



# ***THE HIGHLANDER***

*Volume LVIII, No. 2, April 2012*

*Highlander Girls Having Some Fun,  
Debbie Busbey and Sydney Schmitt.*





**The Highlander**

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The Highlander Class International Association

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# President's Perspective

As I write this column, the end of winter is fast approaching, even in Wisconsin! It has been unusually mild in this state, as many others; but it certainly will be good to see the end of all of the "hard water."

I for one am not persuaded of the merits of ice boats. Winter time in Wisconsin is best savored either from the Caribbean, or through a window with a glass of wine in one's hand in front of a log fire. I hope by the time we go to press, Spring has truly sprung and we all can feel the first warmth of the sun, and some of us have already experienced the spray on the race course.

The Strictly Sail show this past January in Chicago was deemed to be a success; certainly we had a lot of interest in the boat and won plenty of admirers. I am grateful to Doug and Cindy Fisher for their generosity and to Gary and Elaine Steinbach for volunteering their time. It was a lot of fun, and we will do it again next year, so think about joining us.

Gary Vinicky reported that the Cleveland boat show this year was more focused on motor craft, less on sailboats but still he managed to get several potential new sailors to look at the boat and Fleet 14

We have a lot to relish this year, and in preparing for the spring meetings I can see that we have a lot going on within the class. As always it takes presence, and the persistent application



**HCIA President Jon McClean.**

of effort to achieve anything.

Making sure our class has as many years before it as it does behind it takes a lot of work by many good people. We all need to think about what we can do for the class.

Preparations for the new Spring Board regatta in South Carolina are underway, which will be a great way to start the season, and I am sure several teams will elect to leave boats at Lake Norman in between this new event and the Midwinter regatta at LNYC. Chris and Jen Kafsky will be congenial hosts I am sure.

A second new regatta has been proposed in late October at Cowan to finish off the season. This will extend our racing season and I am sure our good friends at Cowan Lake will make us feel welcome.

The 2012 Nationals preparations are now well underway, and we are optimistic that we will see a 50-boat line up for the first time in many years. It will take us all pulling together to help the Fleet 14 organizers to pull this off, so please spread the word and think about joining us.

New this year, on Sunday, we are planning to have an organized tune-up activity before the event, and also hope to have "around the keg" talks after racing each day so that we can learn from the race winners. We'll address sail shape, rigging set-up, boat handling, as well as the advantages of different parts of the race track. I am looking forward to this initiative.

We will also be making plans to select potential venues for the 2013 and 2014 Nationals in the next few months; so if your fleet or club would make a suitable venue then please let me know of your interest. We'd appreciate your thoughts and input.

On a personal note, I made the decision to sell 2001 to the Dieball family: it didn't sit well with me to see the boat potentially remain in my barn for 50 weeks of the year.

I have become a part owner of 906 with my good friend Boyd Barnwell, so the class will now benefit from the Dieball family, including Denny himself, joining us in regatta racing in 2001, as well as having Boyd and myself participating in 906. So it's a good thing for the class.



# Grand Prix Goes To Second Gear!

By Jason Hubbard

The inaugural season of the Grand Prix Series is underway. The competition is divided into three parts; the fall leg and the spring leg and the championship leg, which occurs at nationals. The series takes sailors' five best finishes during the season and uses a high point scoring system to follow their success throughout the season.

The 2011 fall leg of the series is complete and twelve sailors have qualified. There are plenty of scoring opportunities left and with the top five sailors separated by only three points, the Grand Prix competition is still very much, "up for grabs."

The complete results of the fall leg of the series are posted on the Grand Prix page located on the Highlander class website (sailhighlander.org).

So far, Team Mojo and Jamey Carey lead the pack with eight points earned during the fall leg. Team Mojo is also the first Team to compete in enough regattas to receive their first drop.

However, look out Team Mojo, Ed Spengeman and Doug Fisher are nipping at your heels.

Ed and Doug are tied in second place, one point behind Mojo. Both have been sailing well, each with a victory in 'class two' events, and they are very well positioned to challenge Mojo for the lead.

Pl	Skipper	pts	Hoover	Atwood	Gov Cup	Geist	Bluegrass	Pipers
1	J. Carey	8		3	1**	2	2	1
2	E. Spengeman	7	2				5	
2	D. Fisher	7			2			5
3	H. Bauer	6	3				3	
4	M. Shayeson	5				1		4
4	G. Steinbach	5		2				3
5	S. Bauer	4					4	
6	K. Hughes	3			3			
6	W. Grubb	3				3		
6	B. Busbey	3					1	2
7	J. Bauer	1		1				
7	M. Perakis	1	1					

\*\* = race dropped    Scoring: as of 11/15/2011

Harold Bauer, Mike Shayeson, and Gary Steinbach are still in the hunt. Basically no one in the top five should feel comfortable as it is still anyone's game.

All three Bauer boys have qualified and big papa leads his boys on this leg, but ample scoring opportunities remain during the spring leg where a potential of sixteen points could be earned.

I would like to leave you with this final thought. Some of you might be asking am I still in the hunt even though I didn't have the chance to sail in the fall leg? The simple answer is, yes!

The perfect pre-nationals score is sixteen points. The way the series is set up, sailors can earn a potential of sixteen points during either the fall or the spring leg of the series.

Despite Mojo's eight points and their leading position, there is still plenty of time and potential for anyone to take over. I look forward to seeing all of you for the spring leg of the series.

There are also up to an additional nine points to be earned in Nationals finishes. So, the fact is, this Grand Prix is still anybody's race. So ladies, gentlemen, start your engines. Join in the fun!

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Sailing competitors on the regatta trail, scoring Grand Prix points.



2009, 2010, 2011 National Championships!

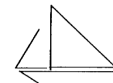
At Dieball Sailing, we take a different approach to sailmaking than our competition. We know the rigors of Highlander sailing because we are Highlander sailors! We pay attention to the little things that make good sails great!

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# Rock 'n Roll!!! At HCIA Cleveland Nationals 2012

By Gary Vinicky

I know that many of you can come up to Cleveland and show us locals how it's done. However, there are a great many more of you out there, like me, who need to figure out some of the last essential building blocks of this sailboat racing thing - its secrets and nuances. A week's worth of competitive sailing at Nationals is a good place to hone those skills.

Some of you may be thinking, why come to an event of this caliber when I am relatively new to racing? You may not feel that you are not ready and may be in everybody's way. Or you may think you don't want to foul up somebody and get everyone mad at you.

I am here to tell you that if you let these excuses cause you to pass up this event, you will be missing out on a very profound opportunity. As long as you have a handle on the basics of 'right of way,' you will be fine.

Where else would you be able to compete in seven to nine races with the 'Experts of the Highlander Class' and then immediately after the racing is over, sit down with this panel of experts and learn about what worked and what didn't out there on the water.

For instance, how could this boat or that boat point so high yet keep up the required speed, or why was it so important to start at the committee boat or at the pin or go to the right or left side of the course on a particular leg of a race? Or what did I do wrong in the first minute of the first leg - what should I have done - or how do I find a clear lane in a large fleet, etc.? Racing sailboats, especially a centerboard boat like the Highlander is chock full of subtleties and situations that, at first, you may think were not all that important but which can often turn out to be really critical.

We are making this Nationals event in Cleveland an educational forum. I have commitments from Nick Turney of North Sails, and Skip and Ernie Dieball of Dieball Sails to hold a 'Racing Seminar' after each day of racing to help us all acquire more of these essential building blocks. I am sure other past national

champions or 'top five' sailors who attend will also help out on the panel of experts. This type of seminar does not occur at every Nationals event.

So, there is no better time than July in Cleveland on Lake Erie this summer to acquire more of these missing building blocks. At the same time you can help the Highlander Class reach a new plateau in modern times of getting 50 boats on the starting line. "Fifty would be Nifty" is our Class motto this year.

Sailing World Magazine's Michael Lovett will be out there competing on the water and will be on hand on shore to document this event and you can be part of all that. We must use this opportunity to show the world that the Highlander Class is here and growing and show why we think the Highlander is the original sport boat.

Locally, the people of the Highlander Class are known as a gregarious bunch, one of the most friendly of sailboat classes and willing to help each other become better sailors. So let's all head to Cleveland this July and let the sailing world know who we are.

Many of us know that the Highlander was designed in Vermillion, Ohio by Sandy Douglass to be a drier boat, better able to handle open water than his earlier creation, the Thistle. So if the boat has the means to sail in waves why not get your own skills of sailing in open water up to speed too.

The Nationals web link is up and running. You can log on at: [sailhighlander.org](http://sailhighlander.org) or at [highlanderfleet14.com/Nationals\\_Registration.html](http://highlanderfleet14.com/Nationals_Registration.html). There, you can view the Notice of Race, see

the latest activity schedule, view pictures of the venue, and pre-register on line or print the official Registration Form. Registration is complete when we receive your postmarked check in the mail. The link will be kept updated with new information and venue pictures as we get closer to the event.

Edgewater Yacht Club has the best race committee people available. They are very familiar with the lake conditions and are very conservative. We won't be kept out on the water in rough conditions unnecessarily. We will have the pretty much the same principle race committee members and Principal Race Officer



*Highlander Nationals action from 2006 on Lake Erie.*

(PRO), Jim Titgemeyer, who ran this event the last time in Cleveland, in 2006.

Ask anyone who was there how things went. The down time was kept to a minimum. We were blessed with ideal conditions 10-18 knots out of the southwest all week and by Wednesday afternoon we had nine Championship races on the books.

We feel we have an awesome sailing venue. The racing area is within a half-

*(Continued on page 5)*



### Camping At Nationals

For the second time (the first being the '06 HCIA Nationals) we will have camping available in downtown Cleveland at Whiskey Island's Wendy Park which is adjacent and east of our headquarters, the Edgewater marina. It is comprised of approximately 20 acres of wooded property right on the shores of Lake Erie. It offers the best nighttime views of downtown Cleveland. Many of the bridges in Cleveland are lighted. RV's can be brought into Wendy Park. However, Whiskey Island does not have electrical hookups for RV's.

Whiskey Island Marina (WIM) has great facilities that the campers will be able to use. We will have access to the marina members' facilities, including six individual private shower stalls in the common area. In addition, you will have access to the washer and dryer if needed.

If you plan on camping or RV-ing at Wendy Park on Whiskey Island, please indicate so on the Official Registration

Form. There will be a separate camping form to fill out at the Whiskey Island Marina office accompanied with the facility rules. Key-Cards are available to the facilities at WIM for a \$20.00 deposit. When you return the card to the office after the event, you will get your \$20.00 back. All alcoholic beverages must be purchased from the Sunset Grille. Fleet 14 has purchased several kegs of beer from the Sunset Grille for your consumption.

Since 2006, Whiskey Island's Wendy Park has become a very popular place and we will be sharing the grounds with the Great Lakes Brewery's Burning River Fest on Friday - Sunday, July 20-22, 2012.

Due to this and other events going on, there will be a charge of \$25 per day per tent/RV/VAN. This will cover 24 hour security costs when we are out on the water. Of course, it is highly recommended that no valuables be kept in your tents.

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mile of EYC. The Edgewater Racing Program is, by far, one of the best on all of the Great Lakes. The T-Ten Nationals follows our event in August.

We who sail on Lake Erie think waves are fun. Nine times out of ten the conditions we sail in are no rougher than

what you would find on Lake Norman, and the winds on Lake Erie are steadier. Lake Erie does not produce the abrupt wind shifts that you can experience on lakes like Geist, Hoover, or Cowan.

If you still are not sure about registering for the Nationals, come up to



*Sundown on Lake Erie as some Fleet 14 members enjoy a snack after some racing.*

### Nationals Schedule

**Friday, 7/20:** All Day. Welcome early arrivals, set up camp at Wendy Park/ Whiskey Island.

**Saturday, 7/21:** 9 a.m. - 7 p.m. Measurement at Edgewater Yacht Club (EYC).

Evening Keg Party. Live Band 'Blue Lunch,' Wendy Park/Whiskey Island - Sunset Grille Menu.

**Sunday, 7/22 :** 9 a.m. - Noon: Measurement - EYC

1:30pm: Instead of a Tune Up Race, we will have On-the-Water with Nick Turney with Video Camera - Race Course Area.

6 p.m. Opening Ceremonies - EYC.

6:30 p.m. Skippers Meeting and roll into the AGM on EYC Patio.

7 p.m. or to follow AGM: Cocktail Party/ BBQ Chicken Dinner at the EYC Pavilion (On the lake by the pool).

**Monday, 7/23 :** 9:55 a.m. First Warning, 3 races - Race Course Area (see Sailing Instructions) Spilt Fleet.

Experts Forum: As soon after racing as possible.

6 p.m. Steak Fry Dinner (\$12) Wendy Park

**Tuesday, 7/24:** 9:55 a.m. First Warning, Championship Division.

10 a.m. First Warning, President's Division.

Experts Forum: After racing.

6 p.m. Shuttle leaves Wendy Part for Indians vs Tigers (\$10)/Casino Night (?)

**Wednesday, 7/25:** 9:55 a.m. First Warning.

Experts Forum: After racing.

6 p.m. BBQ Patio Party, Live Band EYC Patio, (cash grill, EYC Restaurant and bar), combined party with EYC big boat fleet.

9 p.m. Raffle!

**Thursday, 7/26:** 9:25 a.m. First Warning for Make-up Races if required.

1 p.m. Women's, Juniors and Master's Fleets.

6 p.m. Awards Dinner on "Nautica Queen," Cleveland Flats (NOTE: Yacht departs at 7 p.m., no exceptions).

**Friday, 7/27:** a.m. Final haul out, close down camp Wendy Park.

Cleveland Race Week, June 16-17, 2012 and give it a try. CRW is a heck of a three-day party. Go to: ewyc.net/CRW2012/. The Highlanders have been AWOL for this event in the past several

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years because of conflicting regatta dates. Let's make this year an exception.

We would like to make this an enjoyable, family oriented event; a vacation in Cleveland for the whole family. Therefore we are planning events each day for all sailors and their non-sailing spouses, children, and shore support.

Our lakefront has a broad range of activities available. For example: The Cleveland Indians will be in town all week, including one 3:05 game, Sunday, July 22<sup>nd</sup> and five, 7:05 p.m. games between the Baltimore Orioles and the Detroit Tigers. In fact we have reserved a block of bleacher seats for Tuesday, July 24<sup>th</sup> at 7:05 p.m.

The first casino to open in Ohio (May 14, 2012) will be open for business in downtown Cleveland.

Other points of interest on the waterfront and close to Edgewater Yacht Club include: The Rock 'n' Roll Hall of Fame; Great Lakes Science Center; The Children's Museum; the Mather – a Great



#### **Race committee making adjustments at 2006 Nationals.**

July when inland areas may not have wind. We are blessed with a top notch race committee that is hard to beat.

Check out these web sites for further information: Edgewater Yacht Club at: [eycweb.com](http://eycweb.com); Whiskey Island Marina at: [whiskeyislandmarina.com](http://whiskeyislandmarina.com); Cleveland, Ohio at: [Cleveland.com](http://Cleveland.com); and Highlander Fleet 14 at: [highlanderfleet14.com](http://highlanderfleet14.com).

A note on Class Trophies: The 2011 winners of the Highlander Perpetual Trophies are responsible to have their trophy cleaned, in tip top condition with their name engraved in the proper location prior to the Banquet and Awards Ceremony.

If you are not attending the 2012 Nationals in Cleveland, please ship the trophy to arrive in plenty of time before the banquet on July 26, 2012.

Ship to: 2012 Highlander Nationals Trophy Committee, c/o Edgewater Yacht Club, 6700 Memorial Shoreway NW, Cleveland, Ohio 44102.

**See Nationals Registration Form: Page 12.**



**The '06 Nationals crowd enjoying some in-between time.**

Lakes Maritime Museum; and a bit further away, the Cleveland Zoo. Fifteen minutes east in University Circle is the Cleveland Museum of Art, the Botanical Gardens, the Crawford Auto Museum, the Museum of Natural History and the Children's Museum.

## **Nationals Lodging**

Hotels and motels in Cleveland are generally on the high end, especially in downtown Cleveland. Here are a few selections.

#### **Holiday Inn Express (downtown)**

629 Euclid Avenue  
Block of 10 Rooms Reserved  
Local Contact Carlos Suarez Direct 216-455-1260.  
\$109, King or 2 Queen

#### **Doubletree (downtown)**

1111 Lakeside Avenue East  
Block of 10 Rooms Reserved  
Local Contact – Kelly Arthur, Direct 216-928-3221. \$129 1 King or 2 Queen

#### **Days Inn**

12019 Lake Ave.  
Cleveland, Ohio 44107  
Block of 15 Rooms Reserved  
Local Contact – Kelly Direct 216-226-4800 Ext 212. \$49.

When you call for reservation for the above, please ID yourself as a Highlander sailor.

For the hotels below, these are the rates currently available on-line. These are not room blocks.

#### **Cleveland-West (Westlake)**

1100 Crocker Rd, Westlake, Ohio 44145  
440/871-6000. 2 Adults, 1 Room.  
King \$115, 2 Doubles \$121.

#### **Courtyard Cleveland Westlake**

25050 Sperry Drive, Westlake, OH 44145  
1-888-236-2427. 2 Adults, 1 Room.  
King \$129, 2 Doubles \$149.

#### **Hampton Inn Cleveland-Downtown**

1460 E. Ninth Street, Cleveland  
216-241-6600. 2 Adults, 1 Room.  
2 Doubles \$194  
2 Doubles plus pull out sleeper \$229.

#### **Emerald Necklace Inn**

18840 Lorain Road, Cleveland, OH 44126  
(440) 333-9100

**To get this special rate, you must make your reservations at least one month in advance.** Keep in mind that you need to call the local numbers in order to get the special rates. You should do that as soon as you can, since these hotels are usually booked solid during the summer months due to the nearby expensive hotels downtown. These motels do not have swimming pools.

Other hotels are listed on the Edgewater Yacht Club website at: [Eycweb.com](http://Eycweb.com).



# Highlander Struts Her Stuff At Chicago's Strictly Sail

By Jon McClean

The Highlander Class attended and displayed Doug and Cindy Fisher's new Highlander at the 2012 Strictly Sail show

lander exhibit.

We had a steady stream of sailors come to the stand and their comments generally fell into three groups: (1) what a great looking boat (2) I have never heard of you before (3) I used to sail Highlanders as a kid and thought you'd stopped making them.

So the reaction to the boat was overwhelmingly positive. Many Flying Scot sailors came over to look at the boat, and really appreciated the sail plan. Many Thistle sailors came over and really appreciated the hiking ergonomics, and the well thought through

layout of #2005, in particular the central and side vang control.

Of course we had many tire kickers, but we had one individual who has already purchased two Highlanders for restoration in Wisconsin and is now looking to start a fleet in Door County. We did a lot of good for our class.

The sail makers were very involved, with both Skip Dieball (Dieball Sailing) and Nick Turney (North Sails One Design) spending time on the stand talking about the boat, and also using the boats for sail tuning demonstrations. I'd like to thank our builder, Tom Allen, for splitting the cost of the booth with us.

We had a good response from members manning the booth; Gary and Elaine Steinbach worked at the display as did Doug and Cindy Fisher. Ellie and Daisy McClean were my helpers and Daisy didn't get bored until the middle of the morning on Sunday!

There was plenty else to do at the show; an 86 foot long carbon ULDB sled (at left) had been purchased for Lake Michigan racing, and was dis-

played at the floor. There were also radio controlled sailing events, and plenty of vendors selling all types of sailing clothing and hardware - often at a discount.

We stayed local to the show on the Saturday night, and ate dinner with Boyd Barnwell and Brenda Madden (906) and Doug and Cindy Fisher. Our sore feet were soothed by the third jug of local Goose Island IPA.

So we feel it was truly a success for the class. We do plan to exhibit again next year. If you feel like a grown-up weekend in Chicago, surrounded by race boats, in the middle of winter then come and join us in 2013.

## Second Opinion "Strictly Fun"

By Doug Fisher

Two weeks before the boat show, Cindy and I washed and waxed the Highlander. We had a balmy 50-degree Saturday so we knew this was an opportunity to clean up 2005. In mid-December I took out a new highlander member for a sail on the Ohio River and 2005 was extremely dirty, but it was a fun sail in December, yes sailing in December on the Ohio River in Cincinnati, go figure.

So where can you travel north in January to look at sailboats, gear and all the new 2012 sailing stuff? The Navy Pier in Chicago, of course. I arrived early Wednesday afternoon at land mark which consist of over 268,000 square feet of convention area and 50 acres of parks, gardens and is the number one tourist attraction in Chicago.

I arrived by myself on Wednesday due to Cindy having dog duty until Friday morning. When I got there Nick Turney of North Sails and Patty Lawrence, seminar coordinator for the boat show, willingly assisted with the boat set-up.

Everything is unionized there; security, movers, electricians, carpet installers but we did grab a guy on a fork lift who picked the boat up with the bridle so we could place #2005 on the cradle. This was a smooth process but, was a big unknown to me since this was my first year attending the show.....mission accomplished.

Cindy prepared a slide show for which we had a monitor and laptop with

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Cindy Fisher, show mascot 'Skipper,' and Elaine Steinbach.

in Chicago. The organizers' data show that 15,286 people attended, and despite this being down 1% from the previous year, it certainly felt busy at the High-



Ellie and Daisy McClean at Strictly Sail.



## “Looking Back”

# Nationals Through the Decades

By Mark Redmond

In July the Class will hold its 60<sup>th</sup> National Championship. As our featured event every year, looking at the Nationals can tell you a lot about the Class. Let's take a little walk through those championships and look at some of the sailors who have been and are the heart and soul of the Class.

Starting with the first Nationals held at Mentor Harbor in 1953 a total of 611 different skippers have competed in those 59 years. Being part of the Nationals was

Skipper	Nationals Sailed
Joe Volkert	35
Crede Calhoun	32
Hal Williams	27
Ken Hopkins	25
Gary Vinicky	24
Bob Bauer	23
Betty Failing	22
Dan Hopkins	22
Norris Bourdow	21
Jamey Carey	21
Steve Carter	21
Kirk Shultz	21
Gary Steinbach	21

such a positive experience that 314 of those skippers sailed in more than one championship and 43 sailed in ten or more Nationals.

Without a doubt “Mr. Nationals” has to be Joe Volkert who has sailed in 35 championships. Joe first sailed in 1970 at Lake Norman and he was still sailing at Pymatuning in 2010. He has come close to winning with three top five finishes and a second in 1996.

Crede Calhoun is second on the list having sailed in a total of 32 championships. Of the sailors that are still active and who sailed last year at Rock Hall, Bob Bauer has the most regattas attended with 23, having first sailed in 1976. At left is the list of sailors who have competed in the most Nationals.

Also indicative of the fun and enjoyment of the Nationals is how many people come back year after year. Crede attended 30 consecutive championships from 1971 to 2000, a record that may never be broken. Hal Williams held the record before Crede sailing in 26 straight championships from 1959 through 1984. The longest current consecutive streak is Craig Rule who has sailed in the last 12 regattas. As a Class we love to go to the Nationals

and it seems many of us plan our vacations year after year around the event, and we just keep coming back.

So we love our Nationals, but we are all there to compete and to try and become our Class Champion. Well, out of those 611 skippers who have tried to win, there are only 31 National Champions. Our first was Stanley Gridley who won the 1953 contest.

There is very little documentation of that first Nationals, but what is known is that it may have had the most interesting finish of any because at the end of the series he was tied for first with an unidentified Canadian sailor.

There was no specified tie breaker other than a sail-off which was held after the regatta to the joy of the victorious Mr. Gridley. Despite many close finishes over the years the only other time the Nationals ended in a tie was in 1991 at Indianapolis when Steve Carter and Whit Whitacre were tied after seven races with the throw-out.

Steve was declared the winner because he finished ahead of Whit in four of the seven races. By the way, the tie breaking rules have since changed and by today's rules Whit would have beaten Steve.

There have been many women who have competed in the Nationals over the years. Lee Mullowney finished 7<sup>th</sup> in 1956 at Duxbury and was the first

*(Continued on page 9)*

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photos of various Highlander regattas provided by Mike Feldhaus and Boyd Barnwell.

We received a lot of comments about the flexibility of the boat and the huge cockpit. We described the Highlander as the best combination of a racer and day-sailor with its large sail area and huge cockpit.

Fellow Highlanders Gary and Elaine Steinbach, and Jon, Ellie, and Daisy McClean assisted with working the booth. Nick Turney, Skip Dieball, John and Connie Emmerich, Boyd Barnwell with friend, Brenda, were also in attendance at the boat show.

Strictly Sail had numerous seminars going on all day which was organized by Patty Lawrence (Thistle stalwart) and fellow sailor of Cowan Lake.

For next year we are working with the administration of Strictly Sail Chicago to have a larger one design area for

all fleets. There are a lot of new yachts displayed, but, in reality only a small percentage of people in attendance could afford a yacht. However, just about everyone there could afford a dingy sailboat as a family racer/day sailor and that's what one-design sailing is all about.

Late Sunday afternoon we quickly broke the boat down with Jon and his girls. The show was over at 5 p.m. and I was on the road with #2005 all packed away and heading south on Lake Shore Drive at 5:30, and got home at 11:00.

So it was a long five days, but Chicago is a fun place for the sailing community in January and we hope to be back next year.

So plan ahead and free up your calendar for the 2013 session to visit and maybe even help a little with the Highlander display. Chicago is a great place to spend a fun/active winter weekend,

talking about Highlanders and sailing.



*Fishers' 2005 at Strictly Sail Chicago.*





(Continued from page 8)

woman to skipper in the Nationals. There have been many more female skippers after that. Betty Failing tried 22 straight times to win from 1970 through 1991, but got only as close as fourth in 1984. That was the best showing by a female skipper until 2001 when Ken Hopkins' daughter Debbie Probst finally won. For good measure she came back to win again in 2002. She is still our only female champion.



**Debbie Probst: Our first and, so far, our only female National Champion.**

There have also been many youthful skippers over the last 59 years. In 1969 Larry Klein very nearly won at the age of 17. At Buffalo, he took a five and three-quarter point lead into the fifth and final race only to finish 8<sup>th</sup> in that race, while Tom Smith finished first to win the championship.

Larry was 24 when he finally won in 1976 making him the youngest champion at that time. Others tried to beat that record, but it wasn't until 2005 that Barret Rhodes won the championship at the ripe old age of 20, making him our youngest champion.

More impressive than being a National Champion is being a multi-time champion and we have had 14 skippers who have won multiple times, but only five have managed to win three or more times. Of all the multiple winners, all but one has had their victories in a short stretch of time with the only breaks lasting a year or two.

The one exception is Rob Spring who won three Nationals over a span of nine years. It took eight years from his first win in 1989 to his second in 1997. During those eight years he raced three times and managed two 3<sup>rds</sup> and a 4<sup>th</sup> before he won again. Of course his third win came in 1998 making Rob one of the nine sailors who were able to successfully defend

their titles. Rob has sailed in fifteen Nationals since 1978 and has eleven consecutive top five finishes since 1988, quite a remarkable streak of consistency and great sailing.

Of course when we are talking Highlander champions, the conversation has to end with the four sailors who dominated the Class from 1972 to 1995, winning 21 of the 24 championships held in that span.

It started with the first truly dominating sailor in the Class, Bob Busbey. He first sailed in the 1967 Nationals and by 1972 he had established a permanent crew of Jim Hoffmaster and Jim Guinther and created an intense approach to sailing taken from his job as swimming coach.

He planned, trained, and practiced for each Nationals like no one had done before or since. While everyone else was hanging out and visiting in the days before the racing, Bob and his crew were on the water practicing jibes and other maneuvers. The story was that they couldn't come in until they had executed all of the maneuvers perfectly multiple times.

He won in 1972 and then continued to win for the next three years, dominating the Class like no one had done before. Like his methods or not, he was a great sailor, a great champion, and he loved the boat and the Class. From 1972 to 1979 he won five times and finished second the other three times.

Bob represented the old Class establishment, but just like the country in 1974 there were winds of change in the Class too. Chuck Klein's 22-year-old son, Larry, showed up at Mentor intent on beating the establishment after his near miss in 1969. At Mentor Larry was young and brash and initially he wasn't well received by many of the Class membership, but he could sail and sail really fast.

He took on the face of the establishment in Bob Busbey in one of the most intense, controversial, and polarizing Nationals ever held. Despite being disqualified in the third race (there were no throw-outs) for not carrying a safety whistle, Larry won three of the six races and made his indelible



**Bob Busbey at the 1972 Nationals.**

mark.

He came back in 1976 and took on Bob again and this time he was successful winning his first championship. He won four more times before moving on to start an Olympic campaign after the 1982 season leaving as a five time champion. He certainly left a Class that had changed. Unfortunately, Larry died tragically before he could truly show all of his immense sailing talent to the world.

When you are on top there is always the next challenger. Bob Busbey retired after the 1979 Nationals, but in 1981 a new face emerged to challenge Larry. Another outstanding sailor, Greg Fisher, arrived at Chattanooga to take on the defending four-time champion. Larry was up to the task and even though he trailed Greg after the first three races, he made a statement and won the last three races to win his fifth title. Undaunted, Greg returned for a rematch in 1982 at Indian Lake and finally dethroned Larry.

Once he was the champion, Greg was nearly untouchable, winning three more times without a serious challenge. He was so dominating in the five Nationals he sailed, that he won 26 of the 34 races held and won all seven races in the 1983 series. Greg left the Class as a four-time



**Greg Fisher and Larry Klein at 1981 Nationals.**



## Secretary-Treasurer's Report

above rule to be listed on the ros-

Maybe this winter's warmer-than-usual weather has been responsible for the earlier-than-usual dues payments; that's great news. And I hope my spring fever is contagious. Let's go sailing!

On the membership front our newest class members are Ted Mellnik's new co-owner Joe Mellnik and their associate member Kate Engelbrecht, all from Lake Norman. Joe Volkert III has joined as co-owner as well and will sail with the Hoover Fleet. So that makes it Big Joe, Little Joe, and Cousin Joe. And then Chris Chellime sailing 977, has joined the Edgewater fleet. Welcome to all.

Let's review some class rules for membership as Nationals at Edgewater Yacht Club should be a record breaker for this decade. If Fleet 14 spark plug, Gary Vinicky, gets the support he is looking for this summer at Cleveland, the goal of fifty boats on the Nationals starting line is very attainable this year. I am personally looking forward to the 90 train whistles every night at the Whiskey Island campsite. After the sixth night, you get used to it.

So to avoid confusion and encourage participation, each boat captain entered in a sanctioned regatta shall be a regular member, associate member, or junior member according to class rules. If you borrow a boat, lease a boat or just own a Highlander, you must comply with the



**Sec-Treasurer Bryan Hollingsworth.**  
ter in a sanctioned regatta.

In response to some questions written on the margins of some membership applications I have received, no crew membership is required to race the Highlander but your support is always welcomed.

In closing, there has been great member support for the HCIA Training Program as well as the center board mold project. As of March 1, the membership has donated \$410 to HCIA

Training, and the class has raised \$2,180 to date for the centerboard mold project, leaving a balance of \$4,000, owed to Bruce Busby. This project started at last year's annual meeting at Nationals.

I would like to personally thank Bruce Busby for heading up this project. It took close to two years of debate and endless measuring of every board Bruce could find to come up with an affordable, but fair board shape that gives no class boat an advantage over another.

### ***New Mayor's Cup Date! May 19/20***

Planners of the Mayor's Cup regatta at Eagle Creek Sailing Club are moving that event back one week from its previously listed weekend in the regatta schedule in January's magazine and on our website. It has now been moved to **May 19/20** and the reason is the preceding weekend is Mother's Day.

ECSC's Kenny Chapman says not only would we likely lose a competitor or two because of that conflict, but there would also be a major parking problem at their clubhouse as a Mother's Day Brunch draws a huge crowd each year on that Sunday. Parking would be a mess.

So, stay home on Mother's Day. Remember! The new weekend for the Mayor's Cup is **May 19/20**.

(Continued from page 9)

champion to move to other boats and classes in his role as one of the top one-design sail makers. Over the next 25 years he was one of the best and most



**Steve Carter Gets A "Victory Dunk" After Winning His Sixth HCIA Championship in 1994.**

respected one-design sailors in the country.

As had been the case in the past there was another great sailor waiting to take over. Steve Carter sailed his first Nationals in 1976 and had sailed every year since, always working to improve. He had been just out of reach of the great battles at the top with Bob, Larry and Greg. By 1986 he had finished in the top five in every Nationals since 1979, finishing second three times.

At St Mary's College in Maryland he finally made the breakthrough he had been seeking and won it all. It wasn't easy, he capsized in one of the races, but he finally got the win. This started a remarkable streak over the next eleven years when he won six more championships. He

worked to win each one, but even when he didn't win he was right in the hunt to the very end.

Steve had the most remarkable career in the Highlander that may never be surpassed. He sailed in a total of 22 Nationals, winning seven times, two more than either Larry Klein or Bob Busbey. He also finished second three other times. In eighteen of those series he finished in the top five and in all 22 of his Nationals he never finished out of the top ten. It's a career that is certainly unrivaled in the first 59 years of National Championships.

As we look forward to our 60<sup>th</sup> Championship at Edgewater in Cleveland, whose legacies will continue and who will be the next sailor to leave their mark on the Class? Whatever happens, history has shown it will be an interesting and fun time.



## Cleveland Meets The Highlander

# The Original One Design Sport Boat!

By Gary Vinicky

This past January 13-22, 2012, HCIA continued to be present in the one-design section of the Mid-America Boat Show at Cleveland. This year, we went into this show, with the addition of a new banner that we used at the Burning River Festival last July.

This was an ECO-Green Festival sponsored by Great Lakes Brewery at the historic Cleveland Coast Guard Station. On this banner we used the new Highlander Class logo and slogan – The Original One Design Sport Boat.

Exhibiting at this show at the IX Center, year after year has resulted in a remarkable increase in activity and membership for Fleet 14, especially over the last two years.

Once again, the boat on display was Highlander 942 owned by Debbie and Rick Robertson, members of Fleet 14 and crewed by their son, Adam; and John, Debbie's brother. Debbie and Rick have really fixed up 942 and she's a showroom beauty with varnished teak all around.

The Robertson's are one of four family-crewed Highlanders in Fleet 14 which is really a neat thing. The others are: Team 412 consisting of Steve, Linda,

Diana and Charlie Merriam; Team 522 (now Team 875 - yes, Betty Failing's old boat) consisting of Tim and Conner Cline plus pick-up crew; and Team 599 - sailed by Tom and Dorothy Cantrall and their two daughters. Hopefully, if this trend continues, we will have our own junior program going in the future.

Tom Cantrall crewed for me 20 or so years ago. He must have had a good time since he came back to re-join Fleet 14 but this time as a skipper. Once Team 599 gets their confidence up we are sure they will be joining us out there on the race course.

I am blessed with a solid group of people who volunteer their precious time (and parking money - Yikes!) every year to make this a successful event.

I am most appreciative of my good friends, Rick and Debbie Robertson, who do a significant part in making all of this happen.

The display booth shift volunteers were all of the above plus Chuck Smith #1000, Werner Wildenburg, crew on #1000, Reid Vail, #869, Steve Merriam #412, Chuck and Jacci Vandevender #898, Ed and Mike Wells #950, Jan Hridel #853, Paul Kuebler #397, Chris Chillemi #977, Jesse Wieland crew #977, Joe Begany #961, Jonathan Smith #867, Victor Ryckman #686 and Tomme and Karen Hurley crew on #686. Tomme and Karen were first time visitors at the 2011 Boat Show. I hope I did not forget anyone and I apologize if I did.

After doing this for so long and with many of the same crew, it seems everyone knows what to do without much effort on my part. In fact, we've even gotten a little smarter with time.

Instead of sliding the boat off the trailer onto the cradles with the help of four or five people, I talked the show organizers into sending over the lift truck and within five minutes with only two people, we had the boat off the trailer and on the cradles.

Due in a large part to this Cleveland boat show over the years, Highlander Fleet 14 has had one of its most productive years with 16 boats registered for the 2011 EYC Sail Race Program.

We averaged nine boats on Wednesday nights and six on Sundays. At Edgewater, we're always the largest one-design fleet on the water.

We at Highlander Fleet 14 and the nearby fleets of Berlin, Hoover and Cowan do recognize that we are very fortunate (Fleet 14 probably more so) to have this boat show available to us.

I was very pleased that in the following week, Doug Fisher's new Allen Highlander was on display at the Strictly Sail Show in Chicago. Jon McClean and Doug Fisher headed up the effort with several other volunteers. Wouldn't it be really cool to start a new fleet in Illinois or Wisconsin?

I wish that the other Highlander fleets around the country could do the same. Maybe there is a venue in your area. Have you looked around?

Recently, I found a Highlander Magazine from 1980 and on the cover was a Highlander in a Mall somewhere in the Dayton area as part of a small, local boat show.

Also on the cover was a list of five other boat shows where the Highlander was also exhibited. The venues were not large spectacular ones like Strictly Sail in Chicago but much smaller shows around a body of water where the local boat dealers are trying to drum up more business.

I was drawn into the excitement of Highlander sailing at the 1977 Cleveland Boat Show where I met Crede Calhoun, Ray Ernest and Chuck Hazle and here I am, still involved with great people of the Highlander Class.

I know for a fact that it is this Cleveland boat show that has held Fleet 14 and Fleet 12 together in recent times. And when you think about it, that is no small thing when you consider what has happened to small boat sailing on the Great Lakes and sailing in general. Forty years ago, there were many Highlanders, Flying Scotts, Thistles and Lightnings at many yacht clubs on big bodies of water. These days, not so much.

However, these clubs evolved and became more sophisticated with the influx of many young, successful professionals who wanted larger, easier-to-sail vessels. Also there was demand for member services, restaurants, larger docks pools and tennis courts; it became too expensive for the small boat sailor.

(Continued on page 13)



Fleet 14 at the Mid-America Boat Show.



**Registration: 2012 Highlander National Championships, July 21-26, 2012**  
**Edgewater Yacht Club and Whiskey Island Marina**  
**6700 Memorial Shoreway NW Cleveland, OH 44102 216-281-6470**

Name _____	Boat # _____	Date _____
Street Address _____		
City _____	State _____	ZIP _____
Cell Phone _____	Email _____	

**Fees: (\$5.00 US Sailing Discount: Must Show Card)**

**Number**

**Total \$\$\$**

	Number	Total \$\$\$
<b>National Championship Registration Per Boat</b>	<b>\$195.00</b>	
May 1, 2012 or prior		
<b>Special Early Registration Fee to those who have not sailed Nationals in the last two years (prior to 2009)</b>	<b>\$175.00</b>	
<b>Registration after May 1 - (May 2, 2012 to July 1, 2012)</b>	<b>\$220.00</b>	
<b>Registration after July 1, 2012</b>	<b>\$250.00</b>	
<b>US Sailing Membership No.</b>	<b>\$5.00</b>	
<b>Young Sailors Discount for under 30 Years old prior to July 26, 2012</b>	<b>\$50.00</b>	
<b>Masters Championship</b>	<b>\$15.00</b>	
<b>Women's Championship</b>	<b>\$15.00</b>	
<b>Junior Championship</b>	<b>\$5.00</b>	

**Camping Spaces Needed at Wendy Park - Whiskey Island**

Camper/Van       RV (no hook-up)       Tents

Camping fees of \$25.00 per day per tent/RV will be collected at the Whiskey Island Marina Office.

**Meals (Tentative Pricing)**

<b>Saturday - Sunset Grille - Whiskey Island - Band - 'Blue Lunch' - Menu Items + Keg Beer</b>		
<b>Sunday Cocktail Party Plus Chicken Bar-B-Q</b>	<b>\$12.00</b>	
<b>Monday Steak Fry - Cook Your own or by others</b>	<b>\$15.00</b>	
<b>Tuesday - Indians 7:00PM Game w/Detroit Dodgers - Reserved Block of Bleacher Seats</b>	<b>\$10.00</b>	
<b>Optional Tuesday Trip to the newly opened Horseshoe Casino</b>		
<b>Wednesday - EYC Patio - Band - Raffle - EYC Restaurant and Grille Menu + Keg Beer</b>		
<b>Thursday Awards Banquet and Extravaganza - Nautica Queen Dinner Cruise Ship. Cash Bar</b>	<b>\$36.00</b>	
<b>Box Lunches</b>		
Monday	<b>\$6.00</b>	
Tuesday	<b>\$6.00</b>	
Wednesday	<b>\$6.00</b>	
Thursday	<b>\$6.00</b>	

**Shirts (Tentative Pricing)**

<b>Free short or long sleeve shirt for Skipper: Specify size and type</b>					<b>Check Boxes w/X</b>
<b>Short Sleeve</b>		<b>Long Sleeve</b>			
<b>Small</b>	<b>Medium</b>	<b>Large</b>	<b>XL</b>	<b>XXL</b>	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Additional Short Sleeve T-Shirts - Mark QTY</b>					
<b>Small</b>	<b>Medium</b>	<b>Large</b>	<b>XL</b>	<b>XXL</b>	
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<b>\$18.00</b>
<b>Additional Long Sleeve T-Shirts - Mark QTY</b>					
<b>Small</b>	<b>Medium</b>	<b>Large</b>	<b>XL</b>	<b>XXL</b>	
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<b>\$22.00</b>



# High Seas Adventure!

By Gary Steinbach

This fall, Elaine and I had the opportunity to participate in the World Cruising Club's Caribbean 1500. This is a rally for east coast cruising sailors who move their boats to the Caribbean Sea for the winter season. This year approximately 70 boats participated, with 50-plus heading for Tortola, BVI, and the remainder for the Bahamas.

The 1500 event initiates in Hampton, VA, with each boat plotting its own course to the BVI's. In the week prior to the start, seminars are offered covering all aspects of off-shore sailing.

In August, I received an email from Horizon Yacht Charters of Annapolis, advertising cabins on two new yachts for the 1500. These boats, a Bavaria 45 and 36, were sold at the Annapolis Boat Show and were being moved to Tortola for charter service.

I mentioned this to Elaine then let it drop since I knew she wasn't keen on open ocean sailing. Sometime later, after she thought it over, she told me we could do this instead of snow birding for two

months this winter. She knew I had always wanted to do an open water trip. I contacted

Horizon and booked a cabin on the 45.

This was complicated at the time due to a hurricane that brushed Annapolis, keeping the Horizon staff busy protecting their boats. After we received a list of safety equipment we needed, Elaine commented about stopping each night.

I needed to explain that after we left Virginia our next stop would be Tortola. At that point I showed her the charter contract that stated we were within the 100% forfeiture window for cancellations. This was the first of a few tense moments.

West Marine was a major sponsor with major discounts for participants, so we headed to Cleveland to spend money. About \$600 later we had inflatable life jackets with leg straps, spare cartridges, boots and assorted extras. We still needed spray hoods and safety straps which we picked up in Hampton.

We started emailing between ourselves, the captain, and our other crew. The Rally was scheduled to depart November 4. With family in Norfolk we



Gary Steinbach steering in high seas.

left a few days early to visit and help set up the boat. Elaine dropped me in Annapolis to help move the boat to Hampton, an overnight motor sail. Elaine's drive to Norfolk was complicated when the Tom Tom died. After a few frantic calls we figured out the fuse holder in the power cord came unscrewed. Life is never dull.

(Continued on page 15)

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At these Yacht Clubs the basic idea of small boat sailing/racing, picnic lunches and the camaraderie that went along with that, has been lost by many over time.

However, trying to attract new, young people into the sport at these yacht clubs does not make much economic sense. Those that do join, more times than not, have the disposable income to opt for a larger keelboat of some type.

Over time, as the old time Highlander sailors at these clubs passed on or retired from sailing, the one-design centerboard sailors at these clubs have become a rare breed.

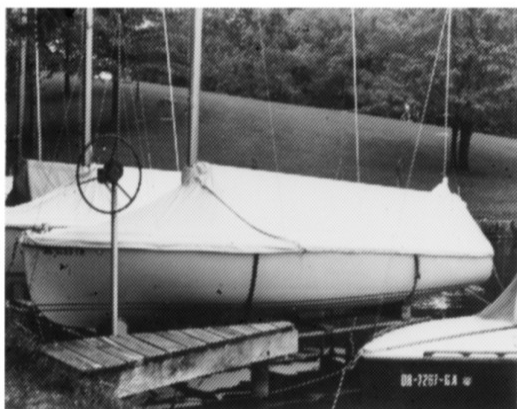
Luckily, there are many other successful sailing associations or clubs on smaller bodies of water that had better control of their expenses and did not lose sight of their purpose. They successfully resisted the trend by not installing a pool or a tennis court and

remained loyal to the small boat one-design sailor.

The primary reason that Fleet 14 is still here is that in the early 80's we opened up our membership to other Highlander sailors at the adjacent marinas. Especially important to us here on Lake Erie is Whiskey Island Marina where it makes economic sense to have a centerboard boat.

Over the last several years, this

(Continued on page 14)



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(Continued from page 13)

Cleveland show has been on a decline due to the dwindling economy of the Midwest, especially northeast Ohio. The number of dealers is visibly down again this year and some of the large yacht brokers were represented but without their display models, only a booth and a list of boats for sale. In fact, the one-design group again was bumped from the premier spot at the entrance of the show to a place in the back row.

In spite of the poor location and reduced traffic we did get 25 people to sign our visitors' log. An invitation went out

the week after the show to our boat show guests to visit with us at our next February 'First Tuesday Gathering' at Edgewater Yacht Club.

Five had a positive response to the invite but some of them could not make the February Gathering but would try to visit with us at the next Gathering in March.

Highlander Fleet 14 is fully committed to support HCIA in assuring that the Highlander will have a significant presence at this show in the future. It is remarkable that the Highlander was displayed at the first Cleveland Boat

show in 1958 and from that show, Fleet 14 was born.

The "next new thing" I would like to try is to display the Highlander at the Lake Erie Marine Trades Association In-Water Boat Show at Cedar Point held each year in early September.

As you all know, being successful at this could not possibly happen if fleet members did not volunteer their precious time pulling together as a group. Up here we can see the benefit in doing so. We all know anything worthwhile usually requires effort on someone's part. It just doesn't happen all by itself.

### *Tentative Tentative HCIA Regatta Schedule, 2012 Tentative Tentative*

Mar 31/Apr 1	Spring Board Regatta *	Western Carolina SC	Chris Kafksy, ckafsky@yahoo.com
Apr 14/15	Midwinters	Lake Norman YC	Steve Hesler, shesler@carolina.rr.com
May 19/20	Mayor's Cup (updated)	Eagle Creek	Kenny Chapman, chapmank@comcast.net
June 9/10	Mad Plaid	Cowan Lake SA	Doug Fisher, tapdoug@aol.com
June 16/17	Berlin Invitational	Berlin YC	Harold Bauer, hbauer494@juno.com
June 16/17	Cleveland Race Week	Edgewater YC	Gary Vinicky, gsvh747@windstream.net
June 23/24	Pow Wow	Indian Lake	Norris Bourdow, nbourdow1@sbcglobal.net
July 7/8	Pymatuning Regatta	Jamestown, PA	Rob Spring, rspring@neo.rr.com
July 21-26	HCIA Nationals	Edgewater/Whiskey Island	Gary Vinicky, gsvh747@windstream.net
Aug 11/12	Hoover Fling	Hoover SC	Sue Bauer, 989bauer@att.net
Aug 18	Rock 'n Roll Cruise *	EYC/Whiskey Island Marina	Chuck Vandevender, vanprty@aol.com
Sep 1/2	Labor Day Racing *	Lake Norman YC	John Gibbon, yellofev@aol.com
Sep 8/9	Harvest Moon	Atwood YC	Mark Redmond, mredmond929@gmail.com
Sep 15/16	Governor's Cup	Eagle Creek	Kenny Chapman, chapmank@comcast.net
Sep 22/23	Highlander/Thistle event	Indianapolis SA	Pete Ellefsen, peteellefsen@sbcglobal.net
Oct 6/7	Bluegrass Regatta	Louisville SC	Erin Spengeman, redsailor876@hotmail.com
Oct 20/21	Pipers Regatta	Lake Norman YC	Steve Hesler, shesler@carolina.rr.com
Oct 27	One More Regatta *	Cowan Lake SA	Doug Fisher, tapdoug@aol.com

\*\*\* Always email in advance to confirm regatta information.

\* Not an option for Grand Prix scoring.



### The Classifieds

#1010, 2000 Allen-built, race rigged, mint condition, stored indoors. 2 full sets sails (2000/2003 North, 2003 unused in bags). Skirted mooring (new 2011), trailing, bottom and rudder covers. Low ride trailer. Nationals charter possible. **\$17,500**. Bruce Williams, Indianapolis: [brucedwilliams@gmail.com](mailto:brucedwilliams@gmail.com), (317) 514-6255.

(Continued from page 13)

I volunteered to provision both boats. After establishing the budget and menu I took the Horizon credit card to several stores. My sister-in law graciously donated the use of her kitchen for me to prepare ready-to-eat meals that I froze. I was able to do this for about half our meals. Since I was the only crew with a car, the Mountaineer became the Horizon taxi. Horizon covered my gas so it worked out well, almost.

Sitting 60 miles off shore was tropical storm Sean. The Rally leadership postponed one day, then two more, then an additional day until Sean was no longer a threat. By the time we left, nerves were on edge.

Our schedule called for 8-9 days sailing, 2-3 days in the islands, then home for a family Thanksgiving of 20-plus people at our house. Elaine informed me that if we had one more delay, she was driving home and I could get back the best way I could (tense moment #2).

I called my sister to have her and my mother handle Thanksgiving prep, and called the airline to move our return tickets. We were ready to go.

The start was amazing with an 80 foot catamaran and an RP76 racing monohull, leading the fleet. We crossed over the Chesapeake Bay Bridge Tunnel

#509, 1969 D&M, mint condition. Trailer too, new paint, tires, & wheels. Aluminum mast, mahogany boom/rudder. Includes 3 mains, 2 jibs, 1 spinaker; race rigged, bar traveler. Includes Sailor's Tailor skirted mooring cover. Photos: HCIA website. Located in Greensboro, NC. **\$4,500**. David Schlosser: [djschlosser@aol.com](mailto:djschlosser@aol.com), (336) 708-0559.

and headed due east for the Gulf Stream. The water was choppy and confused, a leftover from Sean, with winds in the low 20's. I have to admit to being the only one on board to end up a bit seasick, but I quickly got my sea legs.

It took about 22 hours to cross the Gulf Stream. The water went from brown to aqua to blue. We turned south as soon as we were through the stream and settled into a routine.

Watches were three hours on and nine hours off. Elaine had 6-9 a.m. and p.m. I followed her with Johan (a great guy, a Dutch national living in Knoxville) next, followed by the skipper, Keith, on the 3-6 shifts.

The next three days were beautiful except for the wind. There wasn't much. We motor sailed for two days straight. All of us had to make schedules for returning to the states. We trailed fishing lines and caught wahoo and dolphin.

After the first day we didn't see any other boats. The sense of isolation was balanced by the beauty surrounding us. The only glitch was the electrical system. After four days the charging system malfunctioned. We couldn't get the batteries charged to full capacity.

A sat call to Horizon maintenance  
(Continued on page 16)

### "The Highlander" Rate Card

"The Highlander" magazine is the official publication of the Highlander Class International Association (HCIA) which is comprised of over 750 Highlander sailboat owners. The publication is a 16-page, one-color quarterly, published and mailed to dues paid members each Jan/Apr/Jul/Oct.

#### Ad requirements:

One color, camera ready.

Format: Page size: 7.5 x 9.25"

Ad size: Quarter Page:

Horizontal: 7.5" wide x 2.25" tall

Vertical: 2.25" wide x 8" tall

Half Page: 7.5" wide X 4.5" tall

Full Page: 7.5" wide X 9.25" tall

Horizontal format preferred, but any need can be accommodated

Deadline: Due 30 days prior to issue month (Jan/Apr/Jul/Oct).

#### Rates: (Non-Commissionable)

Quarter Page: \$100

Half Page: \$170

Full Page: \$250

**25% discount** with a four-issue order.

First time orders must be prepaid.

Make checks to: HCIA

Send ad and payment to: Mike Feldhaus, 7109 Green Spring Dr., Louisville, Ky 40241.

For details or questions contact:

Editor, Mike Feldhaus at:

[mikefeldhaus@bellsouth.net](mailto:mikefeldhaus@bellsouth.net)

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Dues-paid members: \$10 for inclusion in one issue. Non-paid owners get one issue for \$20. Make check to HCIA. Send with ad copy to, Mike Feldhaus, 7109 Green Spring Dr., Louisville, Ky 40241 or: [mikefeldhaus@insightbb.com](mailto:mikefeldhaus@insightbb.com). Forty words, with boat #, price, name, phone numbers and email address if applicable. Deadline: Dec,Mar,June,Sep 1st for following month's issue.

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## FIRST CLASS MAIL

### Marj Bauer Passes

As press time was approaching word came of the Feb 29 passing of Marj Bauer. A more complete tribute will appear in our July edition.

Pictured below, are sons, the late Jack Bauer in the car, Bob Bauer, Marj, and a family friend Jean Keplinger in 1965, as they trailered #303 to Nationals at Port Washington, New York.

Son, Harold, who was probably as-

sisting his late father, Fred, in taking this photo; remembers that his mom, Marj, was not at all a sailor, but the greatest shore crew that one could imagine. Harold recalled that the family's first Highlander was purchased around 1961 and the sport has been a family affair ever since, now, with a fourth generation of crew in training.

Although she didn't crew or skipper a boat, Marj was a strong supporter of the Highlander Class, serving as Sec-Treasurer, in two different terms, in the late 60's and 70's.

We join the family in celebrating her life and the tremendous legacy she has left for the family, for HCIA, and for sailing.

Memorial contributions can be made to HCIA Training, Inc, c/o Mike Shayeson, 513 615-9705 for details.



(Continued from page 15)

revealed this boat had the same problem during commissioning. At that time, they thought it was a bad ground and after tightening everything they could find, the problem disappeared. This time, we did the same but with no relief. We ended up hand steering the rest of the trip.

With calm water it was easy but by day six the wind and waves kicked up, and steering became progressively more difficult, especially after dark. Did I mention that dark meant country dark?

After we lost the starry nights early on, you couldn't see the front of the cockpit. Elaine decided this was a bit too much for her and announced she was done steering (tense moment#3). The rest of us went to four hours on and eight off.

Day eight brought rough seas and 30-knot winds. We took water over the bow and some found its way between the hull and liner. It shorted out the propane alarm causing us to loose our stove. The next day we cut out the alarm, soaked it in WD40, re-installed it; hot food again!

We docked at Nanny Cay Marina, Tortola, BVI, at 3:15 a.m. after almost ten days of sailing. We were met by two Caribbean 1500 representatives to welcome us, help us dock, and offer pain killers (the national drink of the BVI's). Now that's a class act. By noon we had cleared customs to head for St Thomas.

Johan and Keith were flying home that day while we were leaving the next morning. The flight to Virginia was non-eventful but the drive home the day before Thanksgiving was one I would not want to repeat.

Thanks to my sister and mother, Thanksgiving went off without a hitch. Oh, by the way, did I mention that after 21 years of marriage I am now allowed to have fun without Elaine?

**Go for it!**

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