



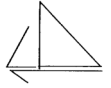
THE HIGHLANDER

Volume LIX, No. 2, April 2013



Photo by Gayle Kaufholz

Let's Get Ready To Rumble!!!! The Long Cold Winter Is Behind Us And Sailing Action Like This Awaits Us Along The 2013 Highlander Regatta Trail. So Grease Those Wheel Bearings, Pop That Boat Cover, And Sweep Out The Dead Mice. Sailing Season Is Here!!!!!!



The Highlander

Official Publication of
The Highlander Class International Association

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President's Perspective

At the time of writing, the temperature in Wisconsin was still hovering around zero, and it was so cold it hurt my hands working on boats in my barn. The frozen lakes were full of ice fishermen, which is something that will take a very long time for me to comprehend. The spring thaw seems a long way off, but the lengthening days offer promise of better things to come.

The board of directors has been busy this winter, and we roll into another full year of Highlander sailing with enthusiasm. Please make sure that you have paid your HCIA dues by the time you read this column, as we rely on this income to promote and sustain the class. You will have received an invoice from Cindy Fisher, so please write that check!

As you read this, the first regatta of the year at Western Carolina Sailing Club is only a few days away (April 6/7), and it will be good to see many old friends again and line up with all of the usual suspects. I hope to see many of you there.

The Highlander Facebook page now has over 175 "Likes," and gets regular updates. This is an important tool to attract younger sailors and it



Now sporting 52 fewer pounds, our new "leaner and meaner" Highlander Class President, Jon McClean.

serves as a good communication source. Please make use of it. The website too takes work to keep updated and as always we owe Boyd Barnwell our thanks for working diligently behind the scenes.

We will return to North Cape for the 2013 Nationals (July 13-18). This is a great venue and our class has many friends here. We can look forward to excellent racing and a very cordial atmosphere in the clubhouse. I have many fond memories from my trips to NCYC and I am looking forward to a week spent racing and even enjoying a cold beer. Mike Shayeson and Jamey Carey made me drink Gordon's Gin, neat, last time we sailed Highlanders there. We managed not to panic when all of the Tonic had been consumed.

On a more serious note we can look forward to expert post-race analysis, which is something we can all learn from. Bruce Busby will be making some changes to measurement this year. He is a real asset to the class and somebody that will always help with a Highlander technical issue.

Our Etchells campaign has progressed well. Skip Dieball, Paul Abdullah and I are campaigning 1372 and recently qualified to go to the World Championships in Italy in June. Skip has quickly understood how the boat moves through the water, and his first sail – a spinnaker – has won a lot of admiration from the Etchells fleet for its speed. He has some very exciting sail shapes and will make white sails later this summer.

Paul Abdullah has quickly impressed me with his view of the race track and rapid fire assessment of any situation. I had thought that I was a pretty decent sailor until I stepped onto a race boat with these two; I now know what world class looks like.

The boat will ship in a container in May to Pisa and we will use the Italian Nationals to familiarize ourselves with the wind and location. Hopefully Boyd Barnwell and Brenda will be able to join us in Italy, and any Highlander friends are welcome to visit.

Also, for optimum crew weight and performance, I have lost 52 pounds to get our combined crew weight to 628 total. This will make Highlander 906 go quicker downwind too.

As always please let me know if there is anything you need from your class. We all do this because we enjoy the boat and each other's company.



Fleet 47, Readies for 2013

By Jeff Curtin and Mac Cooper

Greetings from Rhode Island! We had a very successful 2012 season and are looking forward to continued growth and more fun in 2013. For those of you who don't know, we're the brand new Highlander Fleet 14, at Greenhaven S.C. and race on Little Narragansett Bay.

It's at the mouth of the Pawcatuck River on the border between Rhode Island and Connecticut. We race on Saturdays in the spring and fall, and Tuesday nights in the summer. We sail in a very popular anchorage and there are usually too many boats in the bay to safely hold a race on the weekend in the summer.

We were excited to welcome several new members last year. One of the first boats we purchased to build our fleet came from Lake Norman, NC. Turns out, that boat, 579, was our first fleet champion in 2010, sailed by Mark Steinmetz. Last year Mark ended up buying 940.

A year went by and we almost gave up on ever seeing old 579 out on the race course, but in 2012 we were delighted to see her re-named, "Such A Deal," and make quite a comeback. The new owner, Bob Klein, showed up on a Tuesday in June to test the waters. Bob sailed the first race single-handed with only the main.

The next week he brought his 10-year-old son, Conner, who steered "Such a Deal" for his dad. Things got even better when Bob brought along his sailing buddy, Chris Hansen, who brought his 8-year-old son, Braedon. They blew away our small fleet and had a great time.

Our good fortune improved yet again when Chris purchased our loaner boat, 542, just in time for our final series of

Saturday races.

At the beginning last season, Cindy Brennan expressed an interest in our fleet. She heard from a mutual friend that we were having fun. She wanted to learn to sail and jumped right in, purchasing 792 from Vermillion, Ohio. She painted her new boat, flag blue, named it "Lil' Naughty," and watched as it quickly became a contender for Queen of the Fleet. Cindy was out sailing with us on both the Tuesday evening series and September weekends.

The other contender for Queen of the fleet is Rick Brown's 759, "Mayhem." Rick spent a lot of last winter rehabilitating her, including interior and exterior paint as well as all new rigging. Rick is one of our fleet's founding members and a regular competitor. It's fun to see enthusiastic fleet members fixing up their boats.

Late last summer we were also joined by Jessie Diggs from Stonington, CT, who is busy fixing up 803, one of the original Stonington boats, for 2013. The last I knew, this boat was upside down at Mac Cooper's boatyard, being 'souped up' with the sound of power tools all around and exuding

the smell of epoxy from a newly cored deck. Jessie helped Cindy Brennan sail once last season, and we hope to see a lot more of him this summer.

Our last Greenhaven Sailing Club race this year was on Oct 6. Seven boats showed up and Little Narragansett Bay gave us three breezy races, with winds in the upper teens. The Watch Hill Yacht Club graciously provided us with a start



In some tight upwind racing action, our former 'loaner' boat 542, with "Mayhem" and "Such-a-Deal" in hot pursuit. Fun!!!

after their fleet start of nine Watch Hill 15s, a fiberglass version of the original Herreshoff design. This worked beautifully. Thanks ,Watch Hill YC.

Bob Klein and his wife, Ann; son, Conner; and daughter, Alison won the day. Bill Stoddard and his crew had a quick but thrilling initiation to Highlander sailing and finished well, considering they were thrown into the fire. Bill and crew had a great time in the blustery conditions on our loaner boat 734.

In general, our sailing year was excel-

(Continued on page 4)



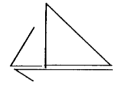
At Dieball Sailing, we take a different approach to sailmaking than our competition. We know the rigors of Highlander sailing because we are Highlander sailors! We pay attention to the little things that make good sails great!

It's that different approach that has earned Dieball Sailing Highlander Sails Four Consecutive National Championships!



Scan here to learn more!

www.dieballsailing.com
419-726-2933



Those Disgusting Redmonds

(Editor's note: Okay I checked; they were okay with the headline, but just look at what those two turkeys are up to).

By Mark Redmond

Our intrepid editor has asked me to provide an update to the story in the January issue that we did on our trip south. In case you missed that story, Debbie and I are "retirement cruising" on our 48 foot, Kadey Krogen trawler, "Aquila." After riding out Hurricane Sandy in Annapolis late last October, we headed south in early November.

When I wrote the last article we were in Beaufort SC. It had been a cold and windy trip down the Intercoastal Waterway, but we were having the time of our lives.

We continued south from Beaufort through the low country of Georgia finally arriving in Florida on November

27. On the way we stopped in Hilton Head and watched the Ohio State/Michigan game from the most amazing Ohio State bar, only it was in South Carolina.

We also found the little town of Sunbury, Georgia way off the beaten track in the salt marshes of Georgia. The local bar/marina is a wonderful family-run homemade complex that looks like it came alive from a country song. It was maybe our favorite discovery of the entire trip.

The weather stayed relatively cold and windy until we got to Vero Beach, Florida. Finally, the temperature was in the 70s and at last we felt like we had escaped winter. The dolphins swam in our bow wake, off and on, for much of the way.

Our bow pulpit was a great place to watch them from above. Sometimes Debbie and I would both be up there watching them, while I drove the boat with the wireless autopilot controller.

On December 5, we finally arrived in Stuart, Florida, 33 days after we left Annapolis. We cov-

ered a little more than 1,100 miles on the way. It was finally warm and sunny and we were happy to be at our winter home.

However, things were also more



Look closely and you'll see 'Athena' Redmond doing some back seat driving, as Debbie kayaks around their marina.



Dolphins, off bow of "Aquila," heading south.

(Continued from page 3)

lent; we've grown to ten boats now in the mix and one loaner boat available.

We are trying to keep the fun and friendly spirit of Highlander sailing alive and well up here in the Northeast.



More Fleet 47, 2012, racing action on Little Narragansett Bay.

complicated than we had planned. On the way south we stopped for several days in Oriental, NC. As we arrived, we accepted an offer to sell our house at Atwood. Two days later we made an offer on a waterfront house in Oriental which was accepted.

The rest of the trip included working on all of the stuff that goes with selling and buying a house. It was truly bitter-sweet cutting our ties with Ohio, where we both grew up, but having had a taste of our new life style, the decision was a little easier. We know we are doing the right thing.

Now that we, and our 'boat home,' were in Florida we had to deal with the housing move from Ohio to North Carolina. I left a week after we arrived to go to Ohio and packed the house. Debbie joined me a week later.

We spent Christmas in Ohio and then I returned to Florida to take care of our "crew" of four cats and get some work done. Debbie finished up with the Ohio house and then went to Oriental to supervise some work that was needed there. She wasn't able to get back to Florida until the end of January.

As I write this, we are finally together enjoying the "live aboard" life in the Florida sun. So far I haven't had long pants on in 2013, but we try hard not to rub that in with our friends up north. We are also doing lots of research on the

(Continued on page 5)



Plan Now! North Cape Nationals

By Doug Fisher and Skip Dieball

Imagine a relaxing morning, enjoying a coffee and gazing upon miles of unobstructed lake views; the sun rising in the distance, a nice warm breeze building. Maybe you feel the urge to walk down the beach and then that anxiousness that you often feel on a typical race day, begins to excite your spirit.

I know it sounds like Cowan Lake but this scene will unfold at Cowan's bigger sister lake, Lake Erie, which is home to the North Cape Yacht Club, and our 2013 Highlander National Championship.

You can insert yourself into the scene above; mark your calendar now. The Highlander Nationals is scheduled for North Cape Yacht Club in LaSalle,

Michigan off the shores of western Lake Erie, July 13-18.

By all accounts, the 2009 edition of the HCIA Championship at that site, was quite a success: fun parties, live entertainment, and great racing. We will have all of that and more this summer and it's time for you and your family to, right now, plan your summer vacation at North Cape Y.C.

We are planning to have several theme parties in the evenings, so bring your social skills and of course party hats. There's a great bar in the North Cap clubhouse and with any luck, hopefully, Jamey Carey will "ring the bell" so drinks are on him, hoorah... It doesn't get better than that.

So consider what you will be missing if you don't attend; perfect venue, parties, fellow sailors and a great place to sail for the week of Nationals; so get it on your summer schedule now while the temps are in the teens.

The facilities at North Cape are really unique in that it is a "sailor's club." With a large, but very low key, club house,

ample room to camp, and multiple hoists, NCYC is truly a gem of a location. They have hosted some of the largest one-design championships in the last 20 years.

National championship sailing com-



The yard parties at every national championship just seem to pop up like dandelions in the spring time.



North Cape features convenient launch facilities.

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happy hours in town, which is going quite well. We also do lots of kayaking, boat chores that never seem to end, and of course just relaxing.

It's not all fun and games because I am still working twenty hours a week. Remember, I'm only semi-retired. Still, we are having the time of our lives.

Because of all the time we spent with the houses we have decided not to go to the west coast of Florida, as mentioned in our January magazine article, but to just stay and chill here in Stuart. We are learning that in boating, the only plan is not to have a plan.

However, it looks like we will head north in March and spend most of April and May in Oriental really getting moved in there. After that we will work our way

north to Rhode Island and spend July and August there. That's as much of a plan as we can handle.

In case you are wondering, both of our Highlanders are moving to Oriental; and one of them will always be on a lift in front of the house (waterside) so we can walk out and go sailing about any time we want.

At right, Mark Redmond is showing off "Aquila's" land tender.

At last check with the 'floating retired couple,' they too were having to endure some of 'our' cold weather, as they were back and forth from Florida to Ohio clearing up final details of their home sale.

From time to time, we hope to feature updates of their adventures.

petitors in classes like Lightning, Thistle, Interlake, Snipe and Highlander have all left our facility truly satisfied that their free time was very effectively spent doing what they love....sailing and celebrating sailing.

The race area is directly out in front of the clubhouse for easy and quick access. Race committees are nationally ranked, and well organized to handle a national event with the large open-water sailing on Lake Erie. It's an awesome area for sailboat racing.

North Cape is conveniently located

(Continued on page 6)





Measurement Preview North Cape Nationals

By Bruce Busbey

For this year's nationals, in addition to the typical measurements from years past, I have added a check of the Royalty Tags on your sails as well as the Z-dimension on the rudder.

We also would like to take some informative measurements that will not affect your eligibility to race.

The following will be verified or checked prior to your release to compete in the 2013 Nationals:

All brand new sails, sails without a 2010 or later Nationals stamp, and sails that have been repaired or modified must be measured.

Sails that have been stamped at any Nationals from 2010 to 2012 and have not been modified or repaired do not need to be measured.

All sails used for racing in the 2013 Nationals must have Royalty Tags "attached."

Boat weight, spinnaker pole length, J-measurement, centerboard trailing edge thickness, centerboard maximum thickness and safety equipment (refer to the Highlander website Rules Governing Racing section; sailhighlander.org).

Rudder Z-dimension as defined on page 32 of the Official Highlander Class Specifications (see Highlander Class website).

And the following are the informa-

tional measurements that we will be taking; please have these items checked "before" stepping your mast:

Length of main halyard exit point to butt of mast.

Fully rigged mast weight.

If you have any uncertainty or questions about this required process, please don't hesitate to contact me via email (sail500@aol.com).

The new and informational items that we've added this year will hopefully not require much extra effort or time on your part.

With that in mind, I would encourage you to check your rudder Z-dimension and Royalty Tags prior to arrival. I hope to see you at North Cape this year for another great celebration at Highlander Nationals.



HCIA Chief Measurer, Bruce Busbey

(Continued from page 5)

just off of I-75 providing easy access for

all the Highlanders sailors in Ohio, Indiana and beyond.

There's a large lawn area for all types of after-race game activities, plenty of parking for boats and easy access to the hoist.

Please refer to Chief Measurer, Bruce Busbey's

And who can forget this 2009 North Cape Nationals eye candy: It's the "Hollingsworth hotties."



The Berlin Invitational

By Harold Bauer

This is your invitation to the 63rd annual Berlin Yacht Club Invitational Regatta June 14-16, 2013.

The folks at Berlin are hard at work making preparations for this traditional regatta that will include the best in hospitality, racing and entertainment; sure to satisfy all sailors, families, and crew.

Friday evening will kick off with a welcome gathering that will include complimentary food and beverages for all sailors. Because this is a multi-class event, it's always a great opportunity to catch up with friends, both in the Highlander Class as well as those who sail in other boats. Saturday following the complimentary breakfast, get your boat ready for an afternoon of great racing.

Following the races, relax at the cocktail party and finish the stories that began the night before and add a few from the day's races. The music and a few beverages will make the stories better and possibly even believable. Sunday will again feature a complimentary breakfast followed by more racing.

When planning your summer, be sure to include June 14-16 at Berlin YC to enjoy the best complimentary camping, cocktails and entertainment of the regatta season.

For information contact Harold Bauer at: hbauer494@juno.com or visit: www.berlinyachtclub.com.

accompanying article regarding the items that will be inspected at this nationals.

Before you pack up your boat, 'please do' double check your boat for all of the items listed, so measuring in, will go more quickly for all of us.

So make your plans now. Camping will be available on-site. Nearby hotels are incredibly reasonable and there are even rental homes within a few miles.

More information will be posted to the Highlander Class website (sailhighlander.org) and to the HCIA class, email list-serve, so be sure to check both of those early and often.

Of course feel free to reach out to us directly:

Doug Fisher: tapdoug@aol.com,
Skip Dieball:
skip@dieballsailing.com.



McClean Etchells Campaign Update

By Jon McClean

Miami's Jaguar racing series, this winter, certainly lived up to its promise; beautiful 80 degree weather, sailing in 10 knots of breeze, and very close, intense racing. On one occasion, on my trip down from frosty Wisconsin, I experienced a 90 degree temperature change.

Skip Dieball, Paul Abdullah and I are campaigning Etchells 1372 for the World Championships in Italy in June, and we have used the Jaguar series in Miami, this winter, to start to learn how to sail the boat, and about the complexity and subtlety of rig position. We are all Highlander sailors and we've really appreci-

sailing with Skip and Paul. It usually starts on the dock well before the race with an appreciation of the likely weather, which points us towards a sail choice for the day. We usually use an All Purpose mainsail, and have the choice of two jibs (one up-range, one lighter) and two kites (again up-range or lighter). Once the weather pattern is reviewed, the sail choice is made, and often we'll carry a spare jib if the wind speed is changing.

As we make the way out to the start area, often a 2-3 mile sail, we will talk about what we can expect for the day, and look at the other boats around us.

We will usually select a straight line partner, and will sail a straight line, or else do a planned five-minute split; one sails for five minutes on port, then five minutes on starboard. When we meet again we see which side



L-r: Skip, Jon, and Paul sailing their way into the Etchells crowd.

ated all of the messages of good luck that we have received from other HCIA class members.

I've been struck by many aspects of

is advantaged.

The correlation between those boats out early doing this and leading/winning races is striking.

Mayor's Cup, In Just Weeks: May 18/19

By Kenny Chapman

Welcome Highlander sailors to Eagle Creek! The Mayor's Cup is coming soon (May 18/19) and as always we "Creekers" can't wait for this event's largest bunch of one design sailors to get here.

Thanks to our new Racing Chair, Perry Cameron, the simplified format for all regattas will be, the biggest fleet wins.

This news is aimed at all fleets com-

ing to the Mayor's Cup, including PHRF fleets and other Sandy Douglas designs.

So saddle up and get yer ducks in a row because we still promise great food, parties, more beverages than you should consume, regatta shirts, continental brunches, and the best possible racing.

For more details: chapmank@comcast.net is Kenny's email.



L-r: Kenny Chapman in "Cowabunga" with Dr. Bob.

As we enter into a start sequence, Skip and Paul will consider the start line, and we'll elect a preferred starting location. We'll make a preferred side of the beat call fairly early. As we enter into a start sequence, the boat quickly becomes all business, and Skip has now managed to pull off a good number of race-winning starts. He's a quick learner.

Holding a lane going upwind is critical, as is pace and height off the start line. Etchells exhaust a lot of dirty air from the rig, and the keel also exits a lot of confused water. So starting in the front rank is the only place to be. Those starting in the second tier have a very hard time working through the fleet.

The turning marks are a frenzy of activity; Paul is able to size up pretty much any situation and evaluate an exit strategy, whilst Skip has quickly understood how the boats move and is able to see trouble well in advance. Many of the "cross or tack" calls we make are cleared only by inches, and remember these boats are often traveling with closing velocities of 14-15 knots.

Our best result to date is a two overall, out of 57 boats. Overall we are in the top five boats with one regatta left to race for the Jaguar Series. Dieball Sailing has quickly made friends in the Etchells Class, and now offers sun covers, and difficult-to-source parts such as trailer bunks made from HDPE and covered with a water phobic extruded material.

Italy will be very exciting. The Australians will send a strong contingent, and Pacesetter Yachts, their new builder is making fast hull shapes. We will warm up at the Italian Nationals, and then race for the World titles. You can see our progress at www.etchellsna.org.



Highlander Exhibit A Fixture

Flt 14 "Shows Off" At Mid-America

By Gary Vinicky

Well, we have finished yet another presentation of the Highlander class at the Cleveland Mid-America Boat Show. As many of you recall from past issues of this magazine, the Highlander was present at the first Cleveland boat show in 1958 and that was the birth of Highlander Fleet 14, fifty-five years ago.

It was a bit stressful early last fall because the footprint of the show ended up to be about half of what it was in the 2012 event. In fact, for the first time, in memory, we shared the floor with the Sportsman Show and the NARI (North American Remodelers International) show; with the boat show sandwiched in the middle.

When I think back about 10 or 12 years ago, the boat show commanded about 1.1 million square feet and spread about the entire ground floor of the IX Center. It just goes to show you how things have changed with the downturn of the economy in these parts.



The Highlander with one-design friends at the Mid-America.

In addition, the run of the show was cut back from ten to five days. We were initially told that the expo may not be able to fit us in due the reduced floor space for boat displays, and that we should 'check back' with show organizers in late December.

Since that time frame would be just about two weeks before the show started, I would not risk waiting that long. So I

wrote a long email to the Lake Erie Marine Trades Association (LEMETA) G.M., about the fact that the Highlander was in the first boat show and how important this event is to the sailing associations. It is a way we bring new people into boating and the sport of sailing; you know, 'Fresh Blood.'

I know LEMETA touts this show as a means to bring new people into this lifestyle activity. So, I think I may have shamed them into it, but it worked.

The one-design sailing associations do not pay the standard fare but are given floor space on a complimentary basis. So, much thanks goes to Ken Alvey, LEMETA's general manager, who recognized the importance of what we do. Otherwise, we would have been dead in the water.

However, we also had an alternate plan in place if the January boat show venue would not accept us. I had contacted the Jet 14 Fleet at EYC and, together, we would have held our own in-water boat show at Whiskey Island when the water warmed up.

In fact, we may do that anyway. Also note that LEMETA holds in-water boat shows at Catawba Island

Yacht Club in May and also one at Cedar Point in Sandusky in September. We plan on looking into that.

Getting back to the 'Fresh Blood' label of Fleet 14, Mike Lovett with "Sailing World," picked up on this concept after interviewing many of us about our Nationals event in Cleveland last July. In the coverage of the 60th Highlander Nationals that was pub-

lished in their 50th anniversary issue, Mike truly captured our whole successful process.

The secret for us in growing the Class is the Mid-America Boat Show at Cleveland's International Expo-



Displaying some Fleet 14 "Sailing World" coverage.

sition Center (IX Center). In any January, a visit to that event will introduce you to the Highlander, sometimes, the only sail boat in the show amongst all of the power boats and personal water craft.

The article in the October issue of Sailing World highlighted the experience of the new Highlander Class sailor, Chris Chillemi, a Cleveland fire fighter. He had wanted to get into sailing but did not know how to go about it until he stumbled into the Highlander display one year.

When he found our booth at the big show, he signed the visitor's log and was contacted a few months later about crewing in the Highlander, Wednesday night, beer can races. Recently, he bought Highlander 977 from Steve Sun, and with encouragement from this writer, participated in the 60th Highlander Nationals held in Cleveland. He never regretted that decision since he did not end up in last place.

As for this past boat show, we have already followed up with the 20 or so visitors to our display and have invited them to visit with us at any of our "first-Tuesday-of-the-month" gatherings that we hold at Edgewater Yacht Club from October through May during the off-season. I will report on how this "boat show class of 2013 visitors" works out in a later issue.

Since we have been so fortunate to

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Executive Sec-Treasurer's Report

By Cindy Fisher

Like me, most of you probably are looking forward to Spring arriving for another great sailing season. As your new Executive Secretary-Treasurer I have been working on sending and receiving 2013 membership renewals.

I am happy to say this season we have added a few new folks to the HCIA family: at Lake Cowan, Mike Larison and co-owner Ed Hatfield bought 958, also in the Cowan area Alan Partee bought 611, and Claude "Mac" McNeill at Lake Norman brought back to life, hull 92 after being in the dry dock for 20 years. To all, welcome!

Another bright note is that it looks like this season we will have another fleet joining our class. Chris Kafsky is working on adding Western Carolina Sailing Club at Lake Hartwell, South Carolina (see back page).

This year we sent out 160 membership forms and as you will see below we are still waiting on a few to return their forms. When you renew your member-

ship you are: helping the class with the publication of this fun and informative quarterly class magazine; helping pay for our boat molds' storage and insurance; and supporting the HCIA website that is just amazing.

At the writing of this column we had memberships unpaid at: Fleet 7 - 1, Fleet 10 - 2, Fleet 12 - 6, Fleet 14 - 9, Fleet 16 - 3, Fleet 17 - 5, Fleet 27 - 14, Fleet 37 - 6, and Fleet 47 - 3. Any help you can lend in getting your local Highlander owners to do their part in supporting the Class would be much appreciated.

I could also use your help in passing the word, if you know of any Highlander that's been sold or purchased recently; or sharing any other bit of information that you think will help the class. Please feel free to contact me at any time by email at: toofish2005@yahoo or you're welcome to phone at 937-271-8658.

I have received a few returned magazines and membership renewals due to incorrect address information. If you know them (below) and can help clear up the issue by sending to me their correct



Business office chief: Cowan's Cindy Fisher

addresses, that would be most helpful. They are: Craig Rule, John Mellnik, Donald Steva, and Joe Volkert, III.

Thanks for your help. Have a great sailing season.

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have this boat show in our back yard for so many years, it never fails to amaze me about all of the people who visit our booth. It seems that in the Midwest, there are so many sailors who stop by that tell us that at one time or another, that they had either crewed on a Highlander or owned one.

Not once, ever, did any of them tell me how awful the Highlander is. To the contrary, many say that they have never had so much fun; and talk about the exciting rides they have had on this sport boat that we've come to love.

It continues to frustrate me as to why our numbers have lagged so far behind the Thistle and the Flying Scot. However, I feel that we are a special Class and a first-class group of people.

Our local PRO, Jim Titgemeyer describes the Highlander Class as the most gregarious group of sailors he has ever met; and he has been the PRO at countless One-Design regattas.

Soon after our nationals awards banquet, Jim's wife, long-time partner, and best friend, Claire Titgemeyer, passed on. She was such a sweet friend of Fleet 14. She has left a deep void in our sailing

community that will take a long time to fill.

The article in the October issue of Sailing World titled 'Fresh Blood - Family Ties,' goes a long way to describe why the Highlander Class is so enduring; it is because of the people. It was so cool that we were highlighted as the most "enduring" Class.

We need to take advantage of the recent interest/emphasis on the 20-22 ft racing platforms in the development of the Laser SB3, the Melges 20 and recently, the J70. These are all legs-in racing platforms for a crew of three, that all cost about \$20,000 more than a new Highlander.

Unfortunately, they all have elected to use cockpit lifelines or rails that prevent hiking. We have recently pro-

claimed ourselves as the 'Original Sport Boat' and rightly so, since none of these other platforms allow full-out hiking and they all have hefty fin keels. In my mind it takes a bit more "sport" to sail a Highlander.

This coming season, Fleet 14 will be



Visitors mix it up with Fleet 14 folks; learn about Highlander.

out on the race course with a brand new fleet of J70's. I will report on how that goes in a later issue.



“Looking Back” At Nationals

(Editor's note: Without reservation this is the editor's favorite, annual column. We appreciate Mark Redmond, even though now retired and using 'mobile' archives, as he has once again given us valuable insight into our truly rich Highlander heritage).

By Mark Redmond

Last April, I took a 'look back' at the people who sailed and won our National Championship, discovering that these events had many other interesting stories behind them. Looking at the Nationals through the years tells us lots about the history and make-up of the Class.

Initially, I was struck by how things were so different in the fifties. Life was different and certainly it was simpler than it is today. The Highlander was a new class that was small, enthusiastic about its boat, and excited about its future.

In 1956, fifteen boats sailed in the Nationals at Duxbury, Massachusetts. Four boats made the long trip from Ohio in those times, before there were interstate highways. Builder, Ray McLeod, won the five-race series that took place over four days. There was plenty of shore time and the regatta was as much a vacation as it was a competition.

A year later 28 boats sailed at Mentor, Ohio, with Buck Bailey traveling all the way from Corpus Christi, Texas, and the trip paid off as he won all five races.



A couple of mains are reefed in this photo from Nats 1957.

During that nationals event, Lake Erie reared its ugly head on the last day as winds blew 25 to 30 mph.

Some didn't even go out. Others sailed with reefed mains, but they raced. Unfortunately, Jack Devanney from Cincinnati capsized and his boat was destroyed as he drifted into the shore-side rocks. The destruction continued on the champion's drive home to Texas when a 16-year-old kid ran a red light and nearly

totaled Buck Bailey's boat.

A year later Buck had a repaired boat to defend his championship at his home club in Corpus Christi. Twenty one other skippers were on hand in Texas to see if they could dethrone him.

Amazingly, 14 skippers towed their boats from Ohio, New Jersey, Georgia and Florida to compete. Also of note was the fact that Colby Coombs, Rick Howard, John Gooch and Ted Bond got together and bought a \$50 car, and drove the 2,000 miles to Texas, where they each crewed on a different boat.

All of the boats from the north arrived together and were given a police escort complete with sirens to the yacht club. When they arrived they were greeted by the mayor and president of the chamber of commerce. To complete this northern "invasion" they all sailed the series in blue Civil War hats. The racing was great, but not without controversy.

Because the legs of the races were quite long back then, they used a power boat as a lead boat to show the course. In the last race local sailor, Mark Bratton, had a three-minute lead and was following the lead boat to the next mark.

Unfortunately, unbeknownst to Mark, that power boat sailed off course to do some sightseeing and to take some pictures. By the time he figured out he was following a "tour boat," he ended up in sixth place. His protest went nowhere.

However, another local had better luck, as Buck Bailey was able to successfully defend his title and become the first sailor to win back-to-back

Highlander national championships.

Another trophy was awarded at that year's nationals. Cowan Lake took home a new award donated by the host fleet for the best overall performing fleet. We still award that Corpus Christi trophy today.

It is obvious that in the early days, the Highlanders were a traveling group. To illustrate, in 1959, 31 boats traveled to



Future Highlander sailors at Port Washington in 1965.

Perth Amboy, New Jersey to sail the five-race nationals at Raritan Yacht Club. The longest travelers, from Texas, made the trip worthwhile because Mark Bratton from Corpus Christi didn't go the wrong way on the course this time, and was crowned Class Champion.

More amazing Myron Appel, also from Corpus Christi, finished second. There was some hot Highlander sailing going on in Texas and they weren't afraid to bring it to the rest of the country.

We then moved into the sixties and the Nationals came back to Ohio, specifically, to Put-in-Bay. Forty one boats sailed and the series was won by Richard Farkas from the previous host, Raritan Yacht Club. He also broke the three-year run of the boys from Texas.

An interesting feature of that Nationals, was that you couldn't put your boat on the 1960's equivalent of the Jet Express (a high-speed ferry out to the islands of Put In Bay). At this nationals, boats launched at various mainland locations and sailed some distance north to

(Continued on page 11)



the island of Put in Bay. So a few of the competitors got together and "raced" out, creating a new event called the Fling which was a two-races series. There was a race to Put-in-Bay before the regatta and a race back after the series. In a clean sweep, Richard Farkas also won the Fling. There is no record of how many beers were consumed at Frosty's during that series.

By 1962, the Nationals had grown to 50 boats, the largest Nationals to date. Fifty boats would be great today, but it was even more impressive then, considering that there were only a little over 300 Highlanders built and the Class had 131 members. Despite the carnage seven years earlier, folks came back to Mentor



Yes, even in the mid sixties, here at Port Washington, we had members testing all sorts of boat entry techniques.

to sail again on the big water of Lake Erie.

Gene Wood and Chris Magnussen were clearly the cream of the crop as, between them, they won four of the five races, no small feat when there are 50 boats on the line. In the end, Gene bested Chris by two points.

Chris got the better of Gene in 1963 and 1964 becoming our second back-to-back champion. It wasn't easy in 1964, as Gene took a DNF in the third race which added fifty points to his score and put him in 9th. Had he finished 8th or higher in the third race, he would have been champion.

In 1965 they dueled again and this time Gene got his revenge and won his

second championship at Port Washington on Long Island. Port Washington was a last minute replacement for Larchmont, NY who backed out due to scheduling conflicts in January. Maybe that's why only 31 boats made the trip.

Things got back on track in 1966 when forty five boats traveled to Lake Geneva, Wisconsin. The series was won by Dr. Bill Allen from Corpus Christi. Unfortunately this great success also was the end of the phenomenal run of the Texans.

In the previous ten years, sailors from Corpus Christi won four Nationals and the club hosted them twice. Dr. Allen raced again in 1967, but that was the last time a boat from Texas competed in a Nationals.

In 1967 the Nationals again returned to Mentor and a new record of fifty three boats competed. Besides the number of competitors, there were other signs that the Class and boat were changing.

Romme Everdell from Duxbury bested the fleet and he did it in a

fiberglass boat, the first non-wooden

boat to win. Fiberglass was new to the class and we didn't quite have the glass thing down yet as Rommey's #346, weighed in at a whopping 936 pounds.

By contrast, the fourth place finisher was Bob Busbey, #500, a wooden boat with a listed weight of 731 pounds.

At this time the Class had no minimum weight, but based on a statistical study of the weights of the 53 boats in the 1967 Nationals fleet, the minimum weight was set at 830 pounds. By the way, the next

time a fiberglass boat won the Nationals was eleven years later in 1978 (Larry



1966 Highlander Nationals Champion, Dr. Bill Allen

Klein in #855).

Things really came together for the Class in 1968. Sixty two boats traveled to Duxbury, Massachusetts for what was by far the largest gathering of Highlanders at that time. We were still racing a five-race series and there was no split fleet which means there were sixty two boats on the line for every race.

Obviously, consistency was the key in such a fleet. Remember, there were no throw-outs and no 720 rule. Foul someone and you had to retire from the race.

Also, the sailing area at Duxbury becomes dry at low tide, meaning the racing had to be scheduled around the tides, causing some races to be considerably shorter than they would normally be. All of this may have made this the most challenging Nationals ever.

Hometown sailor Jack Clark was the most consistent and was rewarded with the Championship, despite the fact that



Excuse the fuzzy archive photo, here, of 1966 Nationals Champion Jack Clark and family with, at left, HCIA Class President, Jim Smith, at trophy time.

he didn't win a race. Defending cham-

(Continued on page 12)



Bringing Back Old #92

By Mac McNeill

Highlander #92 was delivered to me at Lake Norman YC just as Pipers weekend was beginning, in the early 1990's (I don't remember the exact year, maybe '91). John Clark, Jr., of Duxbury, Mass., the original owner's son, wanted one last sail before he turned her over to me, sight unseen, for the next phase of her life.

"I want to know she'll be in the hands of someone who will care for her properly," he had told me. I had told him that I had worked at Durabilt in its last days, at Westsail as an interior foreman, in its first days on the East Coast, and at Clark Boat Co., all in the early '70's.

Who would have known what 'a can of worms' could be packaged in a former national champion (1955). Her provenance: Winner, Duxbury Nationals 1955.

Mark Redmond has written in this magazine issue, in one of his wonderful "looking back" columns, that the Dux-

bury nationals races were somewhat short that year due to the necessity of leaving for and returning from the race course between the flood tides. (I have heard a comment or two that judicious use of the anchor was instrumental in her victory).

John told me that he had worried, in her later years, about her stamina, and had ground away a layer of outer veneer below the waterline, and replaced it with a layer of glass cloth and epoxy. He had also added a layer of glass cloth inside the hull between the stringers and the centerboard trunk, to cure some resulting hull deflection issues. Then, he had worried about the weight again; so, he ripped off the deck, and rebuilt it with a Kleegecell core and glass.

So that next year, I squirmed #92 into my wood shop, and over the winter, dried her out, and sanded and coated with epoxy the insides of the centerboard trunk. I applied varnish here and there. I modified the mast for "quick up" halyards, using horn cleats mounted to the stations, tossing the internal winches and replacing the cheeks with mahogany and adding blocking on the aft face of

the mast at the butt. I epoxied in 15" extensions to the after ends of the stringers to help prevent some of the 'oil canning' I had seen in the after floors of some of the earlier glass Highlanders. I added rigging for jib wire (using a vang lever)



Mac's workshop; next best thing to being in a boat.

and downhaul, and added a wire safety from the stem fitting to the forestay terminal in case the 50-year-old "T" fitting installed in the '50s should fail. Then I removed the '1' from the sails given me by my friend Kirk Shultz, (#912), and sailed (#9 2) for a season at LNYC with Fleet 27.

Most of my skippering to that point had been in my 8-year-old, 470. I had some moderate success, accompanied with some comments from a fleet member that he thought that my Highlander might have been light. But the real results were in my observations of how water seemed to be squeezed out from cracks which were in the epoxy fillets between the hull and the keelson along the centerboard trunk. Not good. What we had here was a wood core, epoxy on either side, but with water penetrating and unable to escape: recipe for ROT!

So, I returned to the shop, having shoehorned the boat inside again (the garage door is on the long wall, next to railroad tracks, 16' ramps, a floor jack, and barely enough room to swing the boat 90 degrees). I installed 880 lb hoists in the ceiling of the shop (an 1880's vintage hotel, turned into a bottling plant by my grandfather in 1926). I devised circular slings enclosed in steel triangles, enabling me to hoist, then roll the boat to bottom-side-up and rest it on a dolly, to work on the CB gasket.

(Continued on page 13)



A load of work awaited Lake Norman's Mac McNeill

(Continued from page 11)

pion Rommey Everdell sailed really well, but a 26th in the third race cost him. All he needed was a 13th and he would have successfully defended his title.

The Duxbury Nationals was sort of turning point for the Class. HCIA was growing rapidly and Nationals participation was following suit. Gone were the founding members of the Class, replaced by another growing group of very good sailors from around the country.

The two dominating Fleets at Mentor and Corpus Christi were no longer a fac-

tor in the Class. Ten of the first sixteen champions were from these two clubs. Mentor sailors won six Nationals, but their last victory was in 1964. The last winner from Corpus Christi was in 1966.

Now the hot sailors were from Edgewater, Duxbury and the small lakes of Ohio. In many ways 1968 was the beginning of the golden age of the Highlander Class.

We'll take a look at that part of our amazing history in the next "Looking Back."



Plan for Pymatuning!

By Joyce and Rob Spring
Pymatuning Yacht Club welcomes all



This shot is from Berlin's 2010 regatta file, but rest assured, the spin runs at Pymatuning are just as exciting. Join them.

Highlanders to their annual Independence Day Regatta on July 6-7, 2013. The weekend will start on Friday, July 6 from 8-10 pm for registration and welcome party.

Saturday morning registration continues 8-9:30 with breakfast provided. The skipper's meeting begins at 10 a.m. with racing at 11 a.m. with additional races to resume after lunch.

The cocktail party is scheduled for 6:30 p.m. with dinner at 7:30. The Midnight Dance Party follows.

Sunday morning racing begins at 10 a.m. with no race starting after 11:30

a.m., with lunch and trophy presentation after racing.

Everything, except Saturday dinner, is included for skipper and crew in the registration fee. Plan to come and enjoy a fun weekend.

The Registration Fee is \$55 or US Sailing Members \$50. Young Adult Registration is for skipper and crew 21 or younger, with a fee of \$25.

Also a Junior division fee of \$15 per boat will be available for skipper and crew, all, under 18. Additional classes include Thistle, Lightning, J22, Fireball and Flying Scot.

For more information contact: Dawn Milani, PYC co-chair: 724.456.0864 or milanidp@verizon.net; Colleen Casey, PYC co-chair: sailgirlj22@yahoo.com; or go on line to: www.pyconline.org.

Check the entire year's regatta schedule on p-14. And check on line for other HCIA news at: sailhighlander.org.

(Continued from page 12)

Then, my employer of 13 years declared bankruptcy. I retrained, became a Certified Novell Engineer in computer networking, started a business, and forsook the boat for years.

When I finally returned to the task, I removed the gasket, injected the screw holes retaining with epoxy, coated the screws with mold release and reinserted them while the epoxy cured. I policed the center board trunk opening and the hull for fractures and uncoated spots, and repaired them.

Then I examined the topsides. There were several depressions where fasteners securing the deck knees had been filled. I used a hollow screw remover to extract the corroded bronze screws, and injected the holes with epoxy, pushing in new

fasteners as added insurance to refasten all knees and the shelf aft of the chain plates. Then I faired the hull and painted. I added a 2-inch foam board to the underside of the deck for flotation.

The time to turn the boat again had arrived. The first time, I had six helpers. This time I decided I could do it alone. With visions of bouncing the hull off the concrete floor, I attached lines to the opposite side as 'capsize preventers,' and carefully turned the boat upright for the first time in years. Then I could see where the real work should take place.

The glass cloth forward of the stringers (about 6 square feet on each side) had not fully adhered to the wood beneath, and I was able to peel large

patches of glass cloth from the hull. The rest of the epoxy had to be carefully ground away so that I would not harm the already weakened plies of veneer of the hull. This past summer, I donned a tyvec coverall, mask, goggles, and attacked.

Last August 6, I emailed Chris Doyne, who was rebuilding/updating #17; "Yesterday I finished the Epoxy work on the inside bottom. I bonded both sides of the stringers end to end to the hull; the port stringer was detached from the hull for 6" at the fwd end. It seems that the original bedding compound on the keelson has lost its elasticity and become brittle. That, and the corroded fasteners I had found (attaching the knees to the hull at the deck), caused me to think,

(Continued on page 14)



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(Continued from page 13)
‘overbuild’.”

I was able to dig some of the bedding compound out from under the keelson at the aft end of the CB trunk, and that spot sucked in a lot of epoxy. I filleted the entire keelson and covered it with 4” glass tape, and laid 10-ounce cloth between the stringers and the keelson. Lots of filler was added to level the floors where the plies were fractured or gouged.

The rest of the hull inside seems to have never been touched with a varnish brush and the coating is fractured at the seams; it will have to be stripped someday. John Clark had epoxied the seats to the supports and the supports to the stringers. Several of these bonds were fractured (most of his epoxy work was brittle and cracked, with dry lay-ups).

Since then, I have ground away and replaced more of John’s work which I had previously thought to be sound. I stripped the lay-up covering the keelson and placed fillets along the keelson all the way aft to the transom and coated it

with 10-ounce cloth and epoxy, filleting the transom as well. I am now satisfied that she will hold up to the rigors of racing and be protected from seepage, and that the transom will not be ripped out from the hull.

Curious by now as to how ‘light’ the boat might be, I rented a crane scale, and took the boat to LNYC in October to weigh her. She came in at

802 pounds. The eight air bags I have since added will add 8 pounds. I have added twing lines, jib track adjusters, traveler adjustments, outhaul, and other rigging to leave me facing 20 pounds or so, in lead, to be added, to make our 830 pound minimum weight.

While inspecting the centerboard, I needed to devise a means of pulling the board down quickly from the all-up position, as the Clark handle had also fallen into disrepair. I crafted a teak ball roughly one and a half inches in diameter by chucking a hanger bolt to a drill and screwing it to a teak block. Then the spinning block was worked against a 12” disk sander (a belt sander will work as well) until roughly round. A counter sunk hole received a wire with a washer, swaged stop collar, and a plug on each end yielded an easy-to-grab pull, which cannot fall into the cen-



Mac’s custom wood work; on centerboard control.

(Continued on page 15)

HCIA Regatta Schedule, 2013

Apr 6/7	HCIA Midwinters	Western Carolina SC	Chris Kafksy, ckafsky@yahoo.com
May 18/19	Mayor’s Cup	Eagle Creek SC	Kenny Chapman, chapmank@comcast.net
June 8/9	Mad Plaid	Cowan Lake SA	Doug Fisher, tapdoug@aol.com
June 15/16	Berlin Invitational	Berlin YC	Harold Bauer, hbauer494@juno.com
June 15/16	Cleveland Race Week	Edgewater YC	Gary Vinicky, gsvh747@windstream.net
June 29/30	Pow Wow	Indian Lake YC	Norris Bourdow, nbourdow1@sbcglobal.net
July 6/7	Pymatuning Regatta	Jamestown, PA	Rob Spring, rspring@neo.rr.com
July 13 - 18	HCIA Nationals	North Cape YC	Doug Fisher, tapdoug@aol.com, or skip@dieballsailing.com
July 27/28	RI/CT event (proposed)	Greenhaven SC	jeff curtin, pier65marina@gmail.com
Aug 10/11	Hoover Fling	Hoover SC	Sue Bauer, 989bauer@att.net
Sep 7/8	Harvest Moon	Atwood YC	Mark Redmond, mredmond929@gmail.com
Sep 14/15	Governor’s Cup	Eagle Creek SC	Kenny Chapman, chapmank@comcast.net
Sep 21/22	Highlander/Thistle event	Indianapolis SA	Pete Ellefsen, peteellefsen@sbcglobal.net
Oct 5/6	Bluegrass Regatta	Louisville SC	Erin Spengeman, redsailor876@hotmail.com
Oct 19/20	Pipers Regatta	Lake Norman YC	Steve Hesler, shesler@carolina.rr.com
Oct 26/27	Drop Your Kilts Regatta *	Cowan Lake SA	Doug Fisher, tapdoug@aol.com

*** Always, always email ahead to host fleets to check for schedule changes.

* Not an option for Grand Prix scoring.



The Classifieds

#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.

#397, D&M, wood mast and boom, older main, jib, spinnaker, and one very good cut main, trailer with new wheels and tires, flotation bags installed, some deck

work complete some needed, **\$1,400 OBO.** Whiskey Island, Cleveland area, **Paul Kuebler:** kuebler2575@gmail.com.

#679, D&M #679, Sailors Tailor Cover, Allen spin pole, turtle bags, hiking straps, solid flotation: all new 2012. Much new rigging; race ready. Very good sails. Aluminum mast and boom. Honda 2 hp, 4 stroke engine (10 hrs), trailer. Over **\$4,700 invested.** Reasonable offers considered. **Dave Lempke,** Fairview Park, Ohio (440) 503-4545, proshooter58@aol.com.

(Continued from page 14)
tearboard slot.

The mast had 'chapped lips' at the bolt-rope slot, so the slot was sanded using a rope-sized dowel and was finished with eight coats or so with Epifanes Wood Finish Gloss, which requires no sanding (for adhesion) if re-coated within 72 hours. It will get a last coat or two of varnish for insurance before launch.

The diamond tension was very tight,

and was adjusted to tuning guide recommendations for wood spars.

There is still much to do, primarily paint in the floors. She may find her inside hull to be painted before it's all over, as there is so much epoxy and so much burned varnish to strip.

Old #92 may never again be a showboat, but for this coming 2013 season, I certainly hope she will be fast.

This shot is from Louisville Sailing Club's 'First Monday Gatherings' held through the 2012/13 winter season for sailing skills training and as a social outlet.

Neal Deaves, 960, leads the group here, with January issue of "The Highlander" on the table. What's in your clubhouse?



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

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Midwinters '13, Just Days Away

By Chris Kafsky

Alright Highlander sailors the time has come. We are completing the last few details for the Highlander Midwinter Regatta, just days away, April 6-7, at the Western Carolina Sailing Club on Lake Hartwell. Saturday night will feature a great dinner with live entertainment provided by The Chattahoochee Chain Gang. These fellas are a lively bluegrass band that should put us in the proper frame.

Western Carolina S.C. is located just outside of Anderson, SC, south of Greenville, SC. The temperature usually hovers in the mid 60's for this time of year. WCSC has great lakefront camping with fire rings and sunset views. We encourage you to stay.

Here are several area hotel options: Holiday Inn, 864-231-0213; Quality Inn, 864-226-1000; Jamestown Inn, 864-622-1200; Hampton Inn, 864-375-1999; Days Inn, 864-375-0375, Comfort Suites, 864-

375-0375.

This is an exciting multi-class event with great food, bottled beer, beautiful surroundings, and "you." The lake level is even at full summer pool.

Last year, l-r, Jeff Curtin, Fabio Whitehead, and Mac Cooper made the haul to Western Carolina to kick off the Highlander regatta there. This year WCSC will host Midwinters April 6-7, 2013.

If you choose to arrive early on Thursday evening, drop me a line and we will be ready for you. We can arrange to get out on the water for a tune-up sail on Friday.

We hope to see you down south as we kick off the 2013 Highlander season in style.

For details like registration, sailing instructions and Notice of Race, go on line to: www.wcsc-sailing.org.

You're also welcome to contact me at: Ckafsky@yahoo.com, or on my direct line: 706-499-6537.

As you many have read elsewhere in this issue, our little band of Hartwell Highlanders may make a bid to become the newest chartered fleet on the racing circuit.

So, come on down, and come help us celebrate. It's a great venue and will be just the break you need from the long Midwestern winter. Join us!



An advertisement for One Design North Sails. It features a photograph of a sailboat with three people on board. The text "Go for it!" is written in large, yellow, stylized letters. Below it is the One Design logo, which consists of a blue circle with a white 'N' and 'S' and the words "NORTH SAILS" and "One Design" in red script. At the bottom, there are contact numbers and a website URL: "Nick Turney (216) 361-2594 | Allan Terhune (410) 280-3617" and "Order online at onedesign.com".