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Skip Dieball, Lindsey Pinkerton, and Paul Abdullah, "Team Wimpy," Win the 2012 Highlander Nationals.





The Highlander

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President's Perspective

The summer is almost over. In many parts of the USA we have endured drought conditions this year; the combination of high temperatures, low rainfall and reduced snow melt in the spring has led to many of our lakes being lower than normal. The weather is set to remain warmer than usual into the fall, so I hope that if you have water then you can sail for longer.

The National Championships at Edgewater YC in Cleveland were a success. I would like to congratulate Skip Dieball's team, Lee Sackett's team, and also Ernie Dieball's team. It was really exciting to see a regatta outcome come down to the last race, with Skip Dieball and Lee Sackett both having won three races. It really underscores how important it is to know your point score and to understand who you need to beat in this situation to win the regatta.

Something similar happened at the Olympics in Weymouth in the Finn class with Ben Ainslie. Coming into the Medal race he knew exactly who he had to beat and by how many places, and had already worked out the permutations of points, including throw-outs.

Back to HCIA, Bob Bauer won the President's division; Denny Dieball once again showed us who is the Master, and Charles Essi won the Junior Championship. Cowan Lake Fleet sent the most boats to Nationals; and it is good to see this fleet growing again.

We look forward to welcoming new Highlander owners into the class. Skip Dieball and his team are our 2012 National Champions. Well sailed! As usual it was good to see Skip generously helping other boats in the dinghy park with set-up advice.

We had some real wind on the opening day of the Nationals, and several of the boats capsized. As our rescue capacity quickly became consumed, the race committee wisely abandoned racing for the day. Thankfully nobody was hurt and Doug Fisher has offered to write up his experience so this will help others either prevent a capsize or at least be better prepared.

It was a sad sight to see Highlanders being towed into the marina with broken rigs, but uplifting to see the whole Highlander family step forward to help, with many people in the water. Mike Shayeson generously offered the rig from 958 as a replacement which enabled Doug Fisher to be back on the water.

We will look forward to returning to North Cape in 2013, and our target will be get 40+ teams on the water, and I hope the many strong teams who didn't make it 2012 will join us in 2013. You know who you are!

In HCIA's year-long competitions, Doug and Cindy Fisher won the inaugural Grand Prix trophy and Jamey and Tanya Carey won the Larry Klein trophy again.

I'd like to thank Bryan Hollingsworth outgoing Secretary/Treasurer, for his many years of service to the class, as he stepped down at our annual meeting at Nationals. I have enjoyed working with Bryan over the years, and know I need to watch him very carefully indeed on the water. Cindy Fisher has volunteered for the role and the board is grateful to her for taking on this responsibility. I am sure many of you will hear from her in the future.

At the time of writing, we have several regattas left in 2012 before the cycle of putting the boats away for the winter starts. The Cowan Fleet has added a late season regatta, after Pipers, which Fleet Captain Doug Fisher promises will be windy. The class is about the boat and the sailors. If you have any ideas to help us grow, please let me know.



HCIA President Jon McClean.



Fred Bauer, Best At Berlin

By Harold Bauer

Berlin Yacht Club's Annual Invitational Regatta is always a great weekend. I've reported many times about how the sailing was excellent, the weather was perfect, the food and entertainment was second to none. All of these things proved true again this year. And, yes, it did rain.

Saturday was a beautiful day with sunny skies and a wind prediction for 10 to 15 mph from the south/southwest, and, they were right about the southwest part. However, the southeast was involved too as the wind oscillated from southwest to southeast almost in perfect rhythm about every 15 minutes creating a near perfect nightmare for the race committee.

Because this is a multi-class regatta, an Olympic course was used to help separate the fleets. This course presented another problem in that it was difficult to

determine whether the "windward" mark or the "gibe" mark was to be the first mark. With the oscillations of that scope, both marks took turns being windward. After about 30 minutes, the variations in direction settled into the predicted south/southwest and three very competitive races were sailed.

At the cocktail party, long-time Highlander sailor, Ken Hopkins with his grandson Andrew Hopkins and good friend/competitor Joe Volkert, were tied with Fred Bauer for first. I must say that I was really taken



L-r: Camille, Morgan, and Tom Sherer in between races.



L-r; Ken and Andrew Hopkins and Joe Volkert running the front end.

aback when looking at the leader board Saturday evening. It was great to see those names on the top.

But then there was Sunday. A line of thunderstorms associated with a front was due to move through the area right in

time for the start of the day's racing. Since thunder, lightning and masts are a bad combination, it was decided that everyone should get an early start for home.

At the trophy presentation, a special tribute was given that highlighted Ken Hopkins and his 40-plus years of sailing Highlanders. His accomplishments, and his contributions to the sport are too numerous to mention. Ken announced at Cowan's Mad Plaid a week earlier that Berlin would be his final regatta in Creature, #333, and that the boat would soon be in the hands of some new Highlander sailors.

Ken Hopkins is a true gentleman both on and off of the water. He is always has a friendly smile and a willingness to help anyone be a better sailor. I don't recall ever seeing him in a protest which is testimony to his sportsmanship. And it is a trait that his children and grandchildren also have. I hope to cross tacks with him again soon.

2009, 2010, 2011, 2012 National Champions!



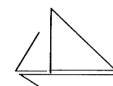
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Team Fisher Tops at Indian Lake

By Doug Fisher

The venue at Indian Lake is a little piece of paradise, second only when compared to "Mother Cowan." Kidding aside, Fleet 14 does a nice job putting on this regatta and we enjoy coming. There were nine boats registered for the regatta; missing a few good men/women sailors.

Saturday was calling for 5-10 mph winds from the northeast which did arrive but died out during racing. So that made for some fairly tough sailing conditions with light air and plenty of motor boat chop all around. Two Fish (our boat) had a secret surprise which had several responses from other boats on the water.

Races started with two-lap windward/leeward courses and trying for three races. The Race Committee (RC) checked the wind late Saturday morning and it was 3 mph on the low end with gusts of 9 mph, averaging 6.

The wind was light for the first race and gradually lightened further to make the second race a long, very long, one-lap race but RC did get a second race in and then pulled all the boats to the harbor for food and liquid nourishments.

Light air does have it advantages and that came from above, yes, out of the

sky..... according to Bill Price it was the "best regatta side show ever." A hot air balloon was over the water a couple hundred feet from ILYC shoreline and approximately 50 feet above the water. Due to the light air down low they hovered around for ten minutes and then hit the after burners and went vertical after we offered them a spaghetti dinner.

They don't know what they missed, as we enjoyed great appetizers, side salads and limitless yummy home made spaghetti with fresh bread... maybe they were afraid they couldn't get the balloon airborne after such a feast.

On the leader board, races were tight at the end of the day with Fisher in first, Norris and Harold Bauer tied for second, local Breidenbach third, Hollingsworth and Bob Bauer tied for fourth and others close behind.

Next morning, the winds freshened out of the southwest, at approximately 5-10 mph with no boat chop; nice conditions for pond sailing. The Race Committee wisely set up three, one-lap windward/leeward races with the first race results; won by Carey, then Fisher, B. Bauer, H. Bauer, Bourdow.

Second race the wind built a little, with Bob Bauer taking the bullet,

brother Harold taking second, Breidenbach third and Carey fourth.

In the last race Fisher got the gun, B. Bauer took second but first at the hoist (where it matters), Breidenbach was a strong third and Carey fourth.

And this reporter would like to announce that Joe Volkert Jr. has taken the helm of his father's boat. Good to see that the highlander is kept in the family



Doug and Cindy Fisher during trophy time at Indian Lake.

and will be sailing up in the Rhode Island area and at many other Highlander regattas, we hope. I'm sure Little Joe will get the Highlander up to speed soon.

This weekend's regatta finished up with Doug/Cindy Fisher first, Bob Bauer second, Harold Bauer third, local Pete Breidenbach third, and others close behind.

On a personal note, last year at this event, we received our first Highlander regatta trophy with a third place finish, so the Pow Wow has become a special place for us to sail. We're looking forward to returning in 2013, and hope you will too, to get those competitor numbers back up.



Fishers with crew Andy Lawrence execute a perfect roll tack at the new Springboard Regatta earlier this year.

Cowan Adds One More Regatta To End HCIA's 2012 Season

By Doug and Cindy Fisher

We at Cowan Lake, Highlander Fleet 4, would like to invite you to our new "Drop Your Kilts" regatta this fall, very soon in fact, on the weekend of October 27-28.

Fall color, cool winds, the fireplace, a cookout, draft beer/full service bar, boat ramp launch area 100 degrees cooler than our last Mad Plaid in June, what else could you ask for?

Stay tuned for more news and party information at sailhighlander.org, our HCIA website. Hope to see you the last weekend of this month.

If you should wear your kilt, some wool under things might be in order given the October cool down.



Skip Dieball Strikes Again!

'Team Wimpy' Is Our 2012 Champion

Our coverage of the 2012 HCIA Nationals begins with this overview from Gary Vinicky, followed by accounts of race wins in the championship division and related stories. Safe to say, it was a nationals event on many levels that many of us will remember for years to come.

By Gary Vinicky

As I'm writing this, it's been a few weeks now since the 60th Highlander Nationals has been completed. Congratulations to Team Wimpy: Skip Dieball, Lindsey Pinkerton, and Paul Abdullah for winning a hard fought battle with a total of nine points. Actually, after the throw-out, only one point separated the first two boats after seven races.

We were honored with the participation of Hudson Fowler III because 60 years ago, as a young boy, Hudson Fowler III crewed with his father Hudson Fowler II at the very first Highlander Nationals held in 1952. I believe this was at Mentor Harbor Yacht Club. This year he crewed with his son Hudson Fowler IV and Jack Hattendorf.

I asked Hud Fowler III to lead the flag procession in the 2012 Highlander Nationals opening ceremony leading the Black Sheep Pipers and Drummer. Then we went into the Boat Renaming Ceremony and Memorial Service. The renaming ceremony and memorial service were the idea of Rick and Debbie Robertson. This had to do with them purchasing a Tartan 37 a couple of years ago in addition to their Highlander. Once they had the Tartan, they quickly learned of the annual Tartan Rendezvous at the Huron

Lagoons in Huron, Ohio on Lake Erie. There they met my long time friend Hank Vincenty who also had a Tartan with his wife, Paula.

I first met Hank in 1986 when Highlander Fleet 14 was running the Highlander Sailing School. We gathered candidates from the Cleveland Boat Show. It was at that school where Hank and Paula met and sometime later got married. Soon thereafter they purchased an early Customflex Highlander.

I helped Hank run the WHISTLE program at Wendy Park (Google WHISTLE at Wendy Park) in 2006, where I first learned of the ceremony that Hank was noted for. He did a blessing of the first batch of wooden Opti pram sailboats that were built by 10-12 year old kids. Hank had white flowing hair and he looked the part of King Neptune's helper. Well, I was his helper with this WHISTLE ceremony in 2006. I was not aware that he did these ceremonies for the Tartan Class. He also had a nifty boat renaming ceremony as well and a memorial to all those skippers and crew who have passed on.

Hank was to help me rename my Highlander 965, Aquilla, in the Spring of 2012 but his colon cancer got the best of him and he passed on. The Robertson's felt strongly that some of Hank's traditions should be part of what we should do for our Nationals opening ceremony.

We thought that having a Highlander Memorial Service might be a first. This Nationals was my 25th and I don't ever remember such an event in all of those years.

Congratulations to Team Skip Dieball for winning a hard fought battle with a

total of nine points. One point separated the first two boats after seven races with the throw-out.

The second place boat was skippered by Lee Sackett, a local J22 skipper who along with Dave Kerr (former Highlander co-owner), chartered Hull No.



L-r: The Lee Sackett crew, with Teams Deaves, Turney, and Hubbard in hot pursuit before the Cleveland skyline.

2000. I believe this was the first Highlander regatta that Lee ever sailed. Dave Kerr tells me that Lee has sailed Thistles in the past so that explains to me why the transition to the Highlander was so seamless.

The third place goes to Ernie Dieball, chartering Hull No. 1001. Fourth place goes to Nick Turney, who stepped in at the last minute to skipper another chartered boat, Bryan Hollingsworth's 876. There'll be more on Team 876 later. Fifth place was won by Fred Bauer sailing hull No. 885, a boat borrowed from Harold Bauer. Congratulations to you all!

Karl Felger was set to charter No. 950 from Ed Wells but could not assem-

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Opening ceremonies at 2012 Nationals, Cleveland.



Editor's choice for 2012 Nationals MVP is: Gayle Kaufholz, who shot hundreds of photos for us, on and off the water.



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ble a team at the last minute. I think that this Nationals has set a record for chartered Highlanders.



Nick Turney's team edging up on the Fred Bauer crew.

Now getting back to Team 876, that was being put together by Adam Coker of Lake Norman Yacht Club. Adam put together a team with Steve Shaw as the skipper. They chartered Bryan Hollingsworth's 876. Steve Shaw works for ESPN and was in Chicago doing the NASCAR instant replays on Sunday, July 22nd. As Steve was in flight coming to Cleveland for this Highlander event he felt ill and by the time he landed in Cleveland, we were asked to find a doctor on a Sunday night.

So, phone calls were made to Fleet 14's Victor Ryckman, 686, to get a refer-



Jeff Curtin, 937. No, that's not an old time ax. It's a pressure treated rudder.

ral. (Victor just retired from the Cleveland Clinic.) By morning though, it was apparent that Steve was not up to following through as skipper, so Adam asked Nick Turney to skipper and that is how that team was formed.

Nick had planned on being around for only the Expert Forums and coaching but gave up his time to fill in when asked.

When Fleet 14 started down this path of hosting the 2012 Nationals we were concerned that we could not be as lucky with wind as we were in 2006. Back then we had three days of brisk southwest winds anywhere from 12 to 18 mph.

The wind cards we were dealt this summer were, to say the least, atypical compared to what we normally get this time of year.

On the first day of racing, the winds were out of the northwest at somewhere between 12 to 18 and building. All boats that started got through the first race without serious issues. Four boats preferred to stay ashore.

The second race on Monday was a different story. I heard from others that the winds had built into the low 20's with the direction still out of the northwest. I heard over the VHF radio at least five boats reporting to the race committee that they were retiring and going in.

When our Team 965 was near the top mark in 5th place getting ready for the final run to the finish, we were chased down by the windward mark boat who told us that the second race

was abandoned. It was later learned that two boats capsized and were dismantled in the process.

Steve Merriam's hull No. 412 sustained structural frame damage to its wooden deck. Doug and Cindy Fisher's No. 2005 was one that capsized and the other was Tom Raymond's No. 916. In addition, Jeff Curtin, No. 937, found out what the weakness was in the old Customflex rudders. Yes, it snapped off flush at the lower pintle. There were a few broken outhauls and vang arrangements as well.

As soon as I returned to the dock at EYC, I got a call from our PRO, Jim Titgemeyer that I should get together a crew who would be prepared to go in the water and assist in righting the two Highlanders that were being towed in upside down. We had about five young volunteers who untangled the rigging and righted the boats, first the Fisher's No. 2005 and then Tom Raymond's No. 916, that was towed in a little later.



Team Wimpy leading the action at this point in a race, with Team Ernie Dieball, at left in photo, and others trying to close the gap.

Soon, there were phone calls being made and it was decided that a mast could be borrowed from Mike Shayson's No. 958 that Nick Turney had stored in downtown Cleveland and was originally going to sail. No. 916 had other issues with the deck attachments so No. 916 was done for the week.

I also saw Jeff Curtin on the phone but he and his crew disappeared. I found out, they'd driven to Buffalo to pick up a couple of rudders and tillers and got back before bedtime, ready to go by the start

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HCIA 2012 Nationals Scoreboard

Championship Division

Fin	Skipper, Boat	R1	2	3	4	5	6	7	Raw	Adjust	Pts
1	Skip Dieball, 2001	1	1	2	2	3	1	2	12	-3	9
2	Lee Sackett, 2000	3	11	1	1	2	2	1	21	-11	10
3	Ernie Dieball, 1001	4	4	3	4	1	5	4	25	-5	20
4	Nick Turney, 876	2	2	7	3	9	3	7	33	-9	24
5	Fred Bauer, 885	6	6	6	6	4	7	11	46	-11	35
6	Jason Hubbard, 952	7	10	4	5	5	10	6	47	-10	37
7	Doug Fisher, 2005	9	5	5	9	8	13	3	52	-13	39
8	Bruce Busbey, 2007	8	7	8	7	12	14	8	64	-14	50
9	Jon McClean, 906	11	2	10	12	14	9	16	75	-16	59
10	Neal Deaves, 960	12	15	14	8	13	4	9	75	-15	60
11	Jamey Carey, 1002	16	9	12	11	10	8	10	76	-16	60
12	Mike Shayeson, 2006	5	17	13	14	6	6	17	78	-17	61
13	Jim Mylett, 972	10	13	15	13	7	17	13	88	-17	71
14	Norris Bourdow, 450	13	16	11	15	15	16	5	91	-16	75
15	Jeff Curtin, 937	14	12	19	16	11	12	12	96	-19	77
16	Gary Vinicky, 965	15	18	9	10	16	11	18	97	-18	79
17	Steve Hesler, 1003	17	14	16	17	17	15	14	110	-17	93
18	Dan Hopkins, 797	18	8	17	18	18	18	15	112	-18	94

President's Division

Fin	Skipper, boat	R1	2	3	4	5	6	7	Raw	Adjust	Pts
1	Bob Bauer, 989	6	2	3	7	2	1	1	22	-7	15
2	Gary Steinbach, 939	2	5	1	6	3	3	2	22	-6	16
3	Rob Wilbur, 635	7	3	2	3	4	2	11	32	-11	21
4	Reid Vail, 869	1	10	6	2	5	6	4	34	-10	24
5	Chris Kafsky, 874	5	7	10	5	8	9	6	50	-10	40
6	Chuck Smith, 1000	8	1	7	8	10	10	9	53	-10	43
7	Joe Begany, 961	17	9	5	4	7	8	10	60	-17	43
8	Al Chrusciel, 1004	11	6	13	10	11	4	3	58	-13	45
9	Jonathan Smith, 867	4	17	9	1	1	17	17	66	-17	49
10	Steve Merriam, 412	10	14	4	17	6	11	12	74	-17	57
11	Craig Rule, 980	12	12	11	12	12	7	7	73	-12	61
12	Jan Hridel, 853	17	8	8	9	17	14	8	81	-17	64
13	Mark Paisley, 652	9	15	12	13	9	13	14	85	-15	70
14	Chris Chillemi, 977	17	11	14	11	13	12	13	91	-17	74
15	Tom Raymond, 916	3	17	17	17	17	17	17	105	-17	88
16	Hudson Fowler, 787	17	13	15	17	17	17	17	113	-17	96

HCIA Masters Championship

Pos	Skipper, Bt #	R1	2	3	Pts
1	Denny Dieball, 2001	1	1	1	3
2	Mike Shayeson, 2006	3	2	2	7
3	Bob France, 2005	2	3	3	8

HCIA Juniors Championship

Pos	Skipper, Bt #	R1	2	3	Pts
1	Charles Essi, 1001	1	1	2	4
2	Lindsey Pinkerton, 952	2	2	1	5
3	Charlie Merriam, 412	3	3	3	9

HCIA Special Awards

McLeod Trophy	Goes to the Highest finishing; all family boat. The Gary Steinbach Family
Piglet Trophy	Goes to Highest finish; all family boat, President's Division. The Gary Steinbach family.
Chapin Trophy	Highest finish; all family boat, first nationals: Not awarded this year.
Sail A Gair	For Skipper with highest finish in first nationals championship: Lee Sackett.
Corpus Christi Trophy	Goes to highest finishing fleet other than host fleet: Fleet 4, Cowan Lake.
Bahama Mama Trophy	Goes to highest finishing skipper who is 19 or under at the start of nationals: Not awarded this year.
Larry Klein Trophy	(2011 season), Overall points winner: Jamey Carey
Grand Prix	2011/2012 season points on Grand Prix circuit: Doug & Cindy Fisher



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gun Tuesday morning for the second race. The Fishers never lost a beat either and ended up in seventh place overall. Now that's enthusiasm!

Well, at least nobody can complain that we did not have enough wind!

In planning this event, I could not think of trying to do this without my



The Craig Rule crew motoring along, off Edgewater shores.

good friend Jim Titgemeyer as our Principal Race Officer. Keven Eiber was the Second PRO. Also on board Club Car were Mike Dills, Carol Wineberg, Ed Wells and Mike Wells. The Start pin had Connie Aguero and Doug Sieb. The Windward Mark Boat had Joe Colling and Al Hensel. The Safety Boat had Kathy ??? and Dave Lempke.

Back in late 2009/2010 during Fleet

14's First Tuesday series of winter meetings, talk had started from within the fleet to start thinking about hosting the Nationals once again in Cleveland. I remember Joe Begany bringing this up around that time.

I usually invite all of the fleet members out to Vinicky's Villa the week after New Years when the Villa is still in full Christmas décor. It was back then that I asked for a commitment from the fleet if we wanted to move forward to host Nationals in 2012. Well, it was unanimous and we all agreed to do this.

I think that the first organizational meeting was held March 17, 2011 where we started to assemble the committees.

We would like to thank each and every person listed below, and those we may have overlooked, who made Nationals 2012 the fantastic event that it was.

Apparel: Tom Pappalardo #965, Victor Ryckman #686, Jacci Vandevender #898.

Beermiesters/Margaritas/Beverages: Joe Begany #961, Steve

Merriam #412.

Budget: Gary Vinicky #965.

Camping/Housing: Reid Vail #869, Anne Rusnak #965, Gary Vinicky #965.

Maps: Joe Begany #961.

Measurement: Chuck Vandevender #898, Ed Wells #950, Chris Chillemi #977, Tom Cantrall #599, Tom Pappalardo, Dave Lempke, Reid Vail, Jan Hridel.

Memorial & Boat Renaming Ceremony: Rick and Debbie Robertson, Debbie's brother, John.

RC Personnel Coordination: Gary Vinicky #965.

Registration: Jacci Vandevender #898, Joanne Calhoun.

Scoreboard Slats: Joe Begany.

Scoring: Ed Wells (RC Also).

Traffic/Trailer Parking: Rick Robertson #942, Debbie Robertson #942, Paul Kuebler #397, Gary Vinicky #965.

Free Lance Volunteers: Jan Hridel #853, Roger Walko (former owner of #961), Dave Lempke #679, Chuck Smith #1000, and Jonathan Smith #867.

Doing this event at Edgewater Yacht Club and Whiskey Island's Wendy Park was truly a complicated situation, coordinating all the activities at both venues.

We hope that all 34 teams who traveled from nine different states had a good time. The above list is the original committees list but in reality, ALL of Fleet 14 helped on Measurement Weekend, July 21-22, 2012.

None of this would be possible if we did not have a 100% commitment from the Fleet and support from the Class.

Championship Race Rundowns

Race 1. By Skip Dieball

The practice race was not much practice for what we were greeted with on day one of the Championship. We had a building WNW wind and the waves were building too. Our Team Wimpy, with myself, Lindsey Pinkerton and Paul Abdullah had a decent start in the middle third of the line and had a strategy of working up the left side, which typically works when the wind is anywhere out of the "western" area....it's called the Lake-wood Lefty.

Though the wind was pretty steady, the left side boats did seem to have an edge, especially later in the leg. Nick Turney's team with Adam Coker and Bill Wiggins managed to round the top mark

in front of our team as their "beef" upwind gave them an edge. We had a bit of an edge downwind and jumped them on the first gibe.

The downwind rides were awesome on this day. We could put together a great series of waves and Lindsey did a great job of keeping the spinnaker full while I would change direction up to 30 degrees at a time. Paul worked his weight fore/aft as the boat would plane and then fall off. Together, we had great runs.

The second beat saw more of the same from Team Turney. They slowly ground us down, upwind, and we then jumped them on the run.

Lee Sackett's team with his dad,

Tod Sackett, and Dave Kerr battled back to third. They jumped a lot of boats on the last run to get there. They would prove to be on pace all regatta long.



Lindsey Pinkerton and Skip Dieball.

Ernie Dieball's team with Jeff Eiber and Preston Polen battled hard, consider-

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ing they were a little lighter than most.

The second race, which was ultimately abandoned, was another battle with Team Turney. They, again, had a bit on us upwind, but we'd find a way to jump them downwind....ultimately, the RC made a good decision, though the rides were awesome at this point, with winds upwards of 20 knots and waves 4-5 feet. With a few boats coming in upside down, safety is always the right call....thankfully, everyone was okay.

Race 2. By Skip Dieball

The real Race 2 took place on the second day of racing. The wind had backed off a bit and shifted more northerly. Whenever it is out of this direction, the wind is very unstable with some oscillations and breeze patches.

We started toward the pin end with the idea that we would take the first left shift across the fleet, which we did. We had Lee Sackett's team to leeward and Jon McClean's 906 team to windward.

As we sailed and crossed much of the fleet on port, more and more boats made their way toward the left side. The wind was shifting more and more left and we decided to be patient.

Lee's team reasoned that the wind was going into a persistent shift and they went left. Luck was on our side as the wind went back right at the top. Positions were tight and we found ourselves in 5-6 position, but looking to gibe-set right away into the righty.

Dan Hopkins's team had a nice lead and there was a group that rounded and did bear-away sets. We were surprised



Team Hopkins in the thick of things.

and even confused that we were the only boat to gibe. This worked out as we got right up to the leaders by the bottom mark, so our confidence was growing.

We turned left and led Nick Turney's team to the right side. We both tacked and hooked a 15 degree righty with a

huge lead over the rest. The rest of the race had the boats pretty spread out with most going left when the righty came in on the second beat.

Paul Abdullah did a great job of keeping our options open and maintaining patience throughout the big shifts. We didn't chase anything and played the cards that were dealt to us. This set



E. Dieball and McClean in a downwind duel.

the tone for the rest of the regatta as at times we'd find ourselves on the wrong end of a shift, only to be patient and find a way back to the lead pack.

Race 3. By Lee Sackett

We learned one very important lesson about these Highlanders that was key to our race victories; centerboard adjustment. After the heavy air race on day one, we began asking people about their setup in heavy air. It seemed we were doing everything right except for one important adjustment; moving the centerboard all the way back in heavy air. For races three and four we began paying much closer attention to this and it paid off.

The general rule of thumb seemed to be when it blows hard (16+) you want the board all the way back. As it gets lighter, you can start to move the board forward and we did this on several beats where we felt the breeze get soft. So once we had our boat speed dialed, it came down to sailing smart.

In race three, the pin was favored and more breeze was on the left; so we started at the pin and worked the left side of the course. Downwind, we were sure to protect this side as well.

On the second beat we were trying to cover several boats; Ernie Dieball, Skip and Nick Turney, and it almost cost us the race. We tacked many times up the middle of the course in order to

stay between our competition and that mark but it was not paying off. I think it is often better to pick a side to cover that you believe is favored, and stick with it.

Race 4. By Lee Sackett

The fourth race was even more interesting. We started near the boat but lost our lane soon after the start. When this happens I try and tack out immediately to find clear air. As we headed to the right we sailed into a knock and tacked back to find ourselves on top of most of the fleet.

As a note, our forward crew Dave Kerr, did a great job all week of calling our compass bearing constantly. This was really key in putting together a solid understanding of what the breeze was doing. We always had a good idea of whether or not we were on the lifted tack. I would encourage all teams to invest in a good compass. Properly reading it is a great skill to develop and it can make racing a lot easier.

At the weather mark we rounded second and Skip had a good sized lead. We were able to close this gap on the run by surfing some solid waves. I believe the breeze was up to about 15 mph at this point.

The key to our downwind speed was in the sharp changes in angles we sailed relative to the wind and waves. I would sail high to build speed and catch the



Teams S. Dieball and Sackett mixing it up.

wave. Once we were on it, I would drive down drastically, 30-40 degrees, often below the mark, in order to "make good" on our velocity. Sometime the main would even come into the boat because the pressure was no longer on it. At these moments I would drive up hard to begin building speed for the next wave. We also adjusted the boom vang down wind

(Continued on page 10)



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constantly. As we drove up, we pulled tension on. As we wanted to drive down, we eased it way off.

On the second beat we were able to split to the left of Skip, which we believed was favored and get into more pressure which allowed us to pass him.

Race 5. By Ernie Dieball

Our team of Preston Polen, Jeff Eiber and myself in 1001, had sailed pretty well leading up to this race. Besides learning to sail together as a team and struggling a bit in the medium to higher breeze, we found ourselves right in the thick of the top five and pretty happy with our speed. Our team was a bit



L-r: Ernie Dieball, Jeff Eiber, and Preston Polen.

lighter weight than most, so we seemed to be hiking sooner and I was struggling in holding a lane after the starts because I could not keep the boat in the groove.

For this race, Jeff and I decided to be quite a bit more aggressive with the boom vang, and I was determined to get a nice start. When the gun went off, we shot off the line like we came out of a cannon. The boat was very responsive and my helm did not seem as tough as in earlier races.

The leftover waves from Monday were still challenging to drive through and around, but our speed and height were the best yet. There is never a better feeling than charging upwind and not seeing anyone in the windows of your sails.

We found ourselves dueling it out with Lee Sackett's team (2000) as well as Fred Bauer (885). With a little bit of a "righty" upwind, we giped at the offset mark and charged downwind, leading at the gate. We chose the left gate and Lee chose the right. The wind had gone a bit more right and we were close to the layline before we knew it.

On a very long starboard tack and I feared the worst. Lee still had a port tack approach toward the weather mark and he was patiently waiting for that shift to bring him over. He finally tacked and looked very good at first. But we were able to hold our angle all the way to just before the weather mark and still had a nice, but very uncomfortable lead.

We again giped at the offset and Lee chose to go out a little before he giped. So, not only were we not in between our competition and the finish line, but Skip's team (2001) made a huge comeback and he was doing a much better job than I was in steering the waves downwind, and was now just behind us and on the same gibe. The finish line couldn't come soon enough.

The wind lightened just a touch and now we were above the finish line needing a gibe to get there; plus, Lee was making nice gains outside of us, sailing deeper and having no problem making the finish. Can't this race get over with yet?

Jeff and I (calmly) discussed which end of the line was favored and the gibe that we had to execute. Preston had done a great job in the middle on the first day of racing, but we sent him forward for this second day. He did not have a ton of experience giping the pole, and we encouraged him about his most important one that was coming. He nailed it!

We crossed just in front of Lee on starboard and sailed for the pin end of the line and won the race. It was a ton of work since Skip and Lee were breathing down our necks all the way to the finish. Also, it was the last race of the day and it is an incredible feeling heading to the hoist after winning a race. Thanks a bunch to Preston and Jeff for sailing with me and giving me a truly memorable race.

Race 6. By Skip Dieball

Points were starting to get tight with a few teams. We knew the scores and we knew that with the throw out,

we'd lose a lot of precious points. We couldn't take anything for granted and we needed to know where our competition was, namely Teams Sackett, Turney



Team Deaves in some downwind action.

and E. Dieball.

Lee's team did a nice job of stringing some great races together after an 11 in the second race. They were clearly in the game and we wanted to make absolutely sure we knew where they were and to make sure we were near one another.

With the wind out of the south, the breeze was puffy and shifty. We stayed conservative and started in the middle and tried to lead the pack that started on the pin and tacked onto port into the first shift. We got tied up with another boat and fell out of phase. Paul did a good job of getting us back into phase, which put us right with Team Sackett on the port layline.

Team Turney did a nice job of working the upper right along with Neal Deaves' crew. They managed the last quarter of the beat perfectly and together we all rounded in a tight group.

With the big time righty at the top, we gibe set, along with the others and we stuck to Lee's team pretty close. We managed to stay close and then ulti-

(Continued on page 11)



Jason Hubbard and crew 952 preparing to make a move.



(Continued from page 10)

mately jump them on the shifty second beat. Paul and Lindsey did a fantastic job of keeping us in phase and on the right tack.

We were pretty aggressive with our tacks and gibes, and boat handling was never an issue. In fact, with only a sliver of a lead going into the last race, we knew it would come down to a match race with Lee's team.

If he didn't win the last race, we win the series. If he did, we needed to finish second or third. Hardly an easy task, given the fleet!

Race 7. By Lee Sackett

It was announced before the start that this would be the final race. At that point we believed it was over and that Skip's team had won. Moments after the sequence began Skip giped directly behind us.... apparently we had done the math wrong.

However we were both familiar with this game and we fought hard to start near the favored, boat end. We started to leeward of skip and windward of Ernie. This turned out to be a huge mistake as we were soon pinched off by Ernie and rolled by Skip.

We began to execute our escape by tacking out to the right. At that very moment, Skip threw one hard right on top of us. We were forced to tack back almost instantly and were immediately slammed again, this time, by Jason Hubbard tacking back to the left.

We had now done two tacks moments after the gun and were going very slow and the majority of the fleet was sailing away from us to the left side of the course. We were forced to tack back to the right to find a clear lane...only to be

slammed again, by Skip.

We got our nose slightly into clear air and we both raced out to the right side of the course. Skip held us way past layline, doing a great job of covering us. Eventually we tacked and headed toward the windward mark, still in Skip's bad air.

Our two boats reached in with strong breeze and luckily, due to the large right shift, were in the four and five spots respectively.

We split for a little bit downwind and came back to meet halfway down the leg where Skip began doing a good job of holding us out to the right side of the layline, near that gate. This is where we made our move.

The leaders and Skip rounded the favored right hand gate, however, we took a gamble and narrowly crossed several bows in order to head towards the opposite gate. We sailed a lot of extra distance to do this but we had a clean lane because no one had rounded this mark. We headed out right on port tack.

Skip tacked immediately after rounding his gate to try and cover but the breeze had begun to tick right already. As it did, we sailed into the lead and held it around the windward mark and throughout the run.

Now we were onto the final beat of what we knew was the last race of the event. In order to win we needed to put one boat in between Skip and us. This led to a tacking dual.

We had a decent ten boat-length lead at the leeward mark but after about 15 tacks Skip was close enough to reach out and touch our boat 20 yards from the finish.

It became clear that we were not going to get a boat in between us and we were happy to



L-r: Dave Kerr, Tod Sackett, and at the helm, Lee Sackett.

get a small shift in the end to allow us to hold onto the win for that race.

Skip did a fantastic job and showed us why he's the defending and current national champion.

Bob Bauer Team Tops The Ticket In President's Division

By Bob Bauer

Nationals this year started out with a day that tested all competitors with some challenging conditions. Monday saw some big winds that caused capsize, broken rudders and masts. After the split on Tuesday, the Presidents Division had a number of well matched boats that resulted in some good racing.

The first two races for the division still had the larger waves, and race results in those conditions demonstrated that the Lake Erie sailors were better able to handle these conditions than us pond sailors.

In the first race of the President's group, we had a very good start and were holding our own, but by the time we managed to reach the weather mark, Jonathan Smith, Reid Vail and Rob Wilbur were well ahead and battling for the first three places. By the end of the race, Jonathan managed the win with Reid and Rob in that order.

The second contest was a much closer affair. Gary Steinbach got to the windward mark first, with us, Smith, Vail and Chris Kafsky close behind. Gary held on down the leeward leg, rounding the mark in first. Jonathan again proved

(Continued on page 12)



Team Hesler in mark-rounding action out on the race course.



**Hoover's 50th Anniversary Regatta!!
Reporter Notes HCIA Gift: Unity Amid Diversity**

By Joyce Spring

For fifty years the Hoover Sailing Club has strived to keep one-design sailing fun and affordable. They are still doing it.

On August 11-12 Highlander sailors, families and friends celebrated HSC's fiftieth anniversary in unique styles. Norris Bourdow had his veteran crew Carl



Mike Perakis and Joyce and Rob Spring.

Berger and Bill Price - always the fun team. Harold, and sons, John and Steve Bauer rotated skipper duties in two boats; and the combination of family members included Stefanie, Lissa, Aly, Gillian.

Newcomers Melissa Waldorf Holden and Rick Blum also shared a crew rotation and had a great time. This multi-talented group kept 885 and 925 near the top of the fleet. Bauer kids Jack, Emily and Jossalyn covered shore duties at the playground. Jamey and Tanya Carey were smiling all weekend introducing granddaughter, Keelie, to her first regatta. "She loved it and looks forward to the next one."



Part of the Hoover 50th Anniversary celebration crowd.

Bryan Hollingsworth always enjoys spending time with his younger daughter, Taylor and her friend Travis Belt. They

like to visit Hoover for the camaraderie at the clubhouse and convenience of launching and sailing. Mike Shayeson shared skippering duties with crew Jason

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L-r: Bob, Julie Bauer, and Bill Henning making her go.

(Continued from page 11)

he could sail the waves better and by the time we reached the weather mark again he had taken over the lead with Gary and me behind.

The run to the finish was a horse race with some good surfing. In the end, Jonathan was able to hold on to win again, but this time it was much closer than the first race with us second and Gary third.

On Wednesday the last two races of the Nationals were in conditions that were much more favorable for the pond sailors. In the first race of the day, the wind was still quite good but since it was from the south, the waves were much

smaller. The first beat was some of the most enjoyable sailing of the week as we were able to surf the waves to windward which was a big help getting us to the mark ahead.

Since the wind was off the shore, it was shiftier and made for some tighter racing. The entire race was up for grabs until the second half of the final leeward leg into the finish.

By luck we were able to jibe into one of the shifts

and pull ahead of the pack.

The final race was definitely the closest of all. At all the marks the first four boats were very close and it came down to the last leg.

At the last mark we took the left gate mark and Jonathan and Reid took the right. They were able to round in more

wind than we had and they continued to the right side of the course. We had to follow to keep in the same area so they did not get something we did not. That decision almost proved fatal, because Gary stayed on the left and we did not realize that until he had made up much of the distance between us.

On the last third of the leg, Gary and I had a very tight battle into the finish. Although neither of us realized it at the time, it turned out that the boat that won the race between us would be the winner of the President's Division. Thankfully, it turned out that we were the winners.



Several competitors in the hunt, moving up the race course.



Sailing Out 'n Sailing In!



The Class would like to thank Bryan Hollingsworth at left for his many years of service as Executive Secretary-Treasurer. This is a tough job and we'd like to express our appreciation to Bryan for his tireless efforts and enthusiasm.

Looking ahead; we'd like to welcome aboard Cindy Fisher, who as you can see in the photo at right, is an active, enthusiastic team player.

We'll have a more thorough introduction, and a better photo, in the January issue. Please support Cindy as she takes on this important role.



Doug and Cindy Fisher sailing with Bob France.

(Continued from page 12)

Japikse. Jason did so well the second race, Mike just crewed and let Jason continue at the helm. Hats off to Jason as a recent college graduate.

Rob and Joyce Spring reunited with Mike Perakis for some quality time together. Is there anything better than sailing with a buddy – not to mention awesome crew?



L-R: Fred Bauer, Charlie Essi, and Charlotte Bauer at 2012 Nationals. (Editor), "just had to use it somewhere."

Local hosts Sue and Bob Bauer teamed up again with fellow club member Bill Henning. Bill also crewed with them this year which was his first Nationals and had a great time.

Jessica Bauer decided to give up sailing to take care of everyone. Her efforts in the kitchen were greatly appreciated for breakfast, lunches and dinner.

Saturday's activities included four races with

picture perfect conditions: blue skies, warm 10-15 breezes, windward leeward courses. This provided plenty of fuel for conversations at the clubhouse enjoying cocktails, appetizers and dinner.

Sunday was a beautiful morning but patchy light air resulted in no races. The turnout was small but the gratification was huge.

Each Highlander had a special personal satisfaction that contributed for a fun weekend for all. This diverse group of sailors is an excellent example of our incredible Highlander Class. It's not always about who is first on the race course.

The sailing gives everyone a shared activity and as Highlander Class members we share a family unity. Hopefully Jack, Emily or Jossalyn will write this article for the Hoover Sailing Club's 100th anniversary. Sail On!



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Fishers Win Debut Grand Prix Series

By Doug Fisher

To be quite honest I really didn't understand how the scoring worked for the Grand Prix regatta series. I did understand that the more attendance that a regatta had in the past had more value in amount of points a team was awarded... and that was about the level of my comprehension that I had about the series.

Mike Shayeson told me how Jason Hubbard thought of this award for the yearly series while traveling down to Lake Norman two years ago. Again the scoring is as complex as the rigging on the boats Jason sails. He can figure out anything if you are having problems on your boat rigging. A I know is that if something on your boat doesn't work so well, go find Jason and offer him a cold one...he can figure it out, like he did with this Grand Prix series.

Last year, my wife, Cindy and I decided to travel to regattas that we hadn't yet been to, since we've been racing together. It was Cindy's first trip to Indian Lake at which we took a third place at the Pow Wow with the driving help of Walter Grub. It was our first "hardware



Team Fisher in the thick of Cleveland Nationals action.

finish" in the Highlander class, and it was sweet. We did Nationals at Rock Hall at which we finished about where I hoped we would.

After 2011 Nationals we were off to our first Hoover Fling which was the first time we sailed at this summer regatta, and this was the first regatta to count in the standings of the new Grand Prix series, which starts with Hoover and runs

through Nationals of the following year. See, I told you it got complicated. Anyway, at Hoover the conditions were light and we struggled quite a bit. We missed last September's Harvest Moon due to a local regatta at Cowan which we attended. So this was not a good start for the first two regattas for the Grand Prix series.

We did attend the Governor's Cup at Eagle Creek in Indianapolis, which was the first time we attended this all regatta. Cindy and I got out to the race course and realized the spin halyard was at the top of the mast. Since the races were about to start there was some debating as to whether we had time to fix it.

Well needless to say we opted to go back to the boat dock, recruited a couple guys to help us, and dropped the mast and fixed it. We got back out to the start line with one minute left to the gun: no kidding. The wind was on and off which was reflected in our finishes, but we were able to edge out the Carey's in the last race by one point.... that last race was a long one that I recall.

The next weekend we were back in Indy with "two" boats, yes, two. We sailed our Thistle 3999 with the Thistle group, and Walter Grubb our crew, sailed our Highlander 2005, winning that event. But for us, we'd missed another Highlander regatta and lost again in the Grand Prix points.

In October, I sailed the Bluegrass regatta with Walter Grubb and Nick Lloyd. This was Nick's first Highlander regatta. We did drive the beer that weekend. With Cindy, the crew boss not on the boat, liquid consump-

tion went up and so did our finish in the middle of the pack, ultimately resulting in no points in the Grand Prix standings.

Then in October, it was off to Pipers. So, with Cindy back on board and an



The Fishers at Edgewater heading out to the course.

awesome crew and fellow Thistler, Mike Moore, morale was high. Mike grew up as an active regatta-chasing sailor at Cowan, got away from sailing for 15 plus years, and within the last few years got back into sailing with his family of five. We sailed good as a team.

Bruce Busbey was definitely was sailing faster than us that weekend but had an OCS on Saturday, which cost him dearly. We were able to hold off Mike Shayeson by a point and we received our first win at a Highlander regatta. I think at that point we were tied or ahead of, by a single digit, the second place boat for the Grand Prix series.

So we finished off 2011 rewarded with a big silver, water bowl for the dog (just kidding, Lake Norman; it really is a handsome trophy).

Over the winter, we decided to again sail at new regattas in the coming season, so we kept the gas credit card out, hooked up the trailer and got on the road. We did the Springboard (now Lake Hartwell, South Carolina, is one of our favorite lakes to sail), then we did Midwinters (another new regatta for us, Spring at Lake Norman), followed by the Mayor's Cup back at Eagle Creek, and then back home to "mother Cowan" for the Mad Plaid. While, we didn't take home any 'gold' hardware from these contests, we did finish in the money, so I guess the points were adding up. Again, I had no idea how Jason calculated the scores,

(Continued on page 15)



The Classifieds

#557, 1969 D&M built, in sail-away condition. Fiberglass hull & deck, teak seats/trim sealed with Sikken's Cetol gloss, Aluminum mast and boom. Sails in good condition. Includes trailer and Sailor's Tailor skirted mooring cover. \$2,300. John Lipaj, LIPPER5@AOL.COM, 440 476-0267. Photos at sailhighlander.org.

#411, 1966, Fiberglass Hull and wood decks, totally rebuilt with: composite decks, all ribs and formers removed and reattached, hull re-epoxied for water proofing, new antifouling bottom paint. Main, jib, and spinnaker. Wood mast not exactly to Class specs. Trailer included. Tucson, AZ. \$3,000 OBO. (520) 784 8460, Aerobatix2@aol.com

Do The Blue!!

Don't forget the Bluegrass Regatta at the Louisville Sailing Club; it's just days away, October 6 and 7. I wasn't kidding.

Word has it the Spengeman's (who with the birth of daughter, Emma, last year have been on a racing hiatus), will finally be getting back into sailing action. Maybe you can come on down, and see just how rusty they are.

In any case, year in and year out, this is a fun weekend with some very competitive racing and a homecoming of sorts for many of the Highlander Class



Bluegrass Regular, Harold Bauer.

stalwarts. Please join us!

(Continued from page 14)

what counted, what was thrown out, etc. so we left all of that up to him.

A couple weeks later we packed up and traveled north to "Chuck Norris" Bourdow's, Indian Lake regatta. The sailing conditions were difficult on Saturday and great on Sunday. We were lucky and held off the Bauer's boats for a win.

Then, we were off to the 2012 Cleveland nationals in which we sailed fast with great crew and fellow Thistler Bob France (this was Bob's first time sailing on a Highlander). We sailed in all types of wind conditions, sailing right side up and upside down (which is slow and expensive). (I've promised a 'capsize re-

view' article to editor Mike, for the January issue. Anyway we finished seventh in the Championship Division, which wasn't bad considering the turtle. Thank goodness that race was abandoned.

Anyway we had a fun and rewarding 2011/2012 Highlander sailing season. The Grand Prix points were totaled after Nationals and it turned out that we were the winners of the debut season of this interesting series. We would recommend that everyone travel to regattas as their schedule allows, and next year try and attend a regatta that you haven't attended. We always enjoy new lakes to sail.

"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.

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The club offers free camping and now has a boat lift for those who prefer to launch that way. Fleet 27, lead by regatta chairman Chris Doyne, is planning a great weekend for you on and off the water. Come Friday and enjoy both pre-warm-up sailing and socializing with us.

For more details check out the NOR which can be found on the Highlander web site. You can also find it on the LNYC web site (www.lnyc.org) where you will also find much more about the club and attractions in the area. If you want an NOR sent directly to you contact John Gibbon at 704-366-9260 or e-mail at yellofev@aol.com.

And finally, unlike previous years, this time around Pipers dose not clash with the Fall NASCAR race at the Charlotte Speedway. This may disappoint NASCAR fans but it does mean that hotel rooms will be easier to find and at a cheaper price than usual.

Pipers Just Ahead!

By John Gibbon

Fleet 27 invites all Highlanders to come sail with us at the 46th Pipers and Pluckers Regatta at Lake Norman Yacht Club on October 20/21st 2012. While we can no longer claim to be the last Highlander regatta of the year (with Cowan's new event in a few weeks) we probably will be able to claim to be the "warmest late fall regatta," with an average temperature for both water and air are about 70 degrees at this time of the year.



Chances are, wherever you are on Oct 20/21, it's going to be warmer and more fun at Fleet 27's Pipers Regatta at Lake Norman. If you've never sailed this unique venue, you're in for a real treat.

Remaining HCIA Regatta Schedule, 2012

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 27/28	Drop Your Kilts Regatta	Cowan Lake SA	Doug Fisher, tapdoug@aol.com

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