ideal, especially for Nationals, but the good news is we were in "race mode" a solid 30 minutes before everyone else because we were racing to get to the starting line before they went into sequence. Other than that we were ready to go and being primed by Kaity's "Champions" playlist on the way out.

We were fortunate enough to hit the starting line at full speed and with clear air, which was our main focus during the starting sequence. Our position on the line was just a few boats from the pin. It seemed the best pressure on the course was coming down the course just left of center, so we knew we wanted to go get left as soon as possible. Staring with a clear lane down by the pin made this very easy to do. As we rolled away from the starting line, boats started flopping over to port to get back into the middle of the course. I knew pretty soon we were going to be the furthest left boat, but we were OK with that. We were still holding good boat speed and heading for more pressure, but this is the first leg of the first race, we needed to find a way to cover the fleet. We kept our eyes peeled for any wind we could tack for to start working our back to the

middle. The whole leg we worked to keep ourselves between the fleet and the mark while trying to stay as far left as possible to stay in the pressure and keep moving. We made it around the first weather mark in 1st place.



The first downwind leg was fairly uneventful. We stayed course left again. Due to a wind shift to the east, we made 1 gybe just before reaching the leeward gate. We were headed for the starboard mark as we were willing to go left up the next windward leg looking for more wind. As we approached the gate, we were met by horns, a Charlie Flag, and a Red flag, meaning they had moved the weather mark to the left. This confirmed our decision to take the starboard mark.

The second windward leg was a little more trying than the first. The pressure was coming from the left again. This time, several boats went further left than we did. I was nervous this wouldn't play out well. I was stuck now. I tried a couple times to tack and get left, but we just didn't have enough wind to make it across in front of the other boats. We were forced to stay where we were and make the best of it. My crew did a good job of getting me to refocus on ourselves, and not all of the boats that I felt were leaving us behind. They were successful. We got the boat going





again as fast as we could and consolidated our losses, but we still lost 3 or 4 boats.

port and started making our way back across the course. By this time, most of the lake was glass... Finding any breath of air was difficult. We had to

After rounding the second weather mark, we were headed for a downwind finish. Because of our continuing wind shift, the finish line was to the left of the leeward gate from the last leg. For about the first third of the leg, we followed the boats in front of us towards the right, on a starboard gybe. About that time we took the “you can’t beat them by following them” mentality. It also seemed the lead boats were getting somewhat off course. We gybed to



sail pretty steep angles to keep the spinnaker full, but we managed to do it. This last leg of the race disrupted a lot of positions on the race course. We slipped back into 1st, a couple of the lead boats were fighting to stay out of double digits, and a couple double digit boats made it to the top 5.

The conditions were not the best for this race, but we were encouraged by our results. We knew we were ready for this year’s nationals.

Race 2

By Steve Bauer

Due to complications with babysitters for kids and crew this year, it turned out 925 went only 2 up. Luckily, the one and only crew was Mark Paisley. Most of the time this didn't pose too many problems. After a shifty first race we were left licking our wounds. The wind for the second race settled in for a little more consistency.

During lighter air days my only thought is “clear air on the starting line and go fast.” I wanted speed more than anything off the starting line. Before the race, Mark and I played with bridle height and vang tension to adjust the leech on the main sail. This was so I would keep the sail fast and not choke the main when I go block to block with nervous energy. We started toward the pin end with Bill Fastiggi a couple of boat lengths to leeward. On the start we had speed and no one trying to pinch us off. Bill had a near-perfect start





and he was faster than us. It wasn't until his outhaul broke that we were able to punch out for the lead. Mark and I made a few good tacks in clear air and found ourselves in the lead at the windward mark. All through the race Bruce Busbey was hot on our trail. Thanks to Mark's amazing spinnaker flying we were able to hold him off. More thanks to a more consistent breeze, we didn't have to make any tough calls with tacks and gybes which made retaining the lead easier.

Race 3

By: Bruce Busbey

Third time's a charm. I gave up compass sailing for Zen sailing a long time ago during my pond racing days. So bringing that "thing" on board was a bit of a worry since all of my previous compass experiences had not been very fruitful. However, just before nationals this year I read an article by Thistle sailor Mike Ingham on the importance of using the compass (especially for bigger water



venues). So I decided to take the plunge (foreshadowing) and bring it. The first two races of the day (light air affairs) were a little trickier to get the hang of balancing the compass readings versus following the wind pressure. But by the third race the wind had increased to 8-12 mph and we were able to focus more on the compass without the "distraction" of looking for wind. So once we figured out how to subtract a three digit number from a two digit number we were rockin'! We had a good start (which is a rarity for me) and did what the compass told us to do. Playing the

lifts and knocks worked out well for us as we fought off a hard charging Bill Fastiggi followed by James Taylor and Ed Spengeman. I'm still not going to bring the compass to the ponds, but now I know it can actually be useful...sometimes. Post note to this article, we found out in Race 4 that the boat must be upright for the compass to work properly. Who knew?

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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.





Races 4 & 5

By Bill Fastiggi

2019 Highlander Nationals were a unique experience for me as my wife Suzy had foot surgery in May. She's my normal forward crew in both our Highlander and our Lightning, and was unable to sail until late summer. I'd never sailed the Highlander without her, and she wouldn't be able to make the trip. I was fortunate enough to be able to coax two of my close friends Mark Osterman and John O'Rourke to make the trip with me. I've sailed with both over the years many times, John the first time in 1984 in an Etchells, and Mark in 1986 in a Lightning, but the three of us have never sailed together and neither of them had ever been in a Highlander. Nevertheless, they were game, and we were off!

One of the highlights on our 12-hour drive to Sandusky was stopping in Erie, PA for breakfast at a very authentic Greek diner

for breakfast. Unfortunately, the AC stopped working in the van somewhere along the way. I'd heard great things about the Sandusky Sailing Club, and it was all true. A great sailing venue, a great one-design sailing facility, and a friendly, low-key club. We felt at home right away!

We got to the venue early enough to do some practicing, and with a few laps around the bay, Mark and John had figured out the boat quickly. Next up was the W,J,M on Sunday and



we had some great sailing in very challenging conditions right off the club. Racing was really competitive with James Taylor, Mark Osterbrook, Kaity Japikse, Jamey Carey and a number of other boats constantly in the mix. James and his



team (George and Bryan) were already showing off their championship form from last season and won the Masters. We felt pretty good as we were starting to gel as a team and we were competitive.

Monday morning we headed out to Sandusky Bay for the first day of the Nationals and the breeze was light and shifty. We were wondering if they were going to be able to get a race in and a light southwest breeze started to fill in and looked light but had filled in solidly across the course. It looked promising, but we were

in for a surprise. By the end of the first beat, the breeze had shifted pretty far to the left and the fleet got spread out pretty quickly. Unfortunately for us, we weren't among the leaders. In fact, we were well back in the pack. One of our important sailing mantras is "never give up". One of my favorite quotes is "when the going gets weird, the weird turn pro". I'm pretty sure Steve Bauer and Jason Japikse were the leaders at the top mark but we were so far back we couldn't tell, we just knew we weren't up there. The race got lighter and screwier and we finally caught a small break near the end of the second beat to close some distance on the lead pack. One of the victims of our success on that leg was my good friend James Taylor who we had passed and he dropped a lot of places. I think we were about

10th at the 2nd windward mark and James rounded that mark ahead of only a few boats. The fleet ahead of had held on starboard without gybing and had all done a decent job of keeping



their boats moving in the light wind. We worked really hard at trying to press low any time we could and when the breeze shifted we were able to carry a little pressure down and pass almost everyone – though Jason Japikse did a great job and ended up with a really nice lead. We overstood slightly and gybed back to the finish a little too late which allowed Jay Carey to get us just before the finish and we were able to nose out Jamey Carey for third. We were feeling good and a little lucky about our big comeback – James also did a great job and climbed all the way to 8th on that last leg.

Surprisingly, the breeze shifted well to the left and started to fill in from the East and we had two great races. We started the second race near the pin, had a great start and started to pull away from the boats around us when with a loud 'bang' our outhaul broke. I'd re-rigged my boom over the winter as the outhaul was really stiff and the blocks had some residual salt. I'd replaced the wire with a Dyneema outhaul line and replaced the shackle





Day two came in and the breeze was on. The race committee decided that it would be better to sail right inside the little bay next to the club because of the breeze. I hate to be critical of race committees but I really felt like this was a mistake. The conditions out in Sandusky Bay would have made for an epic day of racing and the wind was much more stable. We felt pretty comfortable in the shifts and breeze and had good speed, and started the day with a win, just ahead of James who was 2nd. Unfortunately, yesterday's leader – Bruce Busby was a victim of the unstable, puffy conditions and capsized his beautiful boat on the last downwind leg. He was able

to drift through the finish line, but that ended his day. I felt really bad for Bruce, but also feel strongly that capsizes like this are far less likely sailing in more open water where the wind is steadier. The second race of the day was a little different as the RC ran an "Olympic" course with two reaches. I applaud this as it is fun to race something that is not a Windward-Leeward race once in a while. We followed Ed Spengeman and James Taylor around the triangle, and were able to get by both of them on the 2nd beat and held on for the win, with James again in 2nd. The third race was really our worst race in the series in that we were 3rd at the top mark and then worked our way back to 6th. It's the only race that we went "backwards" during a race. We did catch a small break as James hit the windward mark or offset mark and dropped from 1st to 3rd. After Day 2 we were leading with 19 points to James' 21 points but we were tied with 13 points after a drop. We both had really strong finishes and had moved well ahead of Steve, Jason and Ed.

The wind was light and shifty for what would be the final two races. The first race of the day featured a huge left shift on the first beat and James and us were both on the right and ended up very deep at the windward mark. We did a better job of climbing back into the race and caught up to the tail of the leaders, ending up with an 8th as the RC shortened the race after only 3 legs, and James was quite far back at the last leeward mark, but he was able to pass a few

with a stop ball for looping the outhaul into the clew grommet. The ball just disintegrated. With John driving, Mark easing the outhaul and feeding the foot of the main back into the boom, I stood on the back deck trying to pull the outhaul out of the boom, the clew aft and tie the outhaul line to the sail while simultaneously watching the fleet sail away from us. After what seemed like an hour, we got it tied on, and got back into the race. We were happy to be ahead of a few boats at the top mark, and fortunately the fleet was fairly tight, so while we were back in the pack, we weren't too far back in distance. We kept picking shifts both upwind and downwind and had pretty good boat speed to grind out way back up to 6th. This really felt like a win for us. We had good speed, and good determination. The breeze was really holding nicely and the RC quickly got us going again, and this time we had a decent start and were able to sail a good clean race to follow Bruce Busby around the course. Bruce really had some good boat speed upwind and just pulled away from the fleet. We felt like we were able to close on him a little downwind, but he sailed a perfect race and was leading after day 1. Karl Felger sailed a nice race and crossed the line third but had been over at the start so, James crossed 4th but picked up a point on us because of Karl's OCS. The fleet was pretty tight with Bruce leading the day with 9 points. We felt lucky to be in the hunt with 11, Jason Japikse and Steve Bauer had 13 and James 14 points.



boats on the last leg and finish 11th. Not a great race for either of us, but it did put us in the drivers seat as we both sailed our drop race and we now had a 2 point lead plus we'd win a tie breaker with James. Both Jason and Steve had decent races, so they got a lot closer to us. In the last race, we once again chose poorly on the first beat and were back in the pack with James well ahead of us. On the last downwind leg we managed to pass 5 boats to get within 2 boats of James,

which put us back into a tie. With no racing after that, we ended the day in the lead on the tie break, and a point ahead of the Japiksies. Jim Mylett from Cleveland led at the first mark in both races that day and won the final race of the day.

We are honored and humbled to have won the Highlander Nationals in 2019. We've really enjoyed our time in the class and hope everyone will make the trip out east next year for the Nationals in MA.

Races 6 & 7

By Karl Felder

Karl Felger, Adrienne Grand & Lance Polen

This year I had the pleasure of sailing Highlander Nationals with my girlfriend, Adrienne Grand and my good friend, Lance Polen. Not only that, Lance was gracious enough to let me drive his new boat, 2007, which he purchased from Bruce Busbey right before Nationals. I was very excited to get a chance to drive the newest Highlander in the class.

The stories of winning race 6 and 7 at the 2019 Highlander Nationals definitely vary a bit, as race 6 was sailed in big breeze and big shifts, whereas race 7 was sailed in extremely light air and localized pressure. However, there were a few themes among the races that are common for most of my noteworthy sailing performances... a clean clean start, a focused tactical approach and great team work.

Race 6 was sailed in the Eastern part of the Sandusky Bay to minimize the impact of the breeze and waves. This, however, did add a

dynamic of rather large shifts, as the breeze was in the upper teens blowing from the South. We had a good start, and sailed a pretty fast but conservative beat to find ourselves in 2nd place at the weather mark, behind Team Taylor. We held this position downwind, and kept trying to get back to the center of the race course on the



subsequent beat. This worked pretty well, keeping us in phase but losing a bit of leverage on Team Bauer. Team Taylor rounded the mark first, but hit the mark, thus slowing both him and Steve Bauer down. We rounded third, had a clean set allowing use to sail a bit deeper and gain some immediate leverage. We nailed the



last gybe and squeezed past both Taylor and Bauer at the finish the win race 6 by a few feet!

Race 7 was sailed on the Western part of Sandusky Bay in becalmed conditions. There was very little breeze to be seen on the water, with faint thermal activity just above the water line, making upwind tactics very difficult. Again, we had a good, clean start on the pin 1/3 of the line and lead most of the fleet to the left on starboard. Minimizing our steering and focusing on making the boat go as fast as possible, we were able to take onto port early in the beat, carrying pressure and the lead almost all the way to the weather

Both the above races provided their moments of drama and exhilaration, and I continue to appreciate how the Highlander performs in a variety of conditions. I want to take

mark. However... in such conditions, anything can happen and a few boats were able to carry some breeze a bit longer and we rounded a few boats out of the lead. Downwind, we keep our heads out of the boat and we a little more aggressive in our tactical calls, and were one of the only teams to make a port rounding at the gate. This gave us significant leverage on the rest of the fleet as we sailed in a solid right shift with pressure to regain the lead. This was a critical move, as the race committee shortened the race to finish at the weather mark. We able to cover the boats on the right and lead the boats on the left back to the finish and hold on to win race 7! this time again to thank my crew, Adrienne and Lance for sailing with me and sharing these experiences.



Race 8

By James Mylett

On this day of racing the winds were light and it was another hot day. We had two races and the winds were so fluky that the first race was shortened to a upwind finish at the windward mark. So in the first race we , my brother Mark and myself had a great lead on the fleet and after rounding the leeward mark sailed off to the left side of the course like we did on the first leg. It took awhile before we looked back and realized how screwed we were from the

shift. We tacked over towards the middle of the course and got in with the pack that caught up to us. As we closed in on the mark, the race committee pulled up and shortened the course and it was a sprint for the finish. A lot of boats finished within 45 seconds of each other.

Now the second race, we went to the left side again and found ourselves sailing through the thick algae that at that end of the bay and decided to tack because we thought it was slowing us down. We picked up some more wind pressure and got a lift and zoomed towards the mark on port. Mark was leaning side to side



looking for the fleet through the jib I started laughing and pointed to the fleet way below us. If you could have seen our faces. We rounded the mark, got the spinnaker up settled in and crossed in front of the next boat heading for the mark. After that, we took off and increased our lead. We rounded the leeward mark sailed up the middle of the course and covered the two boats that were behind us.

I would like to thank my brother Mark for doing a fantastic job and Vermont Sailing Partners for the set of sails we had. Thanks and sail on.



Women's Races

By Kaity Japikse

Weekend sailing on Lake Erie can be hit or miss conditions in July heat. Light wind and motorboat chop can easily make conditions less than ideal for racing. Fortunately, the weather shaped up nicely for women's, junior's and master's championship at Highlander Nationals. Tucked in the cove near Sandusky Sailing Club provided a bit of protection from the worst of the chop and it really shaped up to be a nice day for racing Highlanders.



Race committee set up nice, long courses and we were able to get 3 races in for the day. Jen Paisley hadn't been feeling well, so I was glad to see her make it out to the race course.

Starting all of the fleets at once provided even more competition, which always makes it more fun. Our crew was also all together for the first time in a while and everyone was excited about that too.

The three races were close competition between everyone. Although chop and waves were minimal in Lake Erie terms, it was fairly new for me while skippering. I settled into navigating the ebbs and flows and have honed



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my skills with calling tactics over the last few years so that gave me a lot of confidence. It also felt good to be towards the front with the previous year's National Champion, James Taylor.

Overall, we really enjoyed the conditions, the company and just being on the Highlander going fast.

Juniors Race

By Ben Spengeman

This year at Nationals, I had the opportunity to race in the Junior Nationals with my Dad and Rick Myers as crew. The weather was hot and there wasn't much breeze, but after sailing the day before with 140 other boats on the water at a Junior event, I thought I would give it a try! We were able to get in three races and my competition was Max with his Dad and brother on board. I was lucky enough to win the three races and take the Title of Junior Champion. I would like to once again thank the Sandusky Sailing Club for hosting us, the Race Committee for putting on a great event all week, my competition

Max, and my crew. It was a really fun week and I loved being around all of the Highlander people!



PIPERS INVITATION

We invite you to join Fleet 27 for the 2019 Pipers & Pluckers Regatta which will be held on Loch Norman, NC on October 19th and 20th.

The first Pipers Regatta was held 53 years ago (1965) and one of the traditions that continues today is the 'magical' overnight appearance of a Pipers flag on each participating boat.

Other traditions include good wind, Southern Hospitality and good racing.

As always Lake Norman Yacht Club offers you:

* Your last opportunity to race in an all Highlander regatta in 2019.

* Plenty of Highlanders to race against...often the largest Highlander gathering of the year.

- Great racing... 5 races over Saturday and Sunday. Warning gun for Saturday racing is at 12.00. Sunday at 9.30.
- Great Race Committee work... we have a quality Race Committee lined up to run races.
- Warmth... average highs on October 19th over last five years have been in the low 80s.
- Southern Hospitality includes Friday night welcome dinner, Saturday and Sunday breakfasts and



Saturdays Regatta dinner. Please order dinners early.

- Free and ample camping on site for tents, RVs, hammocks etc. but no hook ups. Plenty of hotels nearby.
- Free beer
- Less warmth... it can get cool at night...mid 30s..but not often.
- More warmth... hot showers at the Pavilion and in the Clubhouse.
- Leave you boat at LNYC for the winter so that you can pick it up for the Florida George Washington regatta or MidWinters to be held at LNYC in March 2020.

PLEASE COME - we look forward to seeing you at the Pipers and Pluckers Regatta.... October 19 and 20th.

Registration and NOR is on the LNYC web site... go to www.lnyc.org. OR use the Registration form in this magazine.



PIPERS NOTICE OF RACE – OCTOBER 19 & 20TH 2019

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Boat No. :

Club :

US Sailing member :

HCSA member:

Registration at \$45.00 / (\$55.00 after October 10th) \$ _____

Friday dinners @ \$7.00: # _____ \$ _____

Saturday lunches @ \$7.00: # _____ \$ _____

Saturday dinners @ \$15.00: # _____ \$ _____

Saturday dinners 8 – 14 years old @ \$9.00: # _____ \$ _____

Saturday dinners under 8 years old @ 5.00: # _____ \$ _____

Sunday breakfasts @ \$6.00: # _____ \$ _____

Sunday lunches @ \$7.00: # _____ \$ _____

TOTAL : \$ _____

Please pre – register all meals to guarantee availability!

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2006 Fastigi	3	6	2	1	1	6	19	6	2.5	1
953 Taylor	8	3	3	2	2	3	21	4	25	2
885 Japikse	1	8	5	4	6	5	28	3	26	3
925 Bauer	6	1	6	13	7	2	31	4	28	4
2007 Felger	7	5	2	5	4	1	37	1	30	5
2002 Saegenann	14	18	4	6	3	4	85	7	36	6
500 Busbey	5	2	1	13	12	18	51	3	41	7
926 Carey	2	11	3	5	7	7	35	9	44	8
972 Mylett	9	8	0	8	9	8	57	1	48	9
1002 Carey	4	14	8	7	8	4	46	10	56	10
960 Deares	10	9	10	11	11	10	62	6	67	11
876 Hollingsworth	13	19	10	10	10	11	69	15	83	12
1004 Chrusciel	11	14	14	12	12	12	81	13	91	13
2003 Vinicky	12	12	12	12	12	12	86	12	92	14
899 McDonald	15	13	13	13	13	13	91	9	95	15





Highlander Magazine
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ADDRESS SERVICE REQUESTED



Date	Event	Hosting Facility	GP Class
April 6 & 7	HCIA Mid-Winters	Western Carolina Sailing Club	II
June 8 & 9	Mad Plaid	Cowan Lake Sailing Association	II
June 14-23	Cleveland Race Week	Edgewater Yacht Club	I
June 15 & 16	Berlin Invitational	Berlin Yacht Club	I
July 13-19	Highlander Nationals	Sandusky Sailing Club, Sandusky, Ohio	III
October 5 & 6	Bluegrass	Louisville Sailing Club	II
October 19 & 20	Pipers & Pluckers	Lake Norman Yacht Club	II
2020			
February 15 & 16	George Washington's Birthday Regatta *	Lake Eustis Sailing Club, Eustis, Florida	
July 18-24	Highlander Nationals	Plymouth Yacht Club, Plymouth, Massachusetts	III

*Not a HCIA sanctioned event

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

