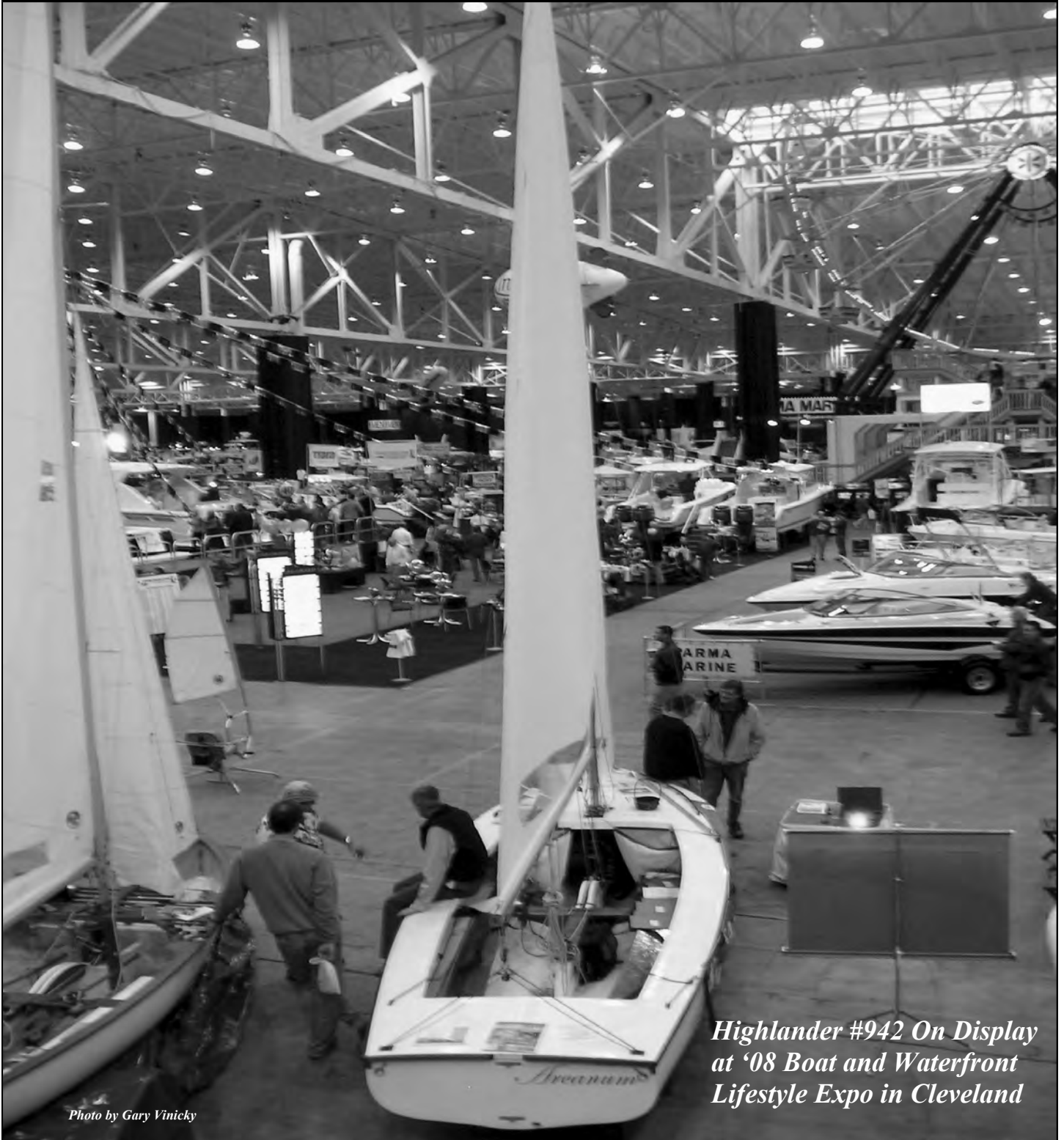


THE HIGHLANDER



Volume LIV, No. 2, April 2008



*Highlander #942 On Display
at '08 Boat and Waterfront
Lifestyle Expo in Cleveland*

Photo by Gary Vinicky



The Highlander

Official Publication of
The Highlander Class International Association

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President's Corner

Ahoy Highlander sailors! Spring is in the air and it's time to blow the cobwebs off our boats and equipment in preparation of the 2008 sailing season. I'm very excited about the regatta season ahead and the full schedule of events taking shape for our 2008 National Championships at Lake Norman Yacht Club.

The folks of Fleet 27 have done a lot of work in preparation for this event, and it promises to be an outstanding family vacation. Between the great southern weather, the complete shoreside facilities, the experienced race committees, the awesome body of water, and the endless sources of things for the non-sailors in your group to enjoy; this year's Nationals promises to be an event you simply won't want to miss.

Combine these features with the fact that we are also encouraging people to participate in the Nationals "Classic Class" (for D&M & Durabilt boats), this year's Nationals becomes a regatta where you simply must beg, borrow, or steal a Highlander to ensure you don't miss this event.

This would be the perfect year to come to your first Nationals, even if you have to pull that old boat out of the weeds to attend. Even if your boat won't be ready to race, we know of several Highlanders that may be available for charter, so there is no reason to miss the boat on this party.

Your Nationals Race Committee has already reviewed the Notice of Race on page 7, and official Sailing Instructions will be forthcoming in the near future.

With that said, I'd certainly like to encourage you all to kick off the re-

gatta season by attending the Midwinters at LNYC May 10/11.

This would be the perfect time to check out Lake Norman to see what all the hype is about, and to gain an advantage on your competition by scoping out the 2008 Nationals venue in advance.

Another topic I'm very excited about is the preliminary work being performed by your board members to form our 501 (c)(3) organization, **HCIA Training Inc.** While the formation of this organization is currently in the preliminary phases, it should take shape quickly.

Basically this will be a new group operated separately from the HCIA board that will exist to provide training regarding the safe racing of Highlander sailboats, especially among youth. It is hoped that this will provide opportunities for members to receive breaks by making tax deductible donations of sails, boats, money, etc., to the organization while also exposing our great Highlander Class to young people who otherwise might not have a chance to experience our sport.

Your current board has worked diligently to increase participation in our class, and I believe this project dovetails very well with this goal. Please look forward to receiving more information about this organization in the very near future.

Thanks for your continued support of the Highlander Class. Hope to see you on the water at a regatta soon.



President, Jamey Carey

In this issue: Don't Miss:

Above: New HCIA 501 (c)(3) for training and charitable giving.

P-6,7,8,12,13: Information of all sorts on the 2008 Nationals at Lake Norman.

P-3,4: Showing off the Highlander at the Cleveland Boat Show.

P-5: Snowslide Regatta gathering. And what's CRSA mean to you?

P-9,10: The life of a "live-aboard."

P-10-11: Ship shape trailer tips.
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P-11: Bluegrass Fleet Update.

P-13: Secretary-Treasurer's column. Pay dues and help with the boat count.

P-14: "Cruisers' Corner," the Solent lug solution for high-wind day sailing.

P-15: Classified ads.

P-16: The complete HCIA regatta schedule for 2008, and an invitation MidWinters, May 10/11.



With Help From Friends

Fleet 14 Shows Off Highlander

By Gary Vinicky

This January 11-20, HCIA was present once again in the one-design section of the Cleveland Boat Show now called the Boat and Waterfront Lifestyle Expo.

HCIA and Fleet 14 have and will continue to reap the benefits of this show even though the event as a whole is still on somewhat of a decline.

This year's Highlander on display was #942 owned by Debbie and Rick Robertson, members of Fleet 14 and crewed by their kids Adam and Randi and friend Kevin with guest appearances from John, Debbie's brother. Debbie and Rick have really fixed up #942 and she's really a showroom beauty with varnished teak all around.

The Robertsons are one of three family-crewed Highlanders in Fleet 14 which is really a neat thing. The other two families are Team #412 consisting of Steve, Linda (formerly a Southam), Diana and Charlie Merriam, and Team #667 consisting of Mark, Cher and Brittany Mosgo. Hopefully, if this trend continues we will have our own junior program going in the future.

A great Highlander display boat needs great sails to display as well and

we must thank Skip and Ernie Dieball for the brand new set of Highlander Quantum sails that they loaned HCIA for the cause. Skip and Ernie also helped out during the breakdown of the display.

We are blessed with the best group of people you could ever want who eagerly volunteer their precious time (and parking money: Yikes!) every year to make this a successful event. I am most appreciative of my good friend, Roger Walko, #961 who was there at the set-up and was present most every day of this 10-day show and all the way through to the dismantling of the display and loading Highlander #942 onto its trailer.

I could not do this if it were not for Roger, Joe Begany, #200 (and crew on #961), Jan Hridel, #853, Debbie Robertson, #942, Lance Polen, #1001, Dan Hopkins, #797, Tom Poppalardo, #686, and John Eltzroth, #811. John was very generous in that he supplied the computer, projector and screen for the second year so that we could show many great digital pictures from Nationals '06 and Fleet 14 sailing activities to our boat show visitors.

The display booth shift volunteers were all of the above plus Mark, Cher and Brittany Mosgo, Rick and Debbie Robertson, Chuck Smith, Steve Merriam, Mirek Posedel, Rick Blum and Werner Wildenburg.

After doing this for so long and with many of the same crew, it seems everyone knows what to do without much effort on my part and thanks for that because I was ailing with a pinched nerve in my neck and a numb left arm.

(Continued on page 4)



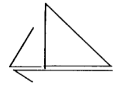
Highlander #942 out front, leading the one-design pack.

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Sometimes the best connections occur one-on-one.

Due in large part to this Cleveland boat show over the years, Edgewater YC's Fleet 14 is set to have one of its most productive years with 14 boats registered for the 2008 EYC Sail Race Program. This is really great and the timing is awesome since we're entering a year of celebration: our 50th anniversary.

We at Highlander Fleet 14 and the nearby fleets of Berlin, Hoover and Cowan do recognize that we are very fortunate (Fleet 14 probably most so) to have this boat show available to us. I wish that the other Highlander fleets around the country had the same. Maybe there is a venue in your area. Have you looked around? I was drawn into the excitement of Highlander sailing at the 1977 Cleveland Boat Show where I met Crede Calhoun, Ray Ernest and Chuck Hazel #533, and here I am, still involved after all these years. It has to be the people and the boat!

It is this show that has held us together, especially Fleet 14 on Lake Erie, which is no small thing when you think of what has happened to small boat sailing on the Great Lakes. Forty years ago,

there were many Highlanders, Flying Scots, Thistles and Lightnings at many yacht clubs on big bodies of water.

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

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

Those that became members early and at relatively low initiation fees were able to hold on with the ever rising monthly fees and dockage/dry sail expenses for a while. However, trying to attract new, young people into the sport at these yacht clubs does not make much economic sense.

Those that do join, more times than not, have a significant amount of disposable income and usually opt for a large keelboat of some type; and so, over time, as the old-time Highlander sailors at these clubs passed on or retired from sailing, the one-design centerboard sailors have become a rare breed, indeed.

Luckily, there are many other successful sailing associations or clubs on smaller bodies of water that had better control of their aspirations and did not lose sight of their purpose. They resisted the trend by not installing a pool or a tennis court and remained loyal to the small boat, one-design culture.

The primary reason that Fleet 14 is still here is that in the early 80's we opened up our membership to other Highlanders at adjacent marinas. The close proximity of these, several locations did not warrant creating another fleet since we all race in the same program. Especially important to us here is nearby Whiskey Island Marina (WIM).

Slowly over the years, the member-

ship has migrated to the less expensive, laid back spacious green space environment of Whiskey Island. We may have a Thistle Fleet this year at WIM. If that happens, we'll have to resurrect our old name, Whiskey Island One Design. Wouldn't that be wild?

Still, even with the low attendance at the boat show, the mood at the Highlander display was still upbeat.

Over the last several years, this show has been on a decline most likely due to the dwindling economy of the Midwest, especially northeast Ohio.

The number of boat dealers was visibly down this year and some of the large yacht brokers were represented but without their display models, only a booth and a list of boats for sale. I guess it's because of this regional economical decline and the fewer dealers returning, that the show organizers have changed the name of the venue and are soliciting vendors other than just power and sail boats.

In fact, the one-design sailing group was bumped from the premier spot at the entrance of the show by Toyota who was a major sponsor and had set up a NASCAR booth consisting of two NASCAR Toyota race cars and a large semi-trailer that housed a couple of NASCAR simulators. For a while I had to think, was I at the boat show or the Auto Show?

The 10-day Cleveland show really had only two good days; the two Saturdays. A few weeks after the event, I received a survey to determine if a 4 or 5-day show would be a preference over the 10-day format. There must have been several complaints. So, we shall see if we will have a long weekend show next year or stick with the grueling 10-day format.

Highlander Fleet 14 is fully committed to support HCIA in assuring that our boat will have a significant presence at this show in the future. I just hope that other Fleets will look for similar venues elsewhere in the country or start up their own mini, boat show. We are also planning on having a follow-up sailing demonstration and in-water boat show either at Whiskey Island or Edgewater Yacht Club sometime in late June or July, to follow up with the 30 or so visitors that had signed our visitor's log.

However you cut it, good things don't happen without a dedicated group of people exerting a good deal of effort. You just have to commit to it, but it does pay off in the long run. We are the proof.



A "Snowslide" '08 New Year

By Harold Bauer

It was the end of one year and the beginning of a new one; the weekend that is typically referred to as the New Year's holiday. What were you to do on New Year's Eve this year? You could have stayed home and waited for the ball to drop at midnight on the 31st. Or you could have gone to the local pub or party center with some friends. You could have even taken a cruise in the Caribbean.

But if you were a skier, located even remotely close to Jamestown, New York, you packed up your gear and headed for the hills of Holiday Valley Ski Resort along with the other 17 Highlander-connected folks that made the journey this year from as far away as Maine.

The weekend started out with the usual early arrivals on Saturday evening at the traditional home of the annual non-sailing Snow Slide Regatta, the Red Roof Inn in Jamestown, NY. As usual, the hot spot for gathering was in the hallway to get reacquainted and share stories of the road to the regatta. Most of the tales this particular evening involved the use of new navigation systems (Christmas gifts) that managed to find routes that took longer and went to places never seen before; in the longest possible time. After much discussion and considerable libation, we called it a night and turned in, to get ready for an early morning.

Sunday was a perfect day for skiing. The temperatures were mild at about 30F and the crowds were light, which meant short lift lines and more skiing. Sunday evening back at the Red Roof wasn't a terribly late one as this weekend of skiing was the first of the season for most. A day of knocking of the rust had taken its toll on some, but sailors being who they are, managed to keep up the reputation and put away a few beverages to ease the pain, because that's just what sailors do.

Monday, New Years Eve day, was another great one for skiing with temperatures right around the 30-degree mark with moderate snow falling. Again the crowds were relatively light; especially considering it was a holiday weekend.

Following another full day of skiing, everyone headed back to the Red Roof

for the annual "Red Roof Hallway Potluck New Year's Eve Buffet and Gala Celebration." During the cocktail hour, the awards presentation was held with recognition going to the following:

Long Distance Award: Mark and Jen Paisley for traveling 10+ hours from Maine to ski only one day.

Innovation Award: Sarah Paisley for re-designing the coffee machine in the hotel lobby to include a button for Bailey's Irish Crème.

Early Bird Award: Teri Zaegel and Stef Bauer for being the first ones to retire to the lodge, by 2 p.m. both days, to nurse a concoction of brandy, Bailey's and ice cream.

On-The-Slope Achievement Award: Steve Bauer for attempting to take out his father, Harold on the Fiddler's Elbow by cutting across in front of him only to find that he had incorrectly calculated his proximity to the edge of the trail. Steve quickly came to realize that he had become the victim of his own evil plan to take out Harold as he slid through the woods spread eagle on his back, feet first. Steve's prayers were answered when the small tree in his path turned out to be only a stick standing upright in the snow and folded eas-

ily out of his way.

The party went on into the night following the (near legendary) hallway feast. We toasted the New Year at midnight and by 1 a.m. the hall was quiet.

We're already looking forward to next year's regatta with hopes that you'll join us. Even if you're not a skier, you can't beat the relaxing evenings enjoying the conversations with other Highlander sailors following a day of skiing, sight-seeing or shopping in the surrounding small towns. There's even a casino nearby for those who care to take their chances with lady luck. Until then, see you on the water.

Custom Highlander Gear

CRSA stands for Coral Reef Sailing Apparel and we now have an arrangement with them whereby a small percentage of the price for Highlander custom apparel ordered through their company will be contributed to HCIA to help strengthen the class.

While each nationals committee, like this year's, may provide a commemorative tee shirt and such, CRSA has an extensive line of additional items that can be marked with the Highlander name or logo. Check them out at: coralreefsailing.net or find a link at our web site at: sailhighlander.net.



All the usual sailing suspects on a break from skiing, just before the hallway party.



Nats '08: Headin' South

By Patrick Rykens

Now is the time to commit to coming to Lake Norman for the 2008 Nationals, Sunday, July 19 through Thursday, July 24. All the information we think you need is provided below but if you have any questions please contact us. Our Nationals co-chairs are: Steve Hesler; 704-841-9010, shesler@carolina.rr.com, and Sue Rykens; 704-598-2863, susanbosmere@ctc.net. Sailing information is also available on the Highlander web site (www.sailhighlander.org) and at the LNYC web site (www.lnyc.org)

CLUB FACILITIES: As many of you know, LNYC's 26-acre campus (below) has tons of space for camping, people and boats. Boat launching is done via ramps on either side of the cove. If you want to leave boats in the water overnight there is plenty of dock space.

Camping is free but there are no hookups and no camp fires are allowed. Bathroom facilities are available in both

the Clubhouse and the Pavilion. Some LNYC members may also be willing to loan/rent their campers for the week (note; no a/c). Contact Steve Hesler if you are interested. For space-planning purposes, we request that you indicate on your registration form whether you intend to camp or bring an RV.

We want to make everyone welcome to the 2008 Nationals, whether you are experienced or have never attended a nationals before. If you need crew just ask us. If you need a boat just ask us. If you need accommodations just ask us. Not only will we have dedicated Highlander "shore masters," who will be able to provide advice 'on the day,' but while you are planning your vacation to Lake Norman, e-mail or telephone our co-chairs if you need questions answered in advance.

LNYC grounds include outdoor gas grills, a swimming beach, a children's playground, and in case you thought we

might have forgotten, good beer from a local brewery. The top floor of the Clubhouse is closed for renovation but we will have plenty of space for picnics and socials, rain or shine.

ACCOMODATIONS: Development in the area over the last few years has been unbelievable with new shops, neighborhoods, restaurants, hotels, tourist attractions, and various new amenities. We've negotiated special rates at two hotels as follows:

Fairfield Inn, 120 Consumer Square, Mooresville, NC 28117, (704) 663-6100. This hotel is 100% smoke-free. Special rate is \$89 per night for a room with 2 queen beds. This rate includes breakfast. *Mention "Highlanders" when making a reservation. Reservations must be made by July 4 to receive this discount rate.*

Homewood Suites by Hilton, 125 Harbor Place Drive, Davidson, NC 28036, (704) 987-1818. Special rate is \$139 per night for a one bedroom king suite. Living area has a sleep sofa, so room will accommodate 4 people. Rate includes breakfast and a reception Mon-Thurs, 5:30-7:30 p.m. with complimentary salad bar, beer and wine. *Mention "Highlander group" when making reservations by June 26 to receive this discount rate.*

Other hotels in the area include:

(Continued on page 12)



At lower left is the Lake Norman YC clubhouse with big boat docking to the right. The clubhouse will serve as the registration center and general hub for activities throughout 2008 Nationals week.

Just 'above' the big boat docks, still on the left side of the cove, you can see the boat launch ramp and courtesy docks, and docking for race committee and official club boats.

Just across the cove is another launch ramp. More courtesy docks are there, and just behind that on the right is the camping area. Further, at 'top' right you may be able to make out the dry, boat storage area.

At the top of the photo and top of the cove you can see the pavilion area and more camping spots. There's plenty of room to picnic, shower, or use the space for shelter in the event of a rain.

The sand beach is in the pavilion area, as is the board boat area.



Notice of Race
2008 Highlander National Championships
Lake Norman Yacht Club,
Mooreville, NC
July 19 - 24, 2008

Sponsored by: Highlander Class International Association and Highlander Fleet 27, Lake Norman Yacht Club.
Highlander National Championship
Masters Championship
Women's Championship
Junior Championship
Classic Boat Championship

Eligibility: National championship open to all HCIA dues paying members.

Masters, open to dues paying members 55 and older.

Women's, open to females of dues paying family.

Junior, open to juniors 21 and younger.

Classic Boat, open to all dues paying members registered for Nationals with D&M or Durabuilt boats.

Registration and Fees: National Championship \$170. Registration *after June 30, 08, \$190.*

Masters and Women's: \$15.

Junior: \$10.

Classic Boat: \$5

A 10% add-on will be charged to all non-US Sailing Members. Bring a current US Sailing membership card.

Incidentals: Sunday picnic dinner \$10 (age 10 and under \$6).

Tuesday Barbecue dinner and enter-

tainment \$15 (age 10 and under \$9).

Thursday Banquet \$20 (age 10 and under \$10).

Bag lunches available Mon, Tues, Wed, Thurs, \$6.

All meals and lunches available by reservation only.

Complimentary beer, soft drinks, iced tea each day after races.

Free camping on LNYC grounds in designated camping areas.

Boat parking in designated areas to accommodate all out-of-town guests.

Map to club on LNYC website, LNYC.CLUBEXPRESS.COM.

NO PETS or campfires (club rules).

Racing rules; general regulations:

The event will be governed by the Racing Rules of Sailing, the rules of the Highlander Class and the Sailing Instructions available at formal check-in and final registration at LNYC.

Scoring: Scoring will be in accordance with Article VI, paragraph 11 of the Highlander Class bylaws.

This modifies the Racing Rules of Sailing Appendix A.

Trophies and Awards: Trophies will be awarded as per Article VI paragraph 13 of the Highlander Class bylaws.

The Class Boat Event will have trophies for the first three places.

Schedule of Events.

Sat, July 19: 0900-1700 measurement and registration.

Sun, July 20: 0900-1700 measurement and registration.

1200: Skippers' Meeting, Nationals, Masters and Classic Boats events.

1255: Warning, practice race and Masters Championship (3 scheduled).

1730: HCIA annual meeting.

1830: or as soon as possible after annual meeting; picnic dinner at LNYC, reservations required.

Mon, July 21: 0855 Warning. Three races scheduled back to back. Classic Boat event to be run concurrent with Championship. Fleet split determined after races.

Tues, July 22: 0855. Warning. Three races scheduled for both divisions (no more than 9 races total for the event).

1830: Barbecue Dinner and entertainment.

Wed, July 23: 0855. Warning. Three races scheduled for both divisions (a 9-race total scheduled for both divisions).

Thurs, July 24: 0855 Warning. Make-up races for any races not completed up to 7 races, skippers' meeting for Juniors and Women's events.

0955: Warning, Junior's and women's events subject to completion of National Championship event.

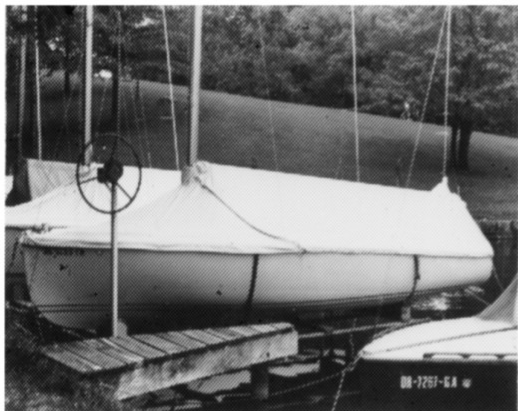
1800: Awards Banquet.

Fri, July 25: Make-up day for Women's and Junior championships, if needed.

Schedule changes will be posted the evening before, on the "Official Bulletin Board."

Other Racing Opportunities

Don't forget the Mayor's Cup at Eagle Creek, May 17/18, and there are five other regattas throughout June. Check the dates and details on page 16, and remember, "you gotta regatta."



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2008 Nationals Registration Form

Date: _____ Skipper Name _____

Address: _____

City, State, Zip: _____

Phone: _____ . Email: _____ Boat #, name: _____

Camping spaces needed (indicate number): Tent _____, Camper/Van _____, RV (no hook-ups) _____

A limited number of LNYC members' campers available for rent. Contact Steve Hesler, 704 841-9010 for information.

<u>COST:</u>		<u>NUMBER</u>	<u>TOTAL \$</u>
National Championship Reg.	\$170 per boat	_____	_____
“ “ “ Reg. (after June 30, 2008)	\$190 per boat	_____	_____
Classic Boat Championship	\$5 per boat	_____	_____
Masters Championship	\$15 per boat	_____	_____
Women's Championship	\$10 per boat	_____	_____
Junior Championship	\$10 per boat	_____	_____

Non-members of US Sailing, add 10% to registration fees. (Members must bring current card to Nationals).

<u>MEALS:</u>		<u>NUMBER</u>	<u>TOTAL \$</u>
Sunday Picnic	Adult: \$10 ea	_____	\$ _____
	Youth 10 & under: \$6 ea	_____	\$ _____
Tues BBQ & entertainment	Adult : \$15 ea	_____	\$ _____
	Youth 10 & under: \$9 ea	_____	\$ _____
Thurs Awards Dinner	Adult: \$20 ea	_____	\$ _____
	Youth 10 & under: \$10 ea	_____	\$ _____
Lunches: \$6 ea, note # per day: Mon __, Tues __, Wed __, Thurs __: Total:		_____	\$ _____
<u>GRAND TOTAL:</u>			\$ _____

T-SHIRTS: Each Skipper gets choice of free regatta T-shirt, circle size: YL, SM, M, L, XL, 2X, or, Check here _____ for \$10 coupon for Coral Reef Sailing Apparel. To order additional regatta tee shirts or customized Highlander apparel in advance for pick up at Nationals, go to Coral Reef website at www.coralreefsailing.net and look for Highlander link under Class Apparel.

As an entrant in the Highlander National Championships, I agree to sail my boat in accordance with The Racing Rules of Sailing and all of the rules governing the event. I fully understand that I am competing at my own risk and that the organizing authority will not accept any liability for damage, personal injury or death sustained in conjunction with or prior to, during, or after this event.

Signature: _____ Date. _____

Please Print Name: _____

Print Crew names if known. _____

Copy and Return this form to: John Wigney, 125 Misty Cove Lane, Mooresville, NC 28117. Checks should be made to: Highlander Fleet 27. A digital copy of this registration form is available at sailhighlander.org.



The Life of a "Live-aboard"

By Mark Redmond

As many of you may already know Debbie and I decided that we wanted to live and cruise on a boat when we retire. The more we thought about this, it became obvious that if you are going to live on a boat, a trawler is the best answer for room and comfort. So we said let's give it a try to make sure the boating life was really for us and we bought a 42' Kadey Krogen trawler in March of 2006. We brought "Souvenir" from Florida to Annapolis taking the "trip of a lifetime" up the intercoastal waterway (ICW). "Souvenir" became our full-time home in Annapolis while we continued our jobs to pay for it.

The experiment went so well that this past summer when we came across an opportunity to buy an even nicer Krogen 48 we decided to go for it. This would be our ideal boat with much more room and comfort than the 42. Of course we had to sell "Souvenir," and after several months of anxiety everything finally fell into place and we took possession of the 48, named "Aquila" in Florida in mid-October.

So we were off on another "trip of a lifetime," this time on our dream boat. Of course it was the time of year when everyone heads south, so like fish swimming upstream we fought the southerly migration. We probably passed a thousand boats of every type and size and have really come to appreciate trawlers and especially "Aquila." Passing sailboats motoring along with two people huddled in the cockpit behind a dodger on a crisp 40 degree morning, while we sit in the Pilot House of our centrally heated boat in shirt sleeves, reminded us of why we live on a trawler. Besides, if we want to sail I can just jump in my Highlander or the log canoe.

The trip up the ICW is a fantastic experience whether it's playing with the dolphins in the bow wake, motoring past million dollar houses, having a rum in a dock bar, or just relaxing on the fly bridge. Then there are the people. On our trips we have met many wonderful people in the little towns and marinas and on the boats. Unfortunately, the long neglected waterway is really becoming almost impassible in places. We bounced

on the bottom in the middle of the channel in several places in North Carolina until we finally went hard on a shoal. Thank goodness for BoatUS and their unlimited towing plan.

A little later in the trip we were stuck for a couple of days just south of Norfolk getting a blown hydraulic cylinder on our automatic roll stabilizers fixed. These hydraulically controlled fins keep the boat from rolling when underway, because you wouldn't want your drink to spill. Of course the real problem is we can't run the engine with the connected hydraulic pump without oil it. Our answer to these little setbacks is "it's a boat" and with a boat you have to take the good with the bad. The good news is we were stuck in our house on a pretty stretch of water. It's all about attitude.

We got to Annapolis on the Saturday before Thanksgiving and began preparations for our second winter on a boat. All I can say about the winter on a boat is that it isn't as bad as most people think. Sure getting up in the morning to shovel the snow from the dock is a pain, but it's easier than a driveway. You just push it into the water. Fortunately, this winter we haven't had any snow, but there has been some frost and ice on the docks so we have to be really careful leaving the boat. If you slip and

fall into the 35 degree water; it's not good.

The boat has central heating powered by a heat pump using the water from the bay. It works great and keeps the boat nice and toasty (and nice and cool in the summer). That is, until the water gets too cold; then it's time to break out the electric heaters until spring. Since January we have been running five of the oil filled radiator heaters and two ceramic heaters. Since the electricity is included with our dock, this is a great way to heat the boat.

Of course we learned that boats are not really tight so our fall preparation includes putting up clear plastic sheets to seal the windows and pieces of foam and bubble wrap stuffed into the nooks and crannies. Bubble wrap is a boater's best friend in the winter.

Fresh water is an issue because they turn off the water to the docks in the winter, so our tanks have to be refilled from long hoses from shore. Last year we had a 500 ft hose that ran to our dock that had to be drained, by walking and draining the entire length completely after every use, so it didn't freeze. Walking that hose on a cold, windy, winter day was definitely one of the low spots of boat life.

We are in a different marina this winter and they run hose underwater, under the dock. It has a valve on the end and they tie a line to it and leave it on the bottom. When we need to fill tanks we just pull it to the surface and connect our

(Continued on page 10)



The Redmonds motoring "Aquila" up 'intercoastal waterway' home to Annapolis.



Ready to Roll?

Don't Forget To Tune The Trailer

By Harold Bauer

Are you ready for the sailing season? Really ready? You've checked the boat out. The mast, boom and sails are ready. Rigging is good. Hardware is right. Lines are in great shape. Now all you need is to take the boat to the club and put it all together.

Before you take the boat out of the driveway, or the club, you may want to take a look at what's underneath: the trailer. Here are a few things to check before you put your rig on the road.



Working lights, good wheels, sound trailer; equal no breakdowns.

Because many of us use a ramp to launch and retrieve the boat two to three times a week throughout the season, constant dunking of the tires, wheels and wheel bearings can be hard on these components, not to mention the lights, wiring and the general condition of the trailer's frame. Because of this abuse, take some time to inspect your trailer to be certain that it's up to the task of carrying your boat safely.

A good place to start is to check the condition of the wheels and tires.

Rusted wheels aren't just ugly, they can be a sign of a wheel that is developing into a problem, that is developing into a mishap waiting to happen.

Wheel lugs that have rusted to the wheel may be difficult if not impossible to remove in the event of a flat tire.

Remove, clean and paint the wheels. Replace

or rusted or missing lug nuts or bolts with new ones. Apply a coat of anti-seizing compound to the lugs and tighten them securely. Don't forget to check them regularly to make certain they are tight.

Check the tires for proper inflation and inspect the sidewalls and tread area for cracks and bubbles. These can be signs of a tire that is ready to fail.

Grinding or squealing wheels indicate that there is a bearing problem. Generally, it is a good idea to repack the wheel bearings with new grease annually. A good time to do this is 'before' you put the boat into storage for the winter. But since you probably didn't last fall; don't forget to do it this spring.

The lights are the part of the trailer that seem to mystify people and typically gets ignored more than any other. Last year at a multi-class regatta, I was talking to someone that was planning to travel to the west coast for a national championship regatta. As we stood next to his boat, I noticed that one of the tail lights on the trailer was broken and the other was missing completely. When he told me that he planned to drive straight through without stopping, I asked if he was going to replace the lights on the trailer, since I knew that a large part of his driving would be at night. He told me that he thought that the one light worked as a tail light and he was "pretty sure" that the stoplight worked too. All I could think to say was "good luck." He said thanks; he was hoping to make the first division. (I think something might have

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(Continued from page 9)

hose. That's meant no walking and draining this winter, and that's been much better.

The good news is that "Aquila" holds 400 gallons of water, but we do laundry on board so filling tanks is still a weekly event. I tend to shower on shore most of the time, and I actually enjoy most of my walks up the dock in the quiet early mornings, although there have been a few mornings where the cold was a little more than just a nice refreshing wake-up. Most of the time, it's still good. On the other hand, Debbie likes to stay warm so she showers on the boat.

Pumping out the holding tank is expensive in the winter so one never passes the shore bathhouse without using it. We also only do our more serious business

ashore unless it's an emergency. It's a little inconvenient, but it really helps keeping the heads and holding system fresh. We have a vacuum flushing system that uses very little water and we've found that we can get six or seven weeks out of our 100 gallon tank.

This winter we have been spending our time on our beautiful new, warm boat truly enjoying our life as "live-aboards." Back Creek is a bustling thoroughfare in the summer with constant boat traffic, but it is quiet and beautiful in the winter. Living on a boat in the winter is all about quiet and serenity, except when you are riding out storms. Like last year we have become good friends with the other "live-aboards" on the dock.

Last year we were almost sad when

spring came and we didn't have our quiet marina to ourselves anymore. Of course with the good weather comes cruising the Chesapeake and enjoying the boating life in Annapolis.

"Aquila" is a great boat and we couldn't be happier that we've upgraded. As I write this it's about a month to spring which means we've almost made it through another winter.

We are really looking forward to this summer and traveling with our new home. It's really different to take your house with you to the creeks and anchorages of the Chesapeake. And marinas are beautiful places and we always have a waterfront home to come home to every night.

We wouldn't trade "Aquila" or the "live-aboard" life for anything.



In Memoriam

Merle Spring

By Harold Bauer

In the late 1950's, one-design sailing was experiencing rapid growth. Small yacht and sailing clubs were forming on nearly every lake and waterway. Merle Spring and his brother-in-law Fred Bauer purchased a couple of Penguins, joined Atwood Yacht Club, and started what would become one of the largest sailing families in the history of Highlander sailing.

After a season of sailing in the small boats, it became apparent that a larger boat would be in order and they set out in search of something larger, more comfortable for the families. The Penguins could be kept for the kids to sail. They acquired a rather tired, wood Lightning that had been donated to a church camp. They knew that the boat would require considerable work but decided that for the first season they'd give it a quick coat of paint and go sailing. However, after a few weekends of sailing and bailing, it was determined that a newer model was in order; something with fewer needs.

Merle and Fred talked to a sailor by the name of Jack Keplinger about the boats he was selling. Jack took them sailing on his Highlander, and it didn't take long for them to decide that this was the



Merle Spring

boat for their families. That fall, they placed their order for #303.

Merle's love of the water continued and within a few years, he purchased a cottage on Atwood Lake. Before long, he was the owner of his own Highlander, #124. Over the years, Merle owned several boats, among them, the Penguin, a pontoon boat, another Lightning, a couple of Sunfish, and Highlander number #505.

Merle shared his love for the water with his family. He wasn't much for being at the helm while racing but enjoyed sailing and being with his family in and around boats. All of his seven children were Highlander sailors at one time or another. Most current Highlander sailors probably know his youngest son, Rob, a three-time National Highlander Champion. Others may remember two of his older sons Chuck and Fritz, who were also very successful Highlander sailors in the 60's and 70's

After leaving Highlander sailing, Merle continued to live near the water. He had homes in Florida and the Virgin Islands, but remained connected to the Highlander Class as a Life Member.

In February of this year, Merle Spring went on to bigger waters. He was 89 years old. He leaves his wife Jean of 64 years, five sons and two daughters, along with eight grandchildren and eleven great-grandchildren.

Merle Spring will be missed by all who knew him. Those who did not know him, may now have a little better idea about how he quietly left his mark on the Highlander Class.

Bluegrass Fleet Update

Louisville's Flt 37 got off to an early '08 start hosting its first meeting at LSC, Feb 17, with Fleet Captain Bill Timmer and Fanny (HCIA Web Mistress) serving soup, brats, metts, soft drinks and adult beverages provided by recently new Highlander owner, Rick Martinson.

Included in the reports shared was a report from Bryan Hollingsworth on the Feb 16, HCIA board meeting. The scoop there included news that the '09 nationals was awarded to North Cape in the Toledo area, to be hosted by three Ohio fleets.

Additional discussion included Allen Boat Co's boat parts inventory, the responsibility of local fleets to maintain an up-to-date local boat inventory and also to push for local HCIA dues payment, and efforts at youth involvement.

A chili supper was proposed and approved for the Oct 4/5 Bluegrass.

John Emmerich and other LSC members attended a Rules and Tactics Seminar in Cincinnati. A request was made for John to do a local workshop on same, throwing in coverage of race etiquette and local race duty crew procedures.

Other business items included discussion of the sailing venue for the Bluegrass State Games (in-state Olympics type event), and a note of appreciation for Bill Timmer who will serve as '08 Fleet Captain and Jim McBee who will be Race Committee Chair. Others attending that day were: Jim Wilhelm, Berkeley Hollingsworth, Connie Emmerich, David Bauer, Neal Deaves Stewart Bridgman, Andy Miller, and Joyce Ford.

(Continued from page 10)
been lost in his translation there).

If your lights don't work properly, other drivers won't be able to see your trailer at night or know if you're stopping or turning, leading to a potentially dangerous situation.

Most lighting problems result from a bad ground, corroded or broken connections or the lights themselves that have been damaged. Inspect the plug for damage or wear. Be certain that the white ground wire is securely fastened to the trailer frame and replace damaged or missing lights.

When replacing the lights, consider replacing them with the LED type. Many

trailer manufacturers are installing this type of light as original equipment because they are more highly visible, require less power to operate and the bulbs virtually never need to be replaced. They are becoming more affordable too. I have seen them for as little as \$40 per set.

Inspect the wiring to make certain all connections are good and that the wires are secured to the trailer frame. I generally solder and tape all connections because they hold together better and have less tendency to become corroded.

Inspect the trailer for its general condition. Look at the nuts, bolts and

welds to make sure they are all secure.

A fresh coat of paint might be in order to protect the steel from rust. Take a moment to look over the winch and bow line, bunks and cradles, and the tie down strap or bar and mast carrier. Repair or replace worn or broken items as necessary. You can find all of the parts you need along with new lights, replacement wheels and tires at most auto parts and farm supply stores.

Whether you're taking the boat to the club for the season or getting ready to head out on the regatta circuit, you'll have the confidence that everything will get there safely without any trouble.



(Continued from page 6)

Ramada Ltd, Mooresville, (800) RAMADA or www.ramada.com.

Sleep Inn, Mooresville, (800) 753-3746 or www.choicehotels.com.

Wingate Inn, Mooresville, (800) 228-1000 www.wingateinns.com.

Hampton Inn & Suites, Mooresville, www.hamptoninn.com.

Springhill Suites by Marriott, Mooresville, (888) 287-9400 or www.marriott.com.

There are also a number of other hotels in Cornelius. For more information check out these web sites:

Lake Norman Visitors bureau at www.visitlakenorman.org.

Lake Norman Chamber of Commerce at lakenormanchamber.org.

Race City Mooresville information at www.racecityusa.org.

We will also have a "concierge service" at LNYC to answer any questions you might have about local amenities.

T-SHIRTS: Each registration entitles the skipper to either a free regatta t-shirt or a \$10 coupon for Coral Reef Sailing Apparel (CRSA). Coral Reef will be present at Nationals, and you can redeem the coupon there. Additional regatta T-shirts can be ordered for \$12 each from CRSA who will be selling a variety of items like PFDs, gloves and boots, as well as Highlander apparel.



A view from the cove, across the beach and up to the Pavilion-picnic-restroom area.

You can also order Highlander apparel customized with boat name or number.

To order additional regatta T-shirts

or to order Highlander or customized apparel in advance for pickup at Nationals, go to the CRSA website later this spring at www.coralreefsailing.net and look for the Highlander link under "Class Apparel."

LOCAL ATTRACTIONS: Three major shopping malls are within easy driving distance. West Marine is two exits away at exit 28 on the I-77.

Mooresville is the home to the majority of NASCAR's racing teams. It offers over 20 racing attractions including tours of race shops.

How about a tour of the Carolina Blonde Brewery in Mooresville with free samples?

Go whitewater rafting or kayaking, one hour away, at the new Whitewater Center where our Olympic hopefuls train and compete.

RESTAURANTS: There are hundreds in the area from fun places such as Lancasters BBQ & Wings (the official stock car capital of the world) to Morton's Steak Houses in Charlotte. Our concierge will have local reference guides available at the club.

(Continued on page 13)



Looking from the Pavilion down to the fun on the beach and the board boat area.



Sec-Treasurer Update

By Bryan Hollingsworth

At the HCIA board meeting in February I reported that membership numbers are running about the same as reported in 2007. One of the things I have become more aware of is the fact that the Sec/Treasurer is the 'only' person who knows who pays dues and who does not pay dues.

I want to share a little bit of that information with you. Everyone received a dues statement in January, but as of March 1, just barely over 50% have responded with their dues checks. Please, do your part, and don't be bashful about asking others to do theirs too.

I also sent a questionnaire to the Fleet Captains asking for an inventory of active and potential members as well as a general list of boats and their owners and any abandoned boats.

As of mid-February only three out of 15 fleet reports have been submitted with the pertinent info we are trying to gather to help identify people and boats. I must rely on the local fleets to help with inventory and membership. I am not asking you to dig in the snow to find out who owns the boat in the back row at the club grounds...but I do know it is a good idea to have active participation at the club level in order to build a strong class.

So, in the future I will also be sending a status-of-membership report to the fleet captains in the hopes of recruiting new members as well as those who may have dropped out along the way....perhaps you could post a sheet of lost or unpaid members on your memo board at the club to remind folks to submit their dues....or hold a local fleet meeting and offer to mail all dues payments in one envelope.

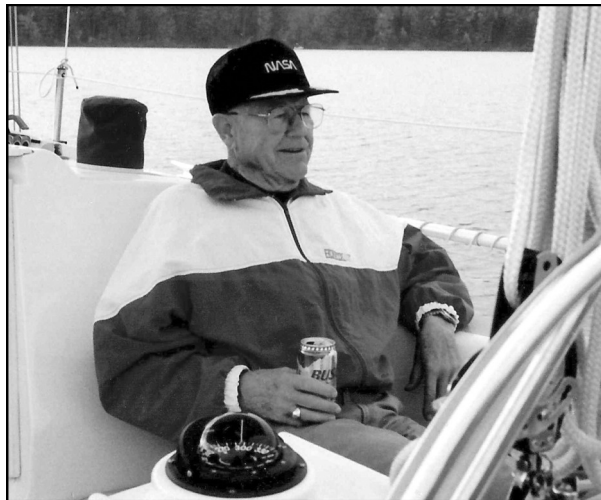
I would like to welcome Coral Reef Sailing Apparel to our class web page at (sailhighlander.org). Check them out if you haven't already. They are up and running, now with Highlander-branded items, and don't forget that they donate a percentage of their sales back to our class. I hope you will like their products as much as I do.

My brother Berkeley and I are busy prepping three Highlanders for spring racing and family sailing. We are looking forward to Midwinter's at Lake Norman again this year and are finaliz-



Sec-Treasurer Bryan Hollingsworth
ing our plans for a fun-filled week at Nationals. Hope to see you soon.

Remembering Ralph Redmond



Ralph Redmond enjoying quiet time in the cockpit.

By Mark Redmond

Ralph Redmond, long time sailor and friend of the Highlander Class passed away on December 2 at the age of 89. He began sailing at the age of 52 when he bought Highlander #549 in 1970 and soon became a fixture in the Highlander fleet at Atwood Yacht

Club. Throughout the 70's he raced, partied and helped build the fleet. During this time he served many years on the board of the HCIA and served as Commodore of AYC in 1977. He became a 'life member' of HCIA to support the Class as it went through some tough financial times in the late 70's.

He retired from Highlander sailing after the 1981 season to focus on racing and cruising on his Balboa 26. He was one of the founders of the cruising fleet at Atwood because he wanted to promote the same competition and camaraderie that he had found with the Highlanders.

Even though he no longer owned a boat he stayed active in Class and the Highlander fleet at Atwood by providing guidance and race committee support. He served as the PRO for several Gathering of the Clan Regattas at Atwood and was on numerous race committees at the Nationals throughout the 80's and 90's, serving as PRO several times.

He spent his remaining years as a fixture at Atwood Yacht Club racing his Hunter 29.5, "Illusion." After nearly thirty years of trying he finally won his class at the 2007 Harvest Moon at the age of 88. The Harvest Moon was his favorite because he could chat with his outside sailing friends and also with his Highlander friends at that event, and that was always very special to him. He loved sailing and he loved the Highlander.

(Continued from page 12)

TRAVEL DIRECTIONS:

From the North, on I-77 take exit 36. R at exit onto Hwy 150. Go 0.4 miles.

At 3rd traffic light take L on Williamson Rd (CVS on corner). Go 0.9 miles on Williamson to 2nd traffic light and take R onto Brawley School Rd (2 shopping centers that include Lowes Food, Harris Teeter supermarkets).

*** Then, go 5.3 miles on Brawley School Rd. to a traffic circle. Go around circle to 2nd exit to continue on Brawley

School Road 0.5 miles, and take 2nd L on Yacht Road. (LNYC sign is on corner).

Go 0.8 miles on Yacht Rd and take left into LNYC. Turn right once through the gate to clubhouse and registration.

From the South: On I-77 take exit 33. Take L at top of ramp onto Williamson Rd. At 3rd traffic light take L onto Brawley School Rd, then follow directions above at ***.



Cruisers' Corner

By Eric Jacobson

"Next summer I'm going to the Weavers convention in Toronto," said Chris, my wife. "Then when you're in the big city, the kids and I will do Ontario's Trent-Severn Canal in the Highlander."

The T-S Canal is a historic 160-mile waterway that crosses from Lake Huron to Lake Ontario in Canada, the Canadian equivalent of the Erie Canal. It's a working museum of 19th century canal technology.

As I described in last October's "Highlander," our boat had sleeping plat-



Jacobsons' hoisting the Solent lug rig.

forms and rain and mosquito protection. We also had an outboard motor. The new problem was the canal's 22-foot bridge clearance. To dump mast and boom on deck would trash the boat's habitability, but motoring without spars seemed unthinkable, especially since the canal system included several lakes.

Our solution, the Solent lug, is offered for two reasons: first, in case one of you also has a bridge problem; second, because it was a historic rig for the International 14 Dinghy, the model from which the Thistle and Highlander were developed.

In the very early 1900's high performance sailing dinghies were using a medium aspect, triangular mainsail set from a short mast and a "yard" of equal length which extended the mast.

The yard was hoisted to the top of the mast by a halyard fastened to the yard's middle. The yard's lower end was heavier than its upper, so it hung vertically. The upper two thirds of the sail's luff was attached along the yard, while the lower third of the luff was free.

A friend gave us an old, 18 foot mast, from which we fashioned an 18 foot yard with a slot for the sail's luff rope, and we were in business.

The pictures show how the yard and sail were hoisted and how well our standard Highlander mainsail sets. In strong winds, sail is reduced by moving the halyard attachment to a higher point on the yard (of course, reef points also must be tied around the boom). Since the reefed yard is lower, you could almost say that the mast is reefed along with the sail.

When we wished to motor or camp,



In Parry Sound, standard Highlander mainsail set as Solent lugsail; storm jib.

the yard and boom were suspended several feet above the cockpit.

For purposes of this sailing trip we developed convenient, short spars and a reefing mast, but it was achievable with our standard sails. It was simple, elegant and historic. I won't inflict details upon all of you; anyone interested can inquire directly.

(Editor's note: by request, Eric threw in this recap of a previous adventure).

Our family of five had a lovely cruise in Ontario. This cruise was written up in the November, 1987 "Highlander."

In brief, we based ourselves in Parry Sound, Georgian Bay. We sailed north between granite islands for a couple of

(Continued on page 15)

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The Classifieds

#927: Customflex, local fleet champion for many years. Simply rigged. Good solid boat on nice aluminum trailer. With new running rigging installed and newer sails: \$6,000. "As is" (you provide new running rigging) and "club sails": \$5,000. Jamey Carey, 937 725-1757 or mojo906@hotmail.com.

#906: Customflex, Outstanding boat; race-ready condition. This is original "Rigging Round-up" boat! Most competitive race record of any boat on market today. Two seasons on all running rigging. Allen "low-rider" trailer. Many extras. Needs home with racer. \$7,500 w/o sails or covers. Jamey Carey at 937-725-1757 or mojo906@hotmail.com .

#288: My Dad's boat needs a good home. Good condition. Aluminum mast, wooden boom and rudder, sails, cover, and nice trailer. \$1,400 or best offer. Call 260 710-0064 or email at : arborbuilding@verizon.net.

#503: '68' D&M green w/ white deck, new style mast w/ line halyards & rope clutches. New alum boom. "Rigging Roundup" upgraded. Custom full-skirted cover, full batten main, std main, jib , 2 spinnakers. Trailer w/spare. Asking \$2500. Al Chrusciel, Achruscziel@juno.com, 330 467-7880.

#959: Customflex, 2 mains, 2 jibs, 1 spinnaker. New Sailor's Tailor mooring cover, fully race rigged. Trailer included. \$4,500. Internet pictures available. Ralph Heuschele (952) 884-5944; r.heuschele@earthlink.net.

#838: '77 D&M yellow hull, copper racing bottom, light yellow deck, aluminum mast, boom, centerboard, racing fittings, full deck cover, main, jib and spinnaker, Sterling trailer (2,000 lb rtng). Stored inside. \$4,900, obo. Call Harvey Schach at 216-319-6615 or email at: jschach@ameritech.net.

#396: Built approximately in 1965. Disassembled and partially rebuilt with new plywood and fiber-glassed deck. Includes sails, spinnaker, hardware, mast, boom, rudder, tiller and paddles. Includes trailer. Has been garage stored. \$950, OBO, Bob Zednik 440 283-8332, 216 741-6440, or email to bobz@parmahobby.com.

#707: Crew leaving home. Good condition, lift & dock space at Cowan Lake, aluminum mast & boom, fitted cover, trailer, 2 complete suits of sails, winter storage under roof, \$4,000. Tim King (513) 646-6322, email, tking@jtking.com.

#26: 1953 wood D&M, very good condition, white hull professionally refinished with epoxy paint. Teak interior varnished 5 years ago. Aluminum mast, new standing rigging, 2 booms, 2 mains, 2 jibs, spinnaker. Recent trailer service: new wheels/new lighting. Newer 2 hp Suzuki outboard. \$5,000 obo. Gib Charles at GibSail@comcast.net or 970 412-0219.

See additional ads at: sailhighlander.org.

(Continued from page 14) days and returned; after that we sailed south along the Georgian Bay shore for five days, down to the southern end and the beginning of the Waterway, spending each night at anchor. During that portion of the trip we were in the Thirty Thousand Islands Provincial Park, a gorgeous place to cruise.

We motored up the beautiful Wye River to the old Jesuit mission, "Sainte Marie among the Hurons." Then my wife and daughter Lisa drove to the big city, while daughter Melanie, son Leif and I ascended the canal in our dinghy for another four days (about 70 miles).

We motored through locks with a gaggle of cabin cruisers and pontoon boats; we sailed across Lake Simcoe be-

tween thunderclouds. We were very grateful for our mosquito netting each evening. Our take-out was on Pine Lake, where we had time for a morning day-sail before our rendezvous.

My wife Chris is a very good sport.

And the editor would like to issue a special thanks to the Jacobsons for sharing their cruising adventures in their Highlander, and discussing their rigging alterations.

We hope to make "Cruisers' Corner" a regular column, but we'll need help from you.

We invite any and all of you to share your stories, notes, and tips on having fun in your Highlander.

"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

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@bellsouth.net. 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

MidWinter Regatta May 10/11

Do 'spring training' for the '08 Nationals at Lake Norman as they host our MidWinter Regatta in just a few weeks.

Highlanders will race in normal club racing but will have separate starts.

The warning gun for the three races on Saturday is at 1 p.m., with an earlier start on Sunday so that travelers can get packed up and get a reasonably early start back home that afternoon.

The LNYC Highlander fleet is cooking dinner for the whole club on Saturday night, so join the fun.

The average high temperature those days is about 79 degrees. Find information at: www.lakenormanyachtclub.com, or at radsail@aol.com.

Highlander 2008 Regatta Schedule

May 10/11	HCIA MidWinters	Lake Norman YC	Dick Doyne, RADSAIL@aol.com
May 17/18	Mayor's Cup	Eagle Creek	Charlie Brehob, cjbrehob@hotmail.com
June 7/8	Mad Plaid	Cowan Lake SA	Jamey Carey, mojo906@hotmail.com
June 14/15	Berlin Invitational	Berlin YC	Harold Bauer, hbauer494@juno.com
June 20, 21/22	Multi-class events	Rock Hall YC	Mark Redmond, mredmond929@gmail.com
June 21/22	Cleveland Race Week	Edgewater YC	Gary Vinicky, gsvh747@alltel.net
June 28/29	Pow Wow	Indian Lake	Carl, cberger@woh.rr.com , or Norris, nbourdow1@sbcglobal.net
July 5/6	Pymatuning Regatta	Jamestown, PA	rspring@neo.rr.com
July 19-24	HCIA Nationals	Lake Norman YC	Steve Hesler, shesler@carolina.rr.com
August 9/10	Hoover Fling	Hoover SC	Sue Bauer, 989bauer@netwalk.com
September 6/7	Harvest Moon	Atwood YC	Mark Redmond, mredmond929@gmail.com
September 6/7	Governor's Cup	Eagle Creek	Charlie Brehob, cjbrehob@hotmail.com
September 27/28	Highlander Regatta	Indianapolis SA	Jim McDonald, James.A.McDonald@att.net
October 4/5	Bluegrass Regatta	Louisville SC	Erin Spengeman, redsailor876@hotmail.com
October 18/19	Pipers Regatta	Lake Norman YC	John Gibbon, yellofev@aol.com

*** Always email the listed contact in advance to confirm regatta information. ***

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