



THE HIGHLANDER

Volume LVIII, No. 1, January 2012

Bruce Busbey with finished board from new HCIA casting.





The Highlander

Official Publication of
The Highlander Class International Association

President

Jon McClean
8364 Wycliffe Drive
Cincinnati, Ohio 45244
jon@mcclean.cc
(513) 652-2465

Commodore
Dan Hopkins
Euclid, Ohio 44123
momnpp@yahoo.com

Vice President
Pete Breidenbach
Englewood, Ohio

Secretary
Ashley Breidenbach
Englewood, Ohio

Treasurer
Boyd Barnwell
Cincinnati, OH

Chief Measurer
Mark Redmond
Annapolis, MD
O: 703 933-6725 H: 410 991-1660
mredmond929@gmail.com

Secretary-Treasurer
Bryan Hollingsworth

410 Holiday Road
Lexington, KY 40502
Ph/fax 859 269-3130
Mbl 859-806-5908
bristolbhh@insightbb.com

2011 National Champions
Ernie Dieball, Skipper
Jeff Eiber, Crew
Abby Freeman, Crew

Directors

Steve Hesler (2013)
Charlotte, NC

Jason Hubbard (2013)
Indianapolis, IN

Mike Shayeson (2012)
Cincinnati, OH

Ed Spengeman (2012)
Louisville, KY

(Associates)
Bill Price (2012)
Springfield, OH

Editor - Mike Feldhaus

7109 Green Spring Drive
Louisville, Ky 40241
H 502 228-8725 Mbl: 502 495-5113
mikefeldhaus@insightbb.com

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

Highlander Web Page:
www.sailhighlander.org
Webmaster: Boyd Barnwell
boydbarn@aol.com

President's Perspective

Well there are only a few months to go now until the Mid-winters! Look on the bright side...we'll all be back sailing soon. It's much colder here in Wisconsin and the lakes are frozen. I hope that you have managed to get all of those jobs completed on the boat, or perhaps you are putting them off until you take the covers off and sunlight hits the boat again.

We have enjoyed a superb year. The Nationals Championship at Rock Hall was a great success, and overall participation has been strong on the regatta circuit.

Preparations for the 2012 National are underway. Gary Vinicky told me recently it's too soon to be losing sleep over what needs to be done. But, I am sure we will have a great event, and we are all hoping to see a 50-boat start line.

If you are "on the fence" or undecided about making the regatta please come and join us. I can think of plenty of club sailors, and many of you know who you are, who would really enjoy a 50-boat Nationals.

Also, Fleet 14 will, as usual exhibit a Highlander at the Cleveland Boat Show at the IX Center in January, and our friends at Sailing World have promised to cover the event. We appreciate the many volunteers who help put that display together.

The new boats have sailed well, and Doug and Cindy Fisher completed a great first year in their new boat by winning the Pipers regatta at Lake Norman.



HCIA President Jon McClean

As usual, no team was dominant and it is always so refreshing to see such close racing, genuine camaraderie, and a willingness to help new teams go quick and set up their boats properly. Many boats had new sailors or sailors new to the Highlander participating, which is good for the class and attracts new sailors into our group.

As well as new members, we added a brand new fleet (Fleet 47) in Rhode Island this year. Our friends Mac Cooper, Jeff Curtin, and Fabio Whitehead have become regulars on the regatta circuit, and even managed to find Louisville for the Bluegrass Regatta this fall. Mark Steinmetz is serving as Fleet Captain and they're based at the Greenhaven Sailing Club in Pawcatuck, CT.

These enthusiasts have purchased #734 and #803 with a view to getting the boats back out on Little Narragansett Bay. If you find yourself in Rhode Island, these sailors will make you feel that you are not too far from home I am sure.

Slowly, and surely our class is finding ways to grow and keep the Highlander moving forward. It's never easy, and so I would like to thank the many folks who have spent many quiet hours working behind the scenes. I'd like to point out just a few.

Boyd Barnwell and I sail together, and he makes all kinds of magic with the website. His patience is remarkable, both in developing and perfecting that wonderful tool for the class (and with me being OCS, or going left when it was obvious to him we should have gone right).

Mike Feldhaus compiles the Highlander magazine and is always promoting our class. We could all help him by submitting coverage from your fleet events.

Bryan Hollingsworth serves as our Secretary/Treasurer doing the day-to-day chores that keep our class going. He has the ability and backbone to smile when many a weaker man might crumble.

Bruce Busbey for his professionalism in crystallizing those centerboard issues we had. There's extensive coverage on that effort elsewhere in this issue (p-5).

It goes on; there are so many more people that put far more into the class than they ever want back. On behalf of the class, we thank you.

So in summing up I am looking forward to 2012. We are making plans for the Nationals into 2013 and beyond.

We welcome your input.



New Early Regatta Option!

Highlanders Welcome At "Spring Board"

(Editor's Note): If you caught the July website item in our News and Events section, you saw that Bruce Busbey (Greenville, SC) and Chris Kafsky (Clarksville, GA) were looking for a regular racing venue a little closer than the two-hour ride to Lake Norman. They've found it, and now, they're inviting the Highlander family to "Come on Down!"

By Chris Kafsky

After a long search and feeling like a bit of a nomad, I almost gave up hope that we would find a home club. Just as my plight was reaching critical mass Bruce Busbey uncovered a gem of a club on beautiful Lake Hartwell, in sunny Anderson, South Carolina.

In 1965 Western Carolina Sailing Club leased a ten acre island from the Corps of Engineers. And in 1966 the club constructed a causeway creating a 17 acre facility. With its "expansive" grounds, friendly atmosphere, and established racing program we were sold. Best of all, it was only fifty minutes from our front doors.

It did not take long to start racing as the season around here kicks off in early March. With average high temperatures hovering at 65 degrees and plenty of that South Carolina sun, we were liberated from the bonds of winter.

Folks, the Highlander is really turning heads here at our club. They get to see plenty of Bruce's stern and well..... they just get to see a lot of me. With my dad joining in Spring and the high interest at the club, we are well on way to our goal of building a Highlander fleet here at WCSC.

We all know this fine boat of ours basically sells itself. What I cannot sell alone however, is our Highlander Family. This is something that needs to be experienced first hand. So family; here is the hook.

Come on down to WCSC on March

spots. We have three launch ramps at the club so ins and outs are pretty simple for larger events.

Cost of the regatta is \$45 early registration, and \$55 after March 16th. Fee includes Saturday breakfast, bag lunch and dinner. Sunday a light breakfast will be provided with lunch and awards. Meal tickets are an additional \$10 per crew. Basically, for \$75 you and your crew are cared for. Of course plenty of beer will



Debbie and Bruce Busbey enjoy a sail at Lake Hartwell in western South Carolina.

31/Apr 1 and join us for our Spring Board Regatta. This is a multi-class event with an average draw of 40 plus boats, from the Lightning, Flying Scot, Buccaneer, and MC Scows. Now we can add Highlanders.

Each class has its own start and trophies will be given for the top three

be provided to knock the rust off your bottle opener.

If you prefer to stay at the club, and we hope that you will, there is ample camping and RV space. There is sure to be a fire or two to bring us through the evening.

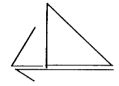
(Continued on page 4)

Go for it!

One Design

Nick Turney (216) 361-2594 | Allan Terhune (410) 280-3617

Order online at onedesign.com



In Borrowed Boat

Grubb Grabs Geist Regatta

By Walter Grubb

It's funny how things go sometimes. Have you ever received a phone call to see if you want to sail a regatta?

Well, my good friends Doug and Cindy Fisher called me to see if I wanted to sail, and of course I was excited to go along. Since the week before was the Indy regatta at Eagle Creek in Highlanders I figured we would be in Doug's Thistle this weekend at Geist Reservoir.

Doug told me that they were going to sail 'two up.' I'm confused. For all of you that know Doug, his sense of humor is awesome. So I laughed, "so, am I dock fluff?" "No," he replies. "Want to sail my boat?" Now I am really lost.

He continues, "how about I bring 2005 and Cindy can pull the Thistle?" Now I am waiting on the punch line. I followed with, "seriously, you are bringing both of your new boats?" And then he finished saying, "and you are skippering the Highlander." I'm still waiting on the 'gotcha,' and he says, "better look for crew."

That's correct Doug and Cindy gave me their "brand new Highlander" to race that weekend. My heart hit the floor. We had sailed together earlier this year and he let me skipper the boat once or twice, but for the whole regatta this is amazing. It's really hard to put into words how kind and gracious they are.

Find crew. Ok, I have a boat, who can I convince to sail with me? I really don't know many people in the class yet, so, I call Steve Bauer. "I wish I could," he says, "but work has me tied down." "Let me talk it over with Gillian."

Two days before the regatta Steve

gives me the green light. Our plan was to sail with two.

So it's come to regatta weekend parking lot time. We start putting the boat together and one of my Thistle sailing buddies, Jason Hubbard walks by and asks me "how did you get that thing?" "Hey Jason wanna sail?" He agrees. It seemed like everything was coming together nicely. I've got two really good sailors and a full cooler on the boat, go time.

Heading out to the race course we are laughing and swapping jokes, and then I notice the vang is not working properly.

Now I am having flashbacks of the Nationals that I crewed for Doug and Cindy on 812. (Doug and I were on a first name basis that week at West Marine!)

We get everything fixed just before the first race. We had three races on Saturday and we were lucky enough to win two, but with some great sailing coming from team Mojo (Carey) we were leading by only one point. With a great day of really close racing over, we all gathered round for the classic regatta dinner.....and beverages.

Sunday morning: rain. Of all the years sailing, I had yet to win a regatta. I thought with the forecast the RC would call the races for the day. Man, was I wrong.

The first boat in the water was team Mojo. So it's time for us to suit up. We have three more races but only one in the rain. It seemed like our boat was floating on air. We ended up taking all three races. What a great regatta!

It's time to pack up the boat. By the way, now it is pouring rain. It's always nice to loan your new boat to someone to



Walter Grubb, here at Bluegrass '11 crewing with the Fishers.

have it packed up wet. I felt horrible, but again, the Fishers were so kind and recognized that I couldn't do anything about it.

I sure enjoyed sailing that Highlander. Who knows what the future holds. Maybe I'll see you on the water next season.

(Continued from page 3)

Here are some other lodging options: Holiday inn (864) 231-0321; Quality Inn (864) 226-1000; Jamestown Inn (864) 622-1200; Days Inn (864) 375-0375; Hampton Inn (864) 375-1999.

WCSC is located five miles from I-85, just south of Greenville, S.C. off exit 14. I feel the best part of the whole scenario is that our Midwinters at Lake Norman follows the Spring Board by only a couple weeks.

After your weekend with us, if your

home destination is North, you can drop your boat at Lake Norman Yacht Club with free storage until you come back down for Midwinters. If you are traveling South you can leave your boat at WCSC and pick it up on your way to LNYC in a couple of weeks.

Please feel free to visit our website at www.wcsc-sailing.org. You can see the NOR and sailing instruction we have used for Springboard 2011. Registration begins at 5 p.m. on Friday and reopens Saturday 8 a.m. The competi-

tors meeting will be at 10 a.m., warning signal at noon for first race. No race will start after 1:30 p.m. on Sunday.

With temperatures averaging in the high to mid-60's and plenty of South Carolina sun, let's absorb some Vitamin D together that last weekend of March. Thank you for your help, FAMILY!

Please contact me with any questions or concerns at: ckafsky@yahoo.com or at my direct line (706) 499-6537.



New Board, Big Deal? You Bet.

Class Creates New Casting!

By Bruce Busbey

In order to understand why it was decided to undertake the large task of designing and overseeing the manufacture of a new cast centerboard mold, you need to understand two things. The first is the variation of our current aluminum centerboards within the class and second is the cost associated with the purchase of a new race ready centerboard.

Over the years since aluminum has been the material of choice for our Highlander centerboards we have had a few different sources for the castings. The shape of those has been set by the pattern that was used at that time. That pattern was most likely a function of whatever fiberglass centerboard or approximate airfoil shape could be used to create the baseline mold. This has been the case for all the aluminum castings up through the latest ones delivered to Allen Boats.

I should point out that the casting mold currently in use was supplied to Allen Boats by the Highlander Class. So the lack of a good cast shape has been an

issue our builders have been forced to deal with for a number of years.

The problem with this lack of control on the basic cast centerboard shape is that each (based on the 10 boards I have measured) seems to be somewhat unique to the boat builder and/or casting house that made the centerboard. By that I mean the airfoil profile of the centerboards has a large variation and none of the centerboards I measured met the current Highlander specification on location of maximum thickness.

The main reason for this is the

amount of labor required to take the rough casting down to a race-ready airfoil shape. This process can take 3-5 days of manual effort between grinding, fairing the profile and finish coating the centerboard with epoxy. All of this extra



In comparison, new casting is on the left, the old one at right.

time is due to the current casting (made with our current class mold) which has a profile shape that is not very close to the final desired shape.

The issue of a bad casting shape also makes it unrealistic for a person to finish a rough casting at home (should they so choose). And even if someone has the time and patience to attempt this at home they will most assuredly end up with a unique shape that may or may not have good hydrodynamic characteristics.

Here, at left, Figure 1 shows a comparison of the profiles for the current "Allen" casting, the new casting and my actual, final sanded shape. You can see that there is a large difference between the material envelope of the two rough castings and the final shape. That variation between the casting and the final shape represents the aluminum material that must be removed.

More importantly it can be seen that the new casting profile is simply offset from the final shape. This allows for a race ready profile to be attained simply by grinding off a uniform amount over the entire surface. That consideration along with the smaller amount of excess material to be removed is what allows the new centerboard casting to be finished in

(Continued on page 6)

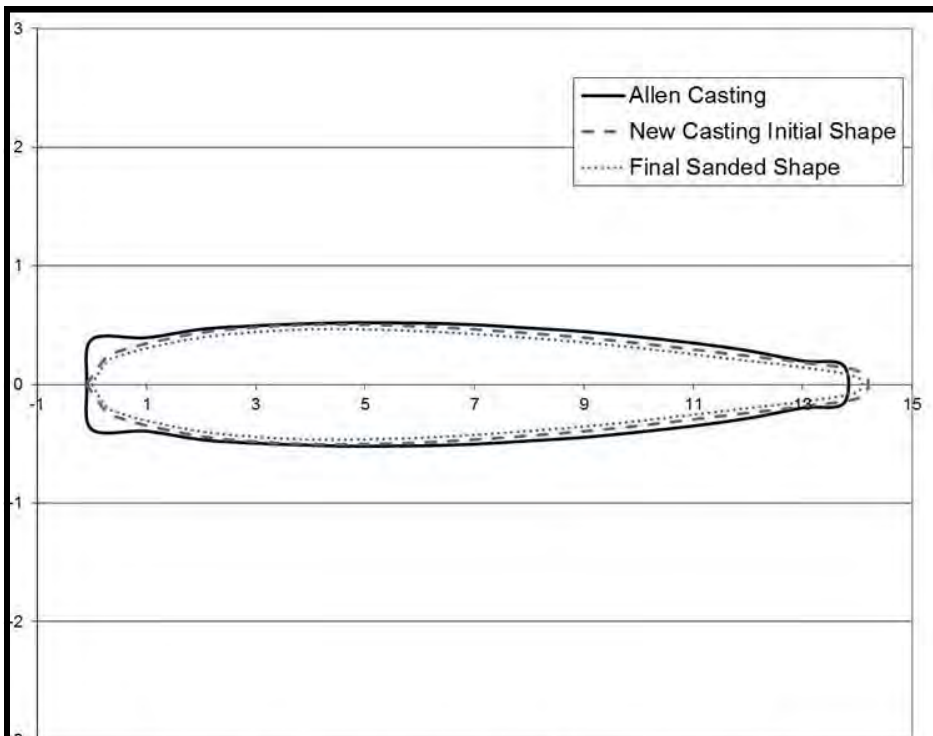


Figure 1 – Comparison of the Allen casting with the new casting and the actual final sanded shape



significantly less time than the current casting.

Recently three class members purchased new Allen Highlanders (myself being one of them). A race ready center-



Leading edge on new board, meeting specs.

board was an option that could be purchased if we wanted to upgrade from a rough ground daysailing centerboard. However, since I already had an aluminum race ready centerboard I thought I would save a few bucks and simply order an untouched casting with the idea to

finish my new centerboard at home.

After getting the casting home I took out my trusty belt sander and began some simple tests to see how fast all the extra material could be ground down. I was expecting a fairly high rate of material removal based on my previous experience with "normal" aluminum. Unfortunately I was extremely disappointed to find out that this marine grade cast aluminum contained magnesium and other alloying materials which made it extremely hard to grind and sand.

So I found myself wishing I had ordered a race-ready centerboard from Allen but then lamenting the fairly large amount of extra money it would cost. After racking my brain about this and coming to the conclusion that \$2,600 was too much to pay for a new centerboard, I approached the Highlander Class board about taking on the task of designing a new centerboard mold.

The idea was to have a rough casting which would be very close to the final race ready shape so that it could be finished at home or by Allen. In addition the estimated cost of a finished board would hopefully be around \$1,200 to \$1,400 based on comparison to the Thistle class cost for a fiberglass/lead centerboard. This meant that the grinding and finishing process would have to take no more than 4 to 8 man-hours from the rough casting to a race ready centerboard.

After two months of design work and discussions with the casting foundry I had an electronic airfoil file that could be sent to



Blunt, old, leading edge on left, new slim profile on right.



Old casting on left compared to new on right

the mold maker to be machined and built. The trick would be designing the mold to have just enough extra size to accommodate the material shrinkage plus the clean-up during the finish grind process.

At that point the project went on hold for six months until the HCIA board finally approved moving forward. Once I had the go ahead it took four months



Here's the trailing edge on the new board.

before I received the first casting at home and to my delight it came out beautifully.

The shape had a race ready profile and the thicknesses came within about 0.03 inches of my requested casting values (the casting was on the thick side). After some experimentation I decided a 7 inch angle grinder with 36 grit paper

(Continued on page 7)



Mojo Shoots The Moon!

By Jamey Carey

Tanya and I always love to have the opportunity to sail our Highlander at new venues. Atwood Yacht Club in Dellroy, Ohio has been hosting regattas that have been traditions in the class for over six decades. So, the infamously tricky waters of Atwood are hardly new sailing grounds for Highlanders.

However, I had not been to a Highlander regatta at Atwood since participating as a crew on my father's old woodie #171, circa 1971. Therefore, this past September's Harvest Moon qualified as a new venue for us, and we were stoked for some quality sailing time on new waters.

We arrived late Friday night, but shouldn't have been surprised that there was still plenty of Highlander partying going on. (Did we mention that Atwood has a micro-brewery and bar right in the

club)? The locals made us feel right at home. Since Team Mojo is basically a "drinking-team with a sailing problem," I am not sure that it would be good for me to have a bar located right inside my home club, as our actual sailing time might dwindle.

However, the lovely bar at AYC was a great meeting place for all the sailors all weekend long. After the bar closed there was partying in the camping area until nearly sunrise.

Sometime during the late-night/early-morning festivities in the camp-

ing area, Knarly Norris Bourdow showed up. A GPS device would have confirmed that he should have arrived much earlier



Atwood YC displays its nifty Harvest Moon custom logo.

in the evening had it not been for a wrong turn that went unnoticed until nearly crossing the Ohio River, but that's a different story altogether.

There was a small but very competitive 8-boat fleet. Saturday morning several boats sailed for hours, but the conditions were not conducive to racing. RC Chairman, Mark Redmond wisely kept the racing on a holding pattern until later in the afternoon.

During Race #1, for 90% of the contest, we followed Mike Shayeson's team in their new for 2011, #2006. The only thing we had learned from the hours spent ghosting around the lake all morning was that if you didn't like the wind where you were, just move over a couple of boat lengths. The wind was so variable that there were always different velocities and angles just 30 to 40 feet away.

With that knowledge, and quickly tiring of following Mike, we jibed away from #2006 (and away from the mark) to get some separation. When we jibed back we began to ghost along quite nicely while the #2006, Gomobetta, was still drifting. This simple move, combined with lots of luck, enabled us get our Mojo rolling for a win.

At many multi-class events there is more sailing around than actual racing as you wait for all classes to finish before another can be started. Not so at Atwood!

Mark Redmond had a starting line on the port side of the RC boat and a short finish line to weather, which allowed

(Continued on page 8)

(Continued from page 6)

worked best for taking off the lion's share of the excess material.

I was very careful about keeping a uniform pattern of material removal and trying to grind both sides of the centerboard equally. The result was a very nice looking centerboard ready to be epoxied and finished after about four hours of work.

Because I wanted my centerboard to be uncoated aluminum I had further work to clean up the scratch marks and smooth the surface. So within another 4 hours I had an uncoated board that was race ready and met the drawing specifications.

The starting weight of the rough casting was 75 pounds and the final weight of the finished board came in at 68 pounds. This compares to the maximum of 88 pounds and the minimum specification weight of 60 pounds.

Based on the successful trial, the foundry was given approval for the new mold and casting. The approximate cost of the tooling was \$5,500 which will initially be shared between a few Highlander owners until the class can repay them over time.

Hopefully some of you will take advantage of the new casting to either finish your own or have Allen Boats make a centerboard for you at a reasonable price.



Trailing edge view: old on the left, new at right.



“Nats” Website Opening Soon

By Gary Vinicky

The Nationals registration web link will be up and running in January. At that time, you can log on at <http://nationals.sailhighlander.org>.

There, you can view the Notice of Race, the latest activity schedule, pic-



Team Spengeman: Nats Champions '06

(Continued from page 7)

simultaneous starts and finishes. This meant no downtime in between races.

Race #2 was a closely contested competition in which we were able to inch out John Bauer and company for the win. John was followed across the line by defending Harvest Moon champions Gary Steinbach and the Eagle team.

Race #3 was classic luck for us. With 1.5 legs to go we were in next to last place. The start-finish line was closed and was a huge obstacle. Since we had nothing to lose and everyone in front of us was slowly heading around the boat end of the line, we jibed and sailed an extra couple hundred yards to go around the pin end. We thought we heard laughter coming from the last place Steinbach boat, as they too jibed out for the pin. The ride to "flyer-ville" was on.

Normally a "flyer" like this is a high-risk/low-chance-for-reward type of deal. But already being the last two boats in the race, mitigated the risk factor quite a bit, so we gave it a shot.

It was definitely meant to be a Mojo

tures of the venue, and pre-register on line or print the official registration form. You will also be able to view all teams registered to date.

Registration is complete when Fleet 14 receives your completed application and check by mail. The postmarked date will be used to verify the date of registration. The link will be kept updated with new information and venue pictures as we get closer to the event.

Edgewater YC has the best race committee people available. They're familiar with the lake conditions and are conservative. For the most part, we will have the same race committee that we had in 2006. Our PRO is scheduled to be Jim Titgemeyer, who served in that role in 2006. We will also have US sailing judges on hand to help us have a good time out there on the water.

We feel we have an awesome sailing venue. The racing area is within a half mile of the Edgewater YC. The EYC racing program is, by far, one of the best on the Great Lakes. The Tarten 10 Nationals will follow our event.

Regarding any concerns you might have sailing Lake Erie, the race com-

weekend as a small bit of breeze materialized for us at the pin. This private puff moved us into first place by the leeward mark, and also boosted Gary Steinbach's boat from last to a second place finish. Saturday's scores showed us in first, followed by the Steinbach's in second, Bauers third, with Mike Shayeson and team in fourth.

I heard there was a big party Saturday night too: but I know that where we were camping, there were three race teams with 'lights-out' by 9 p.m.

While several teams again enjoyed sailing on the scenic Atwood waters Sunday morning, there was, unfortunately, not enough wind for competitive racing, and everyone agreed with the RC's decision to cancel for the day.

It was certainly fun to win the 2011 Atwood Harvest Moon with three first place finishes. But, you know, one of the truly remarkable things that makes Highlander racing so exciting is knowing that these same teams that we defeated at this regatta, would be the exact same teams that could be domi-

mittee won't keep us out there in rough conditions. (We who regularly sail here think waves are fun!) Nine times out of ten the sailing conditions are no rougher than what you would find on Lake Norman. Another point to consider: the winds on Lake Erie are steady. Our sailing venue does not produce the abrupt wind shifts that you can experience on lakes like Cowan, Hoover, or Atwood.

Did you know that the Highlander was designed in 1950 in Vermillion, Ohio, just west of Cleveland? It was designed for the open waters of the Great Lakes to be 'drier' than a Thistle.

If you are still unsure about registering for the Nationals, come to Cleveland Race Week, June 16-17, and give it a try. CRW is a great three-day party.

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

Our lakefront has a broad range of available attractions which we will coordinate with an e-mail survey in February. For example; the Cleveland Indians will be in town all week hosting the Baltimore Orioles and the Detroit Tigers. We would love to arrange a group of seats

(Continued on page 9)



Moonshooters, Jamey and Tanya Carey.

nating us the very next week. When anyone can win, it's fun for everyone, and with these closely matched boats, on any given day, anyone 'can' win.

With the great RC work, the awesome parties, and the beautiful scenery, I know my team won't wait another 40 years before we make the trek to Atwood again. One thing for certain is, while this is a sport where any team can win, you can't win if you're not there. So we hope to see you on the water soon.



“One More” Regatta Coming To Cowan?

By Doug Fisher

We at Highlander Fleet 4 at Cowan Lake held discussions at our winter fleet party about the possibility of organizing a fall regatta. We are looking at the last weekend of October for a possible two-day or maybe a one-day event.

Fleet captains Doug and Cindy Fisher, that'd be my wife and I, would like input from other circuit racers about having another racing weekend after Pipers to close out the season. We would have just “one more” regatta before we have to wrap up our boats for the winter.

The thought is that the significant number of ‘northern’ highlanders that love to compete in the mid-October Pipers, could drop off their boats at Cowan

on the way home from Lake Norman. Those sailors and others, who couldn't make it to Pipers, would still have ‘one more’ chance to race.

Typically that weekend is a Lightning regatta so we'll have to share the crystal clear Cowan waters with them, but in the past; holding a two-fleet regatta just means more boats for a better and bigger party. On top of that the race committee is already organized.

Fall sailing at Cowan is fantastic; good breeze, cooler temps but plenty of adult beverages, great camping facilities for the weekend, with several fireplaces to share sailing stories with all.

We are coming up with a regatta name and party theme, so please let us hear from you and stay tuned for more information. As we do get more input from you and firm up our plans here locally, we'll see if this is going to



Cowan's Kaity Boyce seems to share our desire for just “one more” regatta.

work.

We'll definitely have an update in the April issue of The Highlander and in the meantime, we'll try to toss in an update or two in the News and Events section of the HCIA website (sailhighlander.org). If you have thoughts, suggestions, or questions contact me: tapdoug@aol.com.



At left, more racing action from '06 Cleveland Nationals.

generally on the high end, especially in downtown Cleveland.

However, we are fortunate to have a relatively inexpensive motel in nearby Lakewood, Ohio, 1.5 miles from EYC: The Days Inn, 12019 Lake Ave, Lakewood, OH 44107, 216-226-4800.

We are in the process of obtaining reduced

lodging rates for this event. Other hotels are listed at www.eycweb.com.

As in 2006, we will have camping available at Whiskey Island's Wendy Park which is adjacent to and east of the marina. It is comprised of 15 to 20 acres of wooded property right on the shores of Lake Erie and offers the best nighttime views of downtown Cleveland. RV's can be brought into Wendy Park. However, Whiskey Island does not have electrical hookups for RV's.

The popularity of Whiskey has grown immensely since 2006. There are bands playing just about every weekend, weather permitting, attracting large crowds. The Great Lakes Brewery Burning River Fest will be in full swing on July 21-22, 2012 at the old

Coast Guard Station.

Whiskey Island Marina has great facilities. We will have access to the marina members' facilities. They include six individual private shower rooms in the common area and a washer and dryer.

The site fee is \$25 per day, per tent. If you plan on camping or RV-ing at Wendy Park on Whiskey Island, please note on the Official Registration Form.

There is a discounted registration fee if you sign up by May 1. We're also arranging for custom apparel; polo shirts with your boat name and number.

We at Cleveland's Fleet 14 truly feel that we have a great place to sail. We always have wind during the day due to the thermals in July when inland areas do not. We are blessed with a top notch race committee that is hard to beat.

We have a great core of dedicated Highlander sailors in the Fleet. They do a lot to keep the Highlander Class going by displaying the boat at the Cleveland Boat Show each year. Fleet 14 also buys and restores old Highlanders that bring new members to the Class.

We would be honored if you would support the Class and come and sail with us at the 2012 Highlander Nationals in Cleveland, Ohio

For more information check these web sites: www.highlanderfleet14.com, www.eycweb.com, www.whiskeyislandmarina.com, and www.Cleveland.com.

(Continued from page 8)

for a trip to Progressive Field. In 2006 we had a sold out bleacher crowd for the Tuesday night game.

Other points of interest on the waterfront and close to Edgewater include: The Rock 'n' Roll Hall of Fame, Great Lakes Science Center, The USS Cod, tour boats, and The Mather Ore Boat Maritime Museum. The Cleveland Zoo and the museums of University Circle are within easy driving distance.

Also look forward to live entertainment and camping facilities at Wendy Park on Whiskey Island. We are working hard so that the 2012 Highlander Nationals will be one for the record books, and a good use of your vacation time.

Hotels and motels in Cleveland are



Hughes Wins Governor's Cup

By Kevin Hughes

Eagle Creek's, Tyler Andrews and the Race Committee Band, gave us their rendition of "Eight Ways to Leave from Port." All races were basically east to west, windward, leeward. Winds were moderate with plenty of energy to send boats from the starting line.

top five at Bluegrass and Pipers 93% of the time: per Dr. Bob's abacus.

As always, Eagle Creek SC put on a dinner fare that was the "best ever:" nourishing; hydrating with live music wafting thru the late summer/early fall; leaves dropping; cool night air. Thank you, Eagle Creek.

(And thanks to event winner Kevin Hughes for his report above. Full results are available at "Highlander Regattas" under 'results.' Kevin won 4 of 8 races. Second was Doug Fisher who won 3. The only other race winner was our President, Jon McClean who flew into Indy to compete. Mojo (Careys) finished third overall. Tyler Andrews was our RC Chairman).



L-r: Kevin Hughes and long-time sailing pal, John Majers.

No one yelled all weekend. It was the largest grouping of long hairs I've ever seen on the sailing circuit. There might be a connection.....maybe not, I forget.

Everyone should know that the Eagle Creek and Giest events are the best tune-ups for the Bluegrass and Pipers. It's been documented that the participants at the Governor's Cup and the Thistle/Highlander event at Geist, place in the

(Now enjoy this additional Governor's Cup coverage by Doug Fisher).

The first time we had sailed at Eagle Creek, was last year but arriving late (Cindy, my wife, says I'm excellent at showing up late to regattas), we found that our pigtail at the forestay had several broken strands so we thought it would be wise to pass up the regatta and head over to West Marine

and then visit with local Fisher family in the Indy area.

This year we arrived late again, which my lovely, wonderful wife and awesome crew reminded me about again. This weekend was also a first for us since we decided, based on the forecast, to two-handle the highlander as a couple.

It was interesting sailing out of the channel, needing help getting away from the dock because my board was stuck in the mud; thanks Bryan Hollingsworth for his sage input or I might still be there.

The races were interesting. Highlander guy, Tyler Andrews was working hard as RC chair in the light air conditions. The finishes were all over the place on the first day with Kevin Hughes in first place, Team Mojo in second with Fisher, Hollingsworth, McClean, Shayeson and Berkeley close behind.

The party was awesome and the dinner buffet was like no other I have seen at a sailing regatta, more like a family reunion in Jersey. The club had an awesome band that played both types of music, country and western, and they played Jamey Johnson songs so I grabbed Cindy and I embarrassed her I'm sure with all my dance moves.

The Sunday forecast and radar looked ugly but the rain held off, and yes we were late again to get out on the race course. Thanks all for waiting on us.

The wind was a little stronger and steadier and we moved up the standings eking out a second-place finish. We had a great time. Thanks Kenny Chapman for putting on an excellent regatta. We will be back to Eagle Creek this regatta season and hope that you'll join us.

From the Secretary Treasurer

At the November 2011 board meeting I provided a recap of the membership report and provided here is the essence of that report. This year our overall membership dropped 10%. We did, however, gain several new boat owners, three new boats, and there is one pending order, so far, for our builder, Tom Allen, to produce one more for 2012.

While our total membership is smaller, the core fleets are very active, strong, and supportive. The newest additions are Mark Paisley, who now has #652 and will participate at Greenhaven

Sailing Club for a few races in 2012, and another new member,

Tom Green, has #803 also at Greenhaven. And, in case you wondered, Greenhaven Sailing Club in Pawcatuck, CT is the home for our brand new Highlander Fleet #47 which was just chartered this year (p-2 President's column).

A note to Fleet captains: if you have any spare boats looking for new homes, please contact Jeff Curtin (Pier65marina@gmail.com) since Jeff has already found homes at Greenhaven for at least six Highlanders and

(Continued on page 11)



HCIA, Sec-Treas, Bryan Hollingsworth



Ben's Dad Wins Bluegrass!

By Ed Spengeman

Over the years I've learned that the first week in October at the Louisville Sailing Club typically brings two types of conditions. The first is a delightful high pressure front with temperatures hot enough to peel the layers off even the most cold blooded individuals. Often times, that turns out to be one of the last great warm weather weekends of the season.

The other scenario consists of a major low pressure front that forces in frigid temperatures and blistering winds that can make you feel as if you are stranded atop a mountain after a blizzard. This year we got the latter.

The water was rough and the gusts were shifty as to be expected. Luckily at a home regatta you can run back to the

house to retrieve more clothing layers after making a poor, hang-over-impacted judgment call on the day's forecast based on your amateur meteorological skills.

So there I stood at the top of the hill overlooking the Ohio River, with the early bird crowd from the night before wondering if both of my crew would be prepared enough not to turn into wind-blown popsicles.

You see this was about 20 days prior to Erin giving birth

to our second child, Emma, so doctor's orders had kept her off the boat for most of the season.

That put me searching for two, new crew and as it turns out I chose wisely.

Long time friend Ben France and his new wife Brooke were Thistle regulars and those guys know how to suit up because they typically spend

half of their time covered in water from the waist down.

When they pulled in the parking lot



Brooke and Ben France with Ed Spengeman at Louisville.

on Saturday morning I ran to them with layer after layer of warm clothes and they looked at me like I had three heads. Then they popped the trunk to expose pounds, or should I say ounces, of top-of-the-line foul weather gear.

Being young Thistlers also meant that a little breeze and a few waves wouldn't keep them from having a good time.

So we rigged up and hit the water to be greeted by 19 other Highlanders ready to duke it out.

We had a total of six races over the 2-day period and we started a little bumpy with a 7th, but then moved up to a 3rd for the next race.

For the last two races that day we brought our A game and were able to cheat our way to two bullets (friendly "zing" to old buddy, Harold).

(Continued on page 12)



Ben 'the builder' Spengeman doing wheel barrow work at LSC.

(Continued from page 10)

he's looking for more.

I would, again, like to challenge Fleet Captains to encourage off-season get-togethers over the coming months, to motivate your local sailors to join the class and actively participate this spring in racing at the local level. Who knows, maybe this season they might join us once or twice out on the regatta trail.

I would like to remind members that your dues statement will arrive around the end of January. Yes, we do need your financial support, but just as important for us is to have your correct contact

data. Please take the time to make sure your "current" email address is included, along with your boat number, and local club affiliation, so that we can bring our database up to date. Thank you for helping us.

The dues statement will also have a new line for a donation to the Centerboard Mold Fund. At the Annual Board Meeting at nationals it was decided that a new centerboard mold would be created and the Highlander Class would retain ownership at a cost of around \$6,000.

Bruce Busby is spearheading this

project and it was decided that it would be funded by private donations and so far the class has received \$975 toward relieving the debt. I have forwarded this money to Bruce to offset the expense. Lake Norman YC has sent \$500 as a fleet, so perhaps other large fleets could meet this challenge as well.

Lastly, and most importantly, I would like to thank the Louisville Sailing Club for the stellar efforts as National hosts this summer and would also like to recognize them for their Class contribution of \$610.40 which will be added to the Centerboard Mold Project.



Fishers Tops At 2011 Pipers!

By Doug Fisher

Lake Norman in North Carolina is one of my wife, Cindy's, and my favorite places to sail. My first few years sailing there were actually crewing with Bruce Busby on Moby Dick, Highlander #500, when Bruce used to live in Ohio.

This year we were fortunate to have Mike More, a fellow Thistle sailor from Cowan Lake, sail with us. Mike recently has gotten back into sailing with his family. Mike crewed with Bruce at Cowan's 50th anniversary Mad Plaid this year and had such a good time he demanded that we take him to Pipers.

Actually his in-laws live on Lake Norman and his kids were out of school that weekend, so it worked perfectly for the family. Mike gets to sail and drink beer. Yes, he is a good tactician, on and off the water.

Saturday the weather was calling for gorgeous though maybe a little lacking in the wind department, but you never know what you have until you get on the

water.

While at the dock, just before pushing off, I decided we needed to have a team building drill. While talking with competitor Jason Hubbard, I let the spin halyard go the top of the mast.

So we dropped the mast, got the wire snake and tools and we did get the spin halyard re-run in record time. As a team, we did work well together. See! The skipper always has a plan just sometimes not at the right moment.



Doug Fisher, here, walking to the top at Louisville Sailing Club.

utes to spare. That was plenty of time I informed the crew. Boy, did I get a look from them.

(Continued on page 13)

(Continued from page 11)

Day two brought two really mediocre scores, but at the end of the regatta it was enough to clinch the title.

The Bluegrass bunch would like to extend a special thanks to everyone who traveled long and far, especially the Rhode Island gang.

Also we'd like to pay special tribute to the Emmerich's and their helpers for running a fun event with lots of races. And we'd also like to thank local Thistler, Martha Hyatt, for pulling some strings to get the local paper to cover the event.

Louisville's Courier-Journal gave us front page coverage in the Metro section on that following Monday, with story text that carried over to page three and they used five or six great photos. It was the best print coverage LSC has had in decades.

We're all famous now, so get used to the paparazzi following you around.

The 2012 Bluegrass is set for October 6/7, and we hope you'll pencil us in on your regatta calendar. We know there are many wonderful regattas to race, and we hope you'll consider us too in your plans for regatta travel this year.



"What happens at Bluegrass stays at Bluegrass," "Girls, just want to have fu,uhn," or maybe, "they're sisters, it's okay;" any of these could work as a cut line but your editor had to share this shot sent by Bill Price. Sondra Miller of Louisville, at left, was actually showing a magic trick to her sister, Debbie Busbey; something on the order of "you put your left hand in, you pull your left hand out, you do the hokey pokey and you turn your self about; that's what it's all about." "Sisters gone wild!!"



(Continued from page 12)

I had Cindy flying the chute and trimming the jib; she is a good sail trimmer. And I had Mike working the spin pole, calling tactics, and looking for wind. That wind was blowing 8-10 with higher gusts out of the west. After the first race, the course had to be moved to the left.



Pipers Tradition: "Crustacean Classic" crab race.

After the second race the score was extremely close in points with Busbey, Shayeson, and us. Busbey finished first in race one, and we thought he'd scored a fourth or fifth in the second race, thanks to his rope main halyard which slipped at the start.

I knew we had to stay with Mike Shayeson (boat 2006) since we were tied, but with his bullet in the second race they were ahead.

For the third race we planned to get a good clean start and just stay with 2006 and 2007, and try to play more to the left because there was more consistent pressure there. We were first rounding the last leeward mark and went left to cover Shayeson.

Gary Steinbach (aka Eagle boat) and Busbey played the middle area the last leg and found pressure and speed and finished ahead of us. Going left paid off for us in race number 3, for all legs of the race except that last one.

Not knowing what the next day's weather would bring, the race committee did a great job getting in three, long, two-lap races; showing the RC had ESP.

After races Saturday, coming in, we all had an idea where we placed for the day; second or maybe third.

At the dock, Mike quickly took off to spend time with the family and in-laws, leaving us to de-rig the boat; again showing us his tremendous skills as a good tactician.

After racing, we were socializing and enjoying the view of the lake from the club. We always enjoy talking with the locals catching up with sailing stories especially with folks we don't see that often.

It was funny as I said earlier, on the way in, we were talking about what the plan of attack would be for tomorrow and about our position in the day's scoring. The next thing I know, on shore, Cindy comes to me and says we are in first place. I thought she was just kidding me, but that's what the scoreboard said.

Busbey had gotten an OCS which took him out, (ouch, same thing happened to us last year). After checking the scores I couldn't believe what I saw! This made me nervous. The pressure was definitely on for tomorrow. The night would be a fun but somewhat

sleepless night.

The next morning, 2006 crew, Jason Japikse, said that it was "Doug hunting season" and that they were going to make up the single point that separated first and second place.

As it turned out the wind gods did not bless us the next morning, resulting in no racing, and the regatta was over. We were very happy with the win and always enjoy the competition and people in the Highlander class.

The racing was extremely close with, as mentioned, only one point separating first and second place. Similarly, fourth through seventh places had a four-way tie, and eighth through tenth ended up in

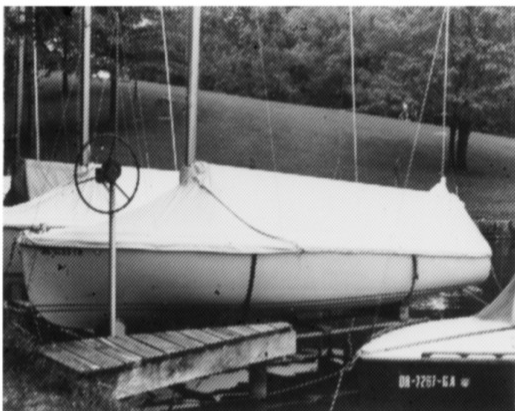


Cindy Fisher guiding 2005 to their trailer.

a three-way tie. That was good, close, competitive racing which seems to always be the case at Highlander regattas.

After getting home and looking over the trophy it is amazing looking over the years at some of the great names that have won this regatta; what an honor to win.

We will be back for the next Pipers and hope you'll join us whenever and wherever you can, as we get Highlander sailing season underway this year.



INVEST IN THE BEST

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

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

6 STYLES:

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

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



The Sailors' Tailor

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



Fleet 14 At Cleveland Boat Show!

Highlander Fleet 14 volunteers will soon turn out to exhibit the Highlander at the I-X Center in Cleveland Ohio, January 13-22 for the Cleveland Mid-America Boat Show.

We will have either Highlander 942 or Highlander 965 on display at this show. We are very excited to bring our new marketing slogan to the public, "HIGHLANDER – The Original One Design Sportboat."

Did you know that the Highlander

was displayed at the very first Cleveland Boat Show in 1958.

A few months after that show, Highlander Fleet 14 was created at Edgewater Yacht Club.

Please do, come up and visit us at the One Design booth. If you would like to help out at the show as a volunteer we'd be glad to have you. Just email Gary Vinicky at gsvh747@gmail.com.



Fleet 14 Folks At Cleveland Show Last Year.

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 12/13	Mayor's Cup	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, still available as of 12/1/11. 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. \$17,500. Bruce Williams, Indianapolis: brucewilliams@gmail.com, (317) 514-6255.

Carey Claims 10th Klein Trophy!

By Mark Redmond

Once again the winner of the Larry Klein Trophy is Jamey Carey. Sound familiar? It should. Jamey has now won the Klein Trophy ten consecutive years as the sailor who beat the most boats throughout the year-long regatta season.

This year Jamey won easily by 29 points over former crew and last year's runner up Mike Shayeson. Mike tried to make a run at winning this year, sailing in ten regattas compared to Jamey's eleven. However, Jamey showed you have to also sail well in addition to attending lots of regattas.

	<i>Skipper</i>	<i>Pts</i>
1	Jamey Carey	116
2	Mike Shayeson	87
3	Harold Bauer	74
4	Ed Spengeman	69
5	Bruce Busbey	28
6	Doug Fisher	55
7	Jon McClean	51
8	Steve Bauer	45
9-tie	Bryan Hollingsworth	42
9-tie	Norris Bourdow	42

In their ten head-to-head meetings, Jamey beat Mike eight times, to once again claim the Klein.

Long-time Highlander sailor Harold Bauer finished

#679, '71 blue hull, Shore main, jib, 2 spinnakers. Fiberglas rudder & extension, new swivel blocks for jib sheets, modern vang and traveler, inside wood good but needs work, good trailer, '06 2hp Honda motor. \$3,500, Vermillion, OH. 330 666-4446, Jeff Tripp, jef-frevg.tripp@yahoo.com.

third with some nice racing. He managed to beat Jamey in four of their seven head-to-head meetings, but his total of eight events just wasn't



Jamey and Tanya Carey.

enough. Ed Spengeman and Bruce Busbey had a nice battle for fourth place.

Bruce did some excellent sailing to get into the top five, sailing in only four regattas, despite the geographical challenge of living in South Carolina.

Jamey won his first Klein in 2002 and has won his ten consecutive awards by an average of over 26 points. Other than '08 and '09 when John Bauer took Jamey down to the last event of the year, before losing by three and four points, Jamey has been totally dominant. His largest margin was in 2003 when he won by a staggering 52 points.

The Highlander Class offers congratulations to Jamey and Tanya (Team Mojo) for winning this year and for having a truly remarkable stretch of regatta sailing over the last ten years.

"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

'The Source' for Highlander boats, parts and support.

Allen Boat Company, Inc.

370 Babcock Street
Buffalo, NY 14206

Tomallenjr@juno.com
716 842-0800, fx 716 842-0113

Classified Ad Policy

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. Forty words, with boat #, price, name, phone numbers and email address if applicable. Deadline: Dec,Mar,June,Sep 1st for following month's issue.

Bryan Hollingsworth
410 Holiday Road
Lexington, KY 40502

Address Service Requested

FIRST CLASS MAIL

Highlander Will Be On Display At Chicago's "Strictly Sail," Jan 26-29.

Just as finishing touches were being put on this issue of The Highlander magazine, HCIA Class president, Jon McClean phoned with news that our Class will have a boat on display at the 2012 Progressive Insurance Strictly Sail Chicago Boat Show.

We will be displaying Doug and Cindy Fisher's new Allen Highlander # 2005. The three were still completing details of the exhibit and the plan for volunteers as press time arrived.

This is the nation's largest and only indoor all-sail boat show and runs this year at Chicago's famous Navy Pier, Jan 26-29, featuring over 250 exhibitors, and one of them will be the Highlander.

More than 20,000 sailing enthusiasts

from ten states throughout the Midwest are expected to attend. The annual four-day event features the newest sailboats, gear and accessories needed to outfit any vessel, plus hundreds of educational seminars for novice and experienced sailors alike.

As mentioned, Jon and Doug were making last minute plans for boat set-up and providing volunteers to help host the display and tell visitors all about our wonderful boat.

If you'd like to volunteer, even for a short stint, I'm sure Jon would welcome your assistance.

If you cannot help and should happen to be in the Chicago area on that weekend, the gang would love to have

you stop by, even for a short visit.

In addition to a remote control sailing pond (we sailors certainly do love to play, don't we?), there will be hundreds of free educational courses and products for sale and also featured this year will be the new US Sailing Safety at Sea seminar offering attendees live demonstrations on practical ways to stay safe on the water.

So if you're near the Chicago area January 26-29, stop by the Navy Pier on the lake front, or if you can work it out and can pitch in with some time manning the exhibit, we know Jon, Doug, and Cindy will appreciate your help.

Jon@mcclean.cc.

Doug@aol.com.

Go Highlanders!!!!!!!

Did you know? HCIA members can access this publication's 4-color version at sailhighlander.org?

On home page go to 'members only' section, click, and register. Enjoy!



Team Fisher putting 2005 through her paces at the 2011 Rock Hall Highlander National championship this past July.



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!

It's that different approach that has earned Dieball Sailing Highlander Sails Three Consecutive National Championship!



Scan here to learn more!

www.dieballsailing.com
419-726-2933