



# THE HIGHLANDER

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*This aerial spectator dropped in on for a visit on the Saturday night of the 2012 Indian Lake Pow Wow Regatta. Class members chatted with the pilot and invited him to join in for dinner, but he didn't touch down. You just never know who'll you'll meet on the Highlander regatta circuit. Join the fun, hit the 2013 regatta trail.*





**The Highlander**

Official Publication of  
The Highlander Class International Association

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# President's Perspective

They say that a sure sign of aging is that the months slide by more quickly. In my case it's the years that are sliding by and once again, too quickly, as the boats are packed away in the frozen north and most of us will just be thinking about sailing until the spring.

We had a good year in 2012. It started and concluded with successful new regattas: the Springboard Regatta was sailed on Lake Hartwell, South Carolina at the end of March, organized by Chris Kafsky; we closed the year with another new event – the Drop Your Kilts Regatta at Cowan organized by Doug and Cindy Fisher. It's exciting to see new competitions being added and well attended, and it speaks to the enthusiasm of the Highlander sailors. The weather did not cooperate at Cowan, but log fires after sailing got everyone warmed up.

We have had some changes on the HCIA board too, and I know we all appreciate the years of service from Bryan Hollingsworth (Exec Sec/Treasurer) and Mark Redmond (Chief Measurer). Cindy Fisher and Bruce Busby, respectively, will carry on the good work in those posts and I feel comfortable we are in good hands.

Whilst we do not wish to generate profit, we do need sufficient funds to support the class and to offer seed money for growth initiatives or to get young sailors into the boat. So when you receive a membership dues state-

ment from Cindy please pay it promptly, and importantly, encourage your fellow Highlander sailors to do the same. Our class offers tremendous value for your dues investment. Bruce Busby is extraordinarily well placed to balance the needs of progress, innovation and affordability whilst maintaining the one design nature of the boat.

The National Championships were exciting and Skip Dieball and his team had to work hard to win the regatta by a small margin. I am looking forward to another Nationals at the popular North Cape Yacht Club in 2013 (p-7), and I know that my friend Harold Bauer is now busy preparing to host us at Pymatuning in 2014. We will work hard to set out these venues well in advance so that as many as possible can plan a vacation around a great week of sailing with old friends. If you can't travel to sail, please feel welcome to come to any regatta venue just to visit and talk about boats.

As you will on page 9, I will be campaigning an Etchells with Skip Dieball and Paul Abdullah for the next few World Championships, starting in Italy in 2013. We have had a solid and encouraging start at regattas in Detroit and Chicago, and Boyd Barnwell (906) delivered the boat to Miami in December for the Jaguar Cup, which is held over the winter months. From Miami the boat will be shipped in a 40ft sea container to Italy (24 days at sea) for the World championships in June.

We practiced boat handling and tested sails at North Cape in November, and Dieball Sailing has some exciting new shapes that they have been developing. I really appreciate all of the offers of help from Highlander sailors. In 2014, the Worlds will be held in Newport, RI. Already local Highlanders Mac Cooper and Jeff Curtin have generously offered their assistance. And no, this won't distract us from Highlander sailing, we'll be out there this season too.

So in closing I hope that you have had a good Christmas and that 2013 will be a good year for you. This is your class, and the HCIA volunteer directors and officers are prepared to serve the membership, the class, and the boat. (See p-15).

Let's make our class grow and thrive!



*Our Highlander Class President, Jon McClean.*





**Deuces Wild!!!**

# Mojo Repeats at Harvest Moon

By Jamey Carey

The Harvest Moon Regatta was on our schedule for the weekend after Labor Day. We had returned to this regatta at the Atwood Yacht Club in 2011 after a 42-year hiatus, and had such a great experience that we had immediately placed it on our 2012 calendar as a "must do."

While both the Highlanders and This-tles had modest fleets for this event, we also had cruising classes and a fleet of Sunfish participating, so there were plenty of people to enjoy "hanging out" with on shore.

The horrendous weather forecast kept some people from venturing to Atwood. This particular weekend ended up being a fine example of why we have learned to never scrap our plans due to a gloomy forecast, as the predicted stormy/breezy conditions never materialized.

We did have thunderstorms arrive around 4 a.m. Saturday, and the RC wisely postponed the 11 a.m. start for close to an hour to let the remaining rain move through, but after that we had awesome sailing conditions with zero rain.

We had very good velocity (for Atwood) all day Saturday, but still experienced the infamous Atwood shifts. While it did get light during the races a couple of times, most of the time the wind was 7-10 mph which served to make the racing very close as the three-person teams were evenly matched with those who had elected to go for the excitement that the Highlander provides when you sail "two-up."

In spite of how much my wife, Tanya, and I enjoy sailing the Highlander with just the two of us, we did let

the predicted "breezy 15-20 mph winds with gusts to 28, modify our plans just a bit. Friday night we reached out for a third crew member, and, thanks to John Bauer's assistance, our call for help was answered by local sailor John Froman.

Even though the wind stayed down to a very manageable velocity for the two-person boats, Tanya and I had a blast competing with John on our team and were very happy to have the opportunity to sail with him. He is an

to sail with.

With his natural aptitude, once he gets his boat race-ready he could quickly become a force to reckon with on the race course. Tanya and I have extended an open invitation for John to sail with us, and we hope to have him on board in a few weeks when we venture to that regatta on the muddy water where they have all the current.

We felt sorry for Harold Bauer, Mark Redmond and the rest of the RC who were forced to run the day's races from the cramped confines of a huge houseboat, complete with head and stocked galley with unlimited cold beverages. Sometimes you just have to take one for the team, and this crew was up



Photo by Gayle Kaufholz

**L-r: John Froman, with Tanya and Jamey Carey: Workin' Mojo at Harvest Moon.**

aspiring Highlander sailor and owns a 400-series D&M boat. He asked lots of pertinent questions, and was a true joy

for the challenge.

We were able to get in five races on Saturday, which ended up being a very  
*(Continued on page 4)*

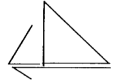
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# Midwinters Is Moving

By Chris Kafsky

It's time to crack the covers, peak inside, and knock the dust off those blocks. It's go time; and we want to see you here. I want to hear those horns sound, the crackles of the sails, the calls for room, and a midnight holler. Western Carolina Sailing Club (WCSC) will be hosting the Springboard Regatta the weekend of April 6-7, at Lake Hartwell, South Carolina.

Okay, so it's a little early, but, there is a price break on early registration, so you need to plan right now to join us.

And to make this event even more "jam up," for 2013, this event has been declared our HCIA Midwinter Championship. That's right; get those "grand prix" juices flowing and come on down to the sunny south. It's go time!

This is a multi-class event and draws boats from Highlanders to Flying Scotts, along with Buccaneers, Lightnings, and MC Scows, each with a separate start.

We had twelve Highlanders represented in 2012 and it was a great show. Thanks to all who attended.

There is plenty of camping available at the club and RV space as well. Enjoy a fireside chat and catch up with your pals, or meander the grounds and meet someone new.

If you prefer a hotel; here are some options...Holiday Inn (864)231-0321; Quality Inn (864)226-1000; Jamestown

Inn (864)622-1200; Days Inn (864)375-0375; Hampton Inn (864)375-1999. WCSC is located five miles from I-85, just south of Greenville, S.C. off exit 14.

The temperatures on Lake Hartwell average around mid-60's for this time of year. Add that sunny South Carolina sun and a great breeze, and you have the makings for a great race weekend.

There are double launch ramps making for easy ins and outs. With the addition of the Midwinter Championship, we'll be busy tweaking a few items down here to make sure that this regatta is bigger and better than ever.

Look for on-line registration on our website [www.wcsc-sailing.org](http://www.wcsc-sailing.org). You can see the NOR and sailing instructions that we used for Springboard 2012.

The cost of the regatta is \$45 (early registration) and \$55 after March 15<sup>th</sup>. The fee includes Saturday breakfast, bag lunch and dinner. On Sunday a light breakfast will be provided along with lunch and awards. Meal tickets are an



Team Steinbach in the mix at WCSC's 2012 Springboard.

additional \$10 per crew. Come early on Friday for some tune-up sailing.

We can't wait to see you here. Please contact me, Chris Kafsky, with any questions or concerns at [ckafsky@yahoo.com](mailto:ckafsky@yahoo.com) or feel free to call me at (706) 499-6537. Let's do this!

(Continued from page 3)

good thing as there was to be no racing on Sunday due to lighter winds. The RC set up starboard-rounding triangle courses. In spite of the unique challenge this presented, the Highlander fleet was very well behaved as there were only a couple of times that the fifth or sixth place boat would invert the fleet by approaching the weather mark on the starboard layline, sending the port-tack leaders scattering.

We had eight Highlanders on the race track, and the competitive fleet members all stayed within striking distance the majority of the time, which made for close, fun racing and quick re-starts. The short down time between races was also due to the RC's smart approach of having

a starting line on the port side of the RC-Yacht and a shorter finishing line to starboard. This allowed the RC to finish one fleet, simultaneously, starting another, which really worked well in the time management department.

With five eventful races in an afternoon, the details of each have a way of blurring, but I had a couple of distinct memories for the day: 1) John Bauer's team was on fire, winning three of the five races: 2) In each of the first four races we crossed the finish line with the Spring family's Aunt Ruby team right on our transom looking for a passing lane. This extremely close racing made for an exciting and fun-filled afternoon on our boat.

In race number five, the fleet finally

spread out a bit as Gary and Elaine Steinbach smoked the competitors with a walk-away victory that boosted them to third place overall. As much fun as the close racing of the first four races was, I admit that it was kind of nice to have a finale without my heart racing at 135 beats per minute.

When the scores were tallied, we demonstrated that bullets are over rated as our Team Mojo's consistent scores of 1-2-2-2-2 were good enough to take the regatta victory. Please check out the full scores at [Sailhighlander.org](http://Sailhighlander.org). There is no way to explain the fun and camaraderie available to enjoy at a Highlander Regatta, you simply have to experience it....which is why we hope to see you on the water soon.





# Fisher Takes Indy Governor's Cup

By Doug Fisher

Okay, so this year at Eagle Creek, we'll get there on time and be ready to sail. We'll also have no problem with the spin halyard being at the top of the mast and having to take a pit stop at the marina to recruit a couple of fishermen to help with taking it down and, yeah, getting it back up again.

Of course this begs the question; will we get to the starting line on time in view of the light air we have between the marina and the Race Committee boat? Like I said, we were ready this year.

The wind of course at the start played its little "suck you in" pattern to get us onto the course. We get half way up the

first windward leg and you will never guess what happens...the wind shuts off. So, some go to the right side of the course thinking it will fill in, some go left which is "the favored side." Well, guess who gets to the mark first? The "right" side!

We've all seen it. It was typical sail boat racing...the whole deal was "on and off." So, it looked to us like no chute flying, downwind; too light to carry it.

Some thought the middle of the course looked good and some went right. It turned out to be a mixed wind, this time, filling in on left side which gave the folks that took the middle a

little advantage...but honestly, at some point, the boats that picked right, caught a little wind and they too began moving and actually got to the leeward mark first.

The downwind leg took 30 minutes, so, RC Jason Hubbard wisely shortened courses and finished all at the downwind leg. Rick Graef was driving 952, Mad

Cow, and finished first, with our boat 2005, TooFish, in second, with teams, 876 Hollingsworth and 1006 Hughes, right behind us.

The Race Committee kept us out on the water for the next two and a half hours waiting on the wind which never came. We all went in and had drinks and the typical awesome regatta dinner that is second to none. The local guest DJ played lively music which kept the party atmosphere going and then, due to the cool temperatures, like moths to the flame, the bonfire attracted all of the sailors to gather round for warmth, party beverages, and exaggerated tales.

The next day the pressure was heavier than the zero wind which was forecasted. We did get a couple races in before the pressure died down. Despite the ever evolving wind conditions, all of us concluded that the Race Committee did an admirable job given the hand they were dealt.

When the numbers were crunched, it turned out that this year was our lucky year, as in the event's system of alternating between cruising boats and dinghies, in presenting the "big trophy," it was a dinghy's year to win the actual Governor's cup, and we beat out the Flying Scots which also had seven boats. So amongst our hardware, we did receive the awesome Governor's Cup trophy which has a lengthy list of outstanding past winners of the regatta.

We always enjoy the hospitality and fun time sailing at Eagle Creek Sailing Club and, yes, we will be back next year.



Photo by Gayle Kaufholz

Doug and Cindy Fisher at 2012 Nationals with Bob France.

# New Klein Award Champ

By Mark Redmond

For the first time since 2002 we have a new winner of the Larry Klein Trophy. Doug Fisher broke Jamey Carey's ten-year run as champion with some excellent sailing and lots of traveling.

The Larry Klein Trophy is given to the Highlander sailor who beat the most boats during the regatta season.

Doug beat 85 boats sailing in a total of ten regattas which was 29 more than runner-up Gary Steinbach who sailed in seven regattas and beat 56 boats. Not only did Doug sail in more regattas, he also beat Gary in four of their five head-to-head meetings.

Behind Doug there was a good battle for second with only five points separating second from fifth place. Once again Bruce Busbey showed that excellent sailing can overcome the geographic challenge of living in South Carolina, which limited him to four regattas. He finished in third with 53 points, only three behind Gary.

Ten-time defending champion Jamey Carey tied for fourth with Harold Bauer with 51 points. Jamey managed to sail in seven regattas this year, but he just didn't have the finishes to contend.

Congratulations to Doug and Cindy Fisher and their crew for some outstanding sailing, dominating the 2012

Highlander regatta circuit.

	Skipper	Points
1	Doug Fisher	85
2	Gary Steinbach	56
3	Bruce Busbey	53
4-tie	Harold Bauer	51
4-tie	Jamey Carey	51
6	Bob Bauer	42
7	Skip Dieball	35
8	Jon McClean	31
9	Mike Shayeson	25
10	Dick Doyne	20



## ***Dealing With Disaster***

*By Tom Raymond*

This is the story of my dismasting at the Highlander Nationals on Lake Erie in July, 2012. I sail 916, "Lollygagger" and with my crew Kevin Gulbranson and Patrick Rykens ended up in the water after high winds broke the mast at the lower spreader. I'm relating this story so that others can learn from this experience and possibly avoid a similar result.

During the second race on Monday, July 23<sup>rd</sup>, the winds had picked up significantly. As we rounded the windward mark on starboard tack for the second time, I decided not to fly the spinnaker.

However, moments later the wind calmed somewhat so we decided to hoist. As I was pulling on the spinnaker halyard to raise the sail, the line jammed. The crew attempted to free but seconds later the wind picked up again and I told them to lower the half risen sail. They pulled down the sail with some effort and in the process dislodged the lower, port, spreader pipe from the mast. All this was, as yet, unknown to anyone on the boat.

Kevin was stuffing the spinnaker back in the bag and setting things to rights. I asked him if it would help if I jibed, since he was having to cope with

the mainsail and boom. He said yes so I jibed on to port tack.

Then we noticed that the lower spreader on the new windward side was not connected to the mast and although still horizontal, was oscillating left to right but still attached to the wire.

I was stupidly trying to comprehend what I was seeing. Obviously I should have jibed back to starboard and taken down the main sail but sometimes analyzing a problem under stress doesn't work well.

In disasters such as escaping a plane that has crash landed, or the World Trade tragedy, those that best survive are those that already have a plan in place and simply execute rather than, under stress, try to figure out where the exit is, whether to

leave, or what else to try, etc.

Almost immediately, the wind picked up dramatically and we flew down the lake wing and wing. It was all I could do to keep the rocking boat from going into a death roll. The jib impaled itself on the forestay, and Patrick stepped forward onto the deck to free it.

This caused the bow to lower into the waves and an instant later the mast crum-

*(Continued on page 7)*



*Tom Raymond and crew enjoy quieter times at the 2012 Pipers.*

## ***HCIA Class Builder Could Use Some Help***

*By Cindy Fisher*

I am really looking forward to my new role with the Highlander Class. I know I have big shoes to fill with Bryan Hollingsworth's long-term commitment in the role as Executive Secretary-Treasurer. But I do understand why he is so committed to this class.

So let me tell you a little about myself. I didn't know anything about sailing until about ten years ago. I grew up in the typical suburban home, played softball, basketball and was constantly trying to keep up with my four brothers. I am the only girl of five and smack dab in the middle. I am and always have been competitive for apparent reasons.

Anyway, about ten years ago I met the love of my life, sailing. Just kidding, my husband, Doug, ranks just above sailing. He introduced me to the experience.

I grew up in the Midwest. Who would have ever thought you could sail here. Well, I always tell Doug if I would have grown up sailing I would be an Anna Tunnecliff today. I wish!

I hear stories from so many people who say they grew up sailing and I am so envious. Kidding aside, I do love the sport and am very committed to help in any and every way I can to help grow the class. My only ask is, that "we" work together to achieve that.

The HCIA members I have met so far, just love it. So it won't be hard to work as a team. Please reach out to me with questions, concerns, ideas, thoughts, and support...you get the point; I am open for feedback.

Lastly, I believe the youth is our future, and to that point, most of you

know that Mike Shayeson has created a 501©3 for HCIA Training and Development. There is a monthly stipend that comes with this position, and I have decided to contribute that to this fund to help with growing the Highlander Class.

I look forward to working with you.



*HCIA Executive Secretary/Treasurer, Cindy Fisher.*





# Team Fisher Grabs Geist

By Doug Fisher

Last year, Cindy and I, brought both, TooFish, our Highlander 2005 and our Thistle 3999 to this combined event in Nap Town. Our Highlander took first place, our Thistle 3999, not so much. We tried again this year to garner a sailing recruit to build the fleets, but we couldn't get a 'taker' for either boat. So, we decided to bring only Highlander 2005, planning on two-manning it with team TooFish, that'd be Cindy and me.

This 2012 Geist weekend was light on attendance with only three Highlanders. We suspect it was due in part to the predicted high winds and cool temperatures. However, we do know that another factor was the "tying of the bowline knot" (for you land lubbers that means the "wedding") of fellow Cowan Lake sailing couple Jason and Katie Japikse, which took several boats off the water at this weekend's Indy event.

When we got to the regatta Saturday morning, they were calling for plenty of wind. We found out that Gary and Elaine Steinbach were the only others to bring a Highlander. Cindy and I had brought along two Thistle mains that we might possibly use, and decided to share one of them with Gary and Elaine to make their weekend a little safer.

With safety in mind, after Bruce King and crew went out and tested the wind situation, the Race Committee did some consultations and it was determined that

*(Continued from page 6)*

pled at the lower spreader. The boat swung violently to the left, to windward, rolling over as it turned. With no main sail or mast to buffer it, the boat continued rolling and turned turtle.

I was in the water at the stern, Patrick was in the water at the bow, and he asked, "Where is Kevin?" I looked on both sides of the boat and didn't see him. The rescue boat, an inflatable, half filled with water came to help us.

I shouted that we were missing a crew. Fortunately, after a few harrowing moments, Kevin popped up. He said later that he had a nice air pocket under the boat and was tidying up a few things before taking off his life jacket and swimming out from under the boat.

The boat was towed in and righted at

the conditions were just a little too much for safe racing.

So naturally when conditions are considered "officially" unfit for safe racing, some of us are just compelled to go out and play. Past Highlander national champion, Andy McDonald and I decided to take the Thistle out for some high-wind action. There were awesome planing reaches and spray all over the place. I was sitting on the back of the seat with Andy sitting on the rear grating. We had a great time sailing reaches and didn't capsize, however, we did come in drenched from head to toe, thank God for foul weather gear. If we'd had only a quarter of this air at the preceding week at Eagle Creek's, Governor's Cup, that would have been a truer test of sailing skills.

Anyway, back at Geist, Sunday morning was a different story. We ended up with four races and wind out of the northwest blowing about eight mph: perfect condition for "two-up" teams in Highlanders.

There were six Thistles on the starting line and we caught all of them ex-

cept for the top two boats. Gary and Elaine finished close behind on the first three races and figured the last race out, to get the winning horn. The Pete Ellefsen family, Highlander team was trying hard each race and improved with each contest on that Sunday. It was fun to see them out there having so much fun.

cept for the top two boats. Gary and Elaine finished close behind on the first three races and figured the last race out, to get the winning horn. The Pete Ellefsen family, Highlander team was trying hard each race and improved with each contest on that Sunday. It was fun to see them out there having so much fun.

So, as always, we had a good time at the Highlander/Thistle Combo event at Geist and hope next year for open schedules with more boats from more clubs to join in for more fun.



Photo by Phil Beatty

Team Fisher, here, competing at the inaugural Cowan Kilt.

## Holy Toledo! 2013 Nationals At North Cape YC

By Jon McClean

We will be returning to North Cape Yacht Club once again in 2013 for the Highlander National Championships.

This popular venue was the winner of US Sailing's prestigious One Design Yacht Club of the year award in 2011, and is noted for its excellent sailing, proficient race management, reliable weather and its renowned onshore hospitality. The dates for this year's event are: **July 13-18. Put it on your calendar.**

We hope to organize a clinic before the regatta for tune ups, organized by the sail makers that support the class. Skip Dieball is serving as our liaison with North Cape and will provide monthly progress reports via email/list serve.

This is a very family friendly venue, with plenty to do for non-sailors. Mark your calendar now and join in the fun.

the dock with the kind assistance of many class members. I am grateful for all the help I received in getting the boat secure and back on land. It goes without saying that I am extremely thankful no one was lost or injured. Sailing is a great sport but it has its dangers and we should never forget this.

So, lessons learned from the dismasting: 1) if you see a dangling spreader, jibe immediately and take the main sail down; 2) if the spinnaker halyard is jammed, free it before yanking it down; 3) don't go forward going downwind in heavy air; 4) have all crew wear life jackets if wind begins to build; 4) lastly, know when to retire from racing when the conditions warrant. Don't be a 74 year old hero.



## Bluegrass 2012 A Family Affair

*By Bruce Busbey*

Before I tell you about the Bluegrass I have to brag a little because this year my wife Debbie and I got an added bonus for the regatta. My son, Justin, and his wife, Jill, brought their new baby, Caroline, to witness her Pappy and Daddy racing the hottest sport boat on the water, the Highlander. By the way it was really great to see the increasing number of Highlander young-uns that have been showing up on the regatta circuit this year.

Sunshine and shifty Ohio River winds greeted the 15 registered boats for this year's Bluegrass regatta. The lack of a strong current took away one of the more "interesting" facets of racing in Louisville but I don't think anyone was disappointed by not sliding into the windward mark as in years past.

The first race started off seemingly well for Justin and me as we port tacked the fleet and high-fived each other on our

the fray and find a lane that would still get us to the mark on one tack but not have to deal with the hustle and bustle. This strategy paid off as it allowed us to concentrate on boat speed rather than being involved in spirited debates at the pin.

Justin's advice downwind was indispensable as he accurately articulated the nuances of the varying vespers of wind (in case you're wondering, I bet my wife I could work the word vespers into this article). The fifth and final race on Saturday was dominated by Neal Deaves sailing with his favorite

crew David Bauer. Happy hour after sailing was fabulous as usual followed by a sumptuous dinner and late night hooliganism.

*(Editor's note: After a dictionary check it was concluded, with Bruce's acknowledgement, that he 'meant to' use the word 'zephyr,' a wisp of wind, versus vesper; an evening prayer. Judges conclude that, due to incorrect usage, Debbie won that*

*bet).*

Over the past few years the Sunday racing at the Bluegrass did not amount to much more than a gasp of air, and three horns. However, this particular Sunday we were greeted by nice wind and chilly temperatures. Justin got the kerosene heaters fired up in the seat tanks and off we went into the arctic breeze (translation: arctic equals less than 50 degrees for South Carolinians).

Prior to the first start on Sunday we

sailed around merrily, glad in the knowledge that we would be able to finish out the series with wind. As it turned out our happiness was short lived.

As in the first race on Saturday our great start and lead (in what turned out to



*Bluegrass masterminds, l-r, Neal and, son, Brent Deaves, and Louisville stalwart, Jim Wilhelm "Cookin' the Books."*



*Debbie, Bruce, and Justin Busbey in the Bluegrass back yard.*

lead, only to see it evaporate in front of our eyes along with the wind. Unfortunately for us, everyone else found their own special-purpose air at that same time and left us in their spray. The rest of the race was spent trying to claw our way back to the front, however, the very front was hard to see as Ed and Erin Spengeman pulled a horizon job on the fleet.

Races two, three, and four became a wrestling match for the pin end of the starting line. We decided to stay out of

be the sixth and final race) got completely obliterated by the abrupt disappearance of the wind. We were again reduced to watching boats slip by us in their own vespers of wind (double bonus – used vespers twice in one article).

As he did in the first race, Ed willed his way to victory followed by Doug and Cindy Fisher in second and Neal Deaves in third. The final standings had Doug Fisher in 5<sup>th</sup>, Ed Spengeman in 4<sup>th</sup>, Kevin Hughes sailing a very consistent series in 3<sup>rd</sup>, Neal Deaves in 2<sup>nd</sup> and team Busbey stealing the prized first place mint julep cup and APS gift certificates.

Many thanks go to Brent Deaves, Connie and John Emmerich and the rest of the Louisville fleet for once again hosting a great Bluegrass Regatta on the Ohio River.

## Local Perspective

*(The editor always offers local regatta coordinators the chance to provide their take on things. Enjoy.)*

*By Neal Deaves*

The weather forecast did not look good a few days before the Bluegrass Regatta but the sunny south came

*(Continued on page 9)*





# HCIA Trio Gets Etchells Itch

By Jon McClean

Three Highlander sailors: Jon McClean, Skip Dieball and Paul Abdulah have teamed up to campaign an Etchells for the next few World Championships. The venues are already known: Italy (2013), Newport (RI) 2014, Hong Kong (2015), Weymouth (2016) and San Francisco (2017).

Each of us have sailed Etchells in the past, and I have always been drawn back to those beautiful lines and very close racing. I had mentioned to Skip about working up to a Worlds campaign, and, well, here we go.

Etchells 1372 was purchased from Scott Piper in Miami. Scott had sailed the boat only for the Jaguar Cup, which is held over four weekends from December through March each year.

The boat was delivered to the Dieball loft, where Denny Dieball took over and gave the craft a thorough and complete overhaul. It is always impressive to see what Denny can do with any boat part.

The Etchells was designed by Skip Etchells in 1966, and with an LOA of 30'6", a waterline of 22 feet, and a beam of only 6'11" the lines are unmistakable. The one-design nature of the boat has long attracted the best racing sailors, and the regatta entry lists are very much like a who's who of sailing.

The simplicity of the rig serves only to underscore how intertwined the various lines and forces are: for example, the backstay is a critical lever to reduce headsail luff sag. We saw in November during sail testing at North Cape YC how the mast chocks alter the shape of the

mainsail.

In September, Skip and I sailed the North Americans in Detroit with Bill Wiggins, another Highlander sailor, and scored a fourth overall and the second USA boat.

We were beaten by two previous World Champions and it quickly became apparent that very small rig adjustments lead to significant speed differentials, and even the slightest mistake would be punished immediately.

One of the class one-design rules is to maintain a maximum crew weight of 628 pounds. Paul and Skip have little fat to lose, and our combined weight was a shocking 667 pounds. So, after a little soul searching and a brief glance in the mirror, I decided it was me who needed to lose 45 pounds.

To date the weight loss is 42 pounds, and that feels better all around! I am very impressed with how quickly Skip has adjusted to how the boat moves through the water and how close the upwind angles are. His downwind technique stems from Finn sailing - very aggressive and effective.

Many Highlander sailors have reached out to us to offer help and sup-

port, and we are grateful for this. Boyd Barnwell drove the boat to Miami in November for the winter series, and we are also appreciative of Mac Cooper and Jeff Curtin for their offer of help in Rhode Island for 2014. Skip will update his blog with our adventures.

Next stop will be the Jaguar Cup in



Team McClean's Etchells 1372 at rest at North Cape Yacht Club where much tuning and testing took place.

Miami over the winter months, and then we will ship the boat to Italy in a 40-foot sea container for the World Championships in June 2013.

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through and provided us with a westerly breeze and cool temperatures. Eight fleets were represented within the fifteen registered boats at the starting line. With a westerly wind, the race committee was challenged setting a course on the river. John Emmerich and team were able to get off five races on a windward leeward course with multiple laps on Saturday.

Ed Spengeman set the tone for the day playing the shifts with skill to finish first in race one. Bruce Busbey then proceeded to follow with three consecutive bullets. Bruce then became the person to

chase. With crew, David Bauer, we won the fifth race, and best of all, the race to be the first boat retrieved at the hoist to end the day.

Brent Deaves coordinated a great regatta. The Oldham County High School Culinary Arts program provided the dinner of pork chops and all the fixin's.

Stories were shared by all starting Friday night as they enjoyed soup and chilly along with liquid refreshments. This was the first Bluegrass Regatta I have been to that had beer left at the end of racing Sunday. That needs to be

corrected next year.

Sunday began with a similar start and course as Saturday but the Bluegrass Sunday kicked in and the race was shortened when the air dropped off to a typical Bluegrass morning. Ed Spengeman finished as strong as he started with a victory on the shortened course.

As you plan your regatta schedule for the coming season don't forget the fun and challenges of the Ohio River and the Louisville Sailing Club's Bluegrass Regatta. We are scheduled for the first weekend in October, 2013. We're looking forward to seeing y'all.



## Dieball Pays Pipers A Visit

**By Skip Dieball**

For years I've heard the stories of how much fun the Pipers Regatta was and this year was my first opportunity to give it a go. I teamed up with my Mid-winters Championship crew Bill Wiggins. Bill is a multi-class talented crew.

We'd be joined by Bill's 14 year-old son, Jordan, who of late has been tearing up the Opti and Laser scene and recently been mixing it up in Ultimate 20s and Thistles.

I made the trek down to Charlotte on Friday, much like everyone else. There were no real issues and fortunately no stories from the road either way. The drive this time of year is really stunning. The trees were turning color and weaving through the mountains provided some pretty spectacular scenery.

Upon arrival, I saw a number of Highlanders out enjoying 15-20 knots and warm temps. That evening, they shared stories of how great the sailing was and, with the impending forecast, I asked if they used it all up.

Saturday's late start meant time to catch up with friends and do a bit of boat prep. We didn't do anything major to 2001 since the Nationals, other than change out a few halyards and check

over a few newer blocks and settings.

We still need to move our chain plates and replace our shrouds so we can use stay masters as we are stuck with our current settings, which are pretty solid, but we'd like to have the ability to go up and back with the rake as needed.

Our rake was 30'5" and diamonds set up at 14,14,0 (bottom to top). We went slightly softer than the tuning guide to try and get more range out of the mast bend, which is plenty tough to do with the Highlander's stout rig. Ideally, on the rake, we'd be back in the 30'3"- 4" range, but can't get there with current settings.

We all sailed out to the race course, which was in the eastern part of the lake, as the RC anticipated the forecasted westerly. That never materialized and we spent the afternoon chasing around what little wind there was.

We had an attempt at one race that was eventually abandoned. In that race, which was a short three-legger, we started near the boat in a pretty big 'righty' and we were able to keep a clean lane and lead the boats back that came in from the left.

They hooked a small shift and we rounded right behind Bruce Busbey and side-by-side with Doug Fisher.

The run had breeze until the very end where it went completely flat and that's when the RC bailed on that race. We understood the decision, though at that point we were winning. It had gotten bad, but we were fearful that the day was shot...which it was, as the wind never really came back.

The Highlander Class will never be accused of being boring. Socially, this group is a lot of fun and Saturday night's festivities went into the wee hours.

Sunday, with a forecast of 0-2, the sailors were greeted to a nice leftover breeze from the evening. The RC got right to it and fired off three races back-to-back.

The first two were three-leggers and the last was a five-legger.

Good, tight racing ensued and our team found the conditions to our liking by winning all three races. The racing



**Lake Norman regulars, Jeff Freund and crew, moving "After Hours" to windward.**

was really tight and pulling a second was John Bauer. Third was Gary Steinbach; fourth Bruce Busbey, and fifth was Boyd Barnwell. Congrats to all!

And thanks to Lake Norman YC for a fun weekend. Wind aside, the weather was spectacular.

## Dead Air Dilemma

**By Patrick Rykens**

Oh! What a lovely 2012 Pipers weekend. We had sun and fall warmth (i.e. no humidity) but what terribly fickle wind on Saturday. But that was made up by good old Mother Nature and sufficient breeze on Sunday that gave us three super races.

Saturday was a trial for both the RC and competitors alike. When there was wind it was light and spotty and when it did come, it moved around from every direction. Not surprisingly this caused problems for the Race Committee to run races and for competitors who wanted to

*(Continued on page 11)*



**Dieball's "Team Wimpy" spinnaker is fun to see and hard to miss on any regatta venue: an editor's dream.**





# My Two Cents: Harold Bauer

By Harold Bauer

When it comes to things to do with my boat, regattas are at the top of the list.

Don't get me wrong, club racing is great. And spending an afternoon just plain cruising is awesome. But nothing beats the fun of a regatta. Sailing on different waters and visiting with friends from the many clubs is something that I truly enjoy.

Here are a few things to think about, that I've enjoyed, as you consider your Highlander sailing season for 2013.

The Mayor's Cup at the Eagle Creek in Indy is a really good multi-class regatta. So is Atwood's Harvest Moon in northeast Ohio.

Also in that neck of the woods Berlin Yacht Club's annual Invitational is always fun. The racing is usually good but the Saturday night cocktail party and dinner is without exception at the top of my list. The evening features live musical entertainment

In central Ohio, Cowan's Mad Plaid, Indian Lake's Pow Wow and the Hoover Fling are great examples of Highlander Fleet only, summer regattas.

The October events are always good with the Louisville Sailing Club's Bluegrass Championship on the Ohio River, and the season finale hosted by the Lake Norman's Fleet 27; The Piedmont Pipers and Pluckers Regatta, have all been long time favorites of mine.

Oops, I almost forgot the inaugural Drop Your Kilt Regatta, also at Cowan Lake, in late October. I didn't get to go this time, but will definitely consider for the future.

The people that put these regattas

on do a really good job both on and off the water. The sailing is good and on a few occasions I've been fortunate enough to take home a trophy.

Not only do I enjoy the hospitality of



Photo by Gayle Kauffholz

Highlander crowd enjoying 2010 Pymatuning Nationals.

the other fleets, I also like being part of the organizing of a regatta at home at Berlin. It's a lot of fun doing the planning and it's really rewarding to watch the

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compete.

The first race on Saturday had to be abandoned two thirds into the contest when a flat calm caused the front of the fleet to come to a complete stop while some back markers were flying spinn-



Team Mojo in the wind waiting game.

kers to what was the windward mark.

The second time the RC tried to start a race we got a dramatic wind shift during the start sequence that made it impossible for boats on starboard tack to even make the line. This also meant the port tack starters were stuck, as they could not tack without finding themselves fouling other competitors. The start was rightly postponed, and that postponement turned out to last until the next day. We spent the rest of Saturday following the RC as they sought a place on the lake that had consistent wind, with no luck.

This raised a debate about whether we could get in a race or not....any race on Saturday whether it was fair or not.

On one side of the discussion is the argument that many Highlanders traveled many, many miles to attend Pipers and they deserved a race. The Pipers is not a qualifier or a championship, so places don't mean much in the great scheme of things.... only bragging rights were in contention. As one competitor put it, "Pipers, like most of our regattas, should be a fun, social event for like-minded friends to get together and celebrate our sport. In my opinion any racing is better than no racing"

Another point is that while Lake Norman YC quite rightly prides itself as having highly competent, professional race management skills, this may sometimes cause us to err on the side of over-emphasizing the perfect course, and this can result in delays, and fewer races.

On the other hand US Sailing has found, based on years of feedback from competitors, that what sailors expect from race committees is fair competition and competence. "Every one wants square lines, good courses and reasonable, practical time limits." A race has to be fair for all competitors.

Most of this year's Pipers competitors agreed, though, that at no time on Saturday was there any more than a slight chance to get in a decent race. The RC tried as hard as they could, but in the end the wind conditions just did not allow it. Plus it's easy to debate in hindsight when one knows what the conditions were all afternoon... the benefit of being the day after quarterback.

The important thing to remember is that Sunday provided all of us three great races that everyone had a fair chance of winning. And, as usual, those sailors with "better luck" than me won, despite my great skills as a sailor.



## Redmonds "Sail" Their Home South

By Mark Redmond

After living on our 48 foot Kadey Krogen trawler for five years in Annapolis, it became obvious to Debbie and me that we needed to finally go cruising. We are both healthy and it was something we felt we had to do while we could. So we started the adventure just weeks ago.

This really started on October 29 when the center of Hurricane Sandy passed within 70 miles of us in Annapolis. We rode out the storm without incident although it was an interesting 36 hours considering our home floats.



After purchase by Redmonds in 2006 "Aquila" heading north to Annapolis.

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event come together on regatta weekend.

If your fleet is sponsoring an event, don't be afraid to offer your support to help with the planning for your fleet or club regatta, or even for the National Championships. I have had several opportunities to help with regatta planning and have enjoyed it very much.



You never know who you'll meet at a Highlander regatta.

I went back to work on October 31 which was my last day in the office in Virginia. Starting Nov 1, my office became the boat as I gave up my supervisory duties and started transitioning to a reduced work schedule.

Bright and early on Nov 2, we left Annapolis and headed south for the great cruising adventure. We pulled into Coinjock, NC four days later to discover that the coupling between the engine and main hydraulic pump had disintegrated.

Four days later after many phone calls and FedEx deliveries we were back underway. Despite some really gray, rainy and windy weather we made it to Charleston, South Carolina for Thanksgiving. As I write this we are in Beaufort, South Carolina still pushing south.

By the time you read this we should be in Stuart, Florida where we are planning to stay until February and enjoy the life of "snow birds." After that we are thinking about traveling through Lake Okeechobee to the west coast of Florida to visit friends and ex-

plore. Maybe the Keys and Bahamas are also in our future before we head north



Mark and Debbie "locking through," heading south.

again.

This summer could be spent cruising New England, anything but the heat of the Chesapeake. Of course the real plan is to have no plan. Right now all that is for sure is that we will spend some time in Stuart.

This is a huge change for both of us and we are really excited about our new life style. We have no idea how long we will do this, but we will enjoy every minute of it.

I am by no means an expert, but I have seen a few things that I think some regatta planners could have done differently to make the process easier. Here are a few of my observations.

First, when organizing your event, invite all of the people from your fleet to gather for an afternoon or evening at your home during the winter for a planning session. These can be very productive and a lot of fun too. It can be a great winter social event for the fleet. Ask that everyone bring covered dish or an appetizer and their beverage of choice.

Second, make a list of everything that needs to be done. Separate the tasks into "on the water" and "off the water." Ask that people form committees to take charge

of one or more of the tasks. Don't try to micro-manage the event. There are other people in your club or fleet that are usually willing to help. Very often, they need only to be asked. And don't wait till the last minute to request that help. The earlier you get started, the better and easier your event will be.

Third, look for ideas to make your event enjoyable for everyone, including those not sailing. Ask everyone to pitch some ideas for early arrivals on Friday or things to do after the racing on Saturday evening. Maybe someone would like to head a discussion of the day's racing. Some pictures of the day's races scrolling on a projection screen or even a laptop are always a hit. Louisville's 'themed regattas' were a lot of fun. There were a lot of interesting costumes at the M\*A\*S\*H cocktail party! Attending other regattas is a great source for ideas.

Fourth, publicity! Let people know you're hosting a regatta. Call, e-mail, snail mail, and the class website, ([sailhighlander.org](http://sailhighlander.org)) are all great ways of

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# Dieball Kicked Some Cowan Kilts

By Skip Dieball

The schedule lined up to do back-to-back Highlander fall events with the Pipers in Charlotte and the Drop Your Kilts Regatta at Cowan Lake, my new home club. I was excited because the racing is always tight in the Highlander Class and the boat is enjoyable to sail.

These two events couldn't be any different, however. The Pipers was light wind and the Kilts was, well, a bit volatile with big puffs and bigger shifts with the wind blowing across the lake.

I got a call from Jon McClean and he expressed regret that he couldn't make the event due to business travel. Jon asked if I would mind taking his spot on 906 with Boyd Barnwell. I was already set to sail my boat with wife Laurie and



Photo by Phil Beatty

Skip Dieball and Boyd Barnwell working downwind magic.

our daughters Meghan and Mallory.

But Jon's offer seemed to make sense on a number of levels, namely I could talk my dad into sailing 2001...another boat! Perfect!

As the week wore on, the forecast was looking less desirable for ten and six-year-olds. A big storm was hitting the eastern seaboard and a nasty cold front was moving through the Midwest. (the rest is meteorological history with the arrival of Super Storm Sandy).

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getting the word out. Going to other regattas and talking up your event or handing out fliers can have good results.

And finally, don't forget this Highlander magazine. We have one of the best class publications of any one-design class. And we have a very helpful editor who is always looking for content. He will be more than happy to include an article or advertisement in the next issue.

Pictures are always helpful to go along with your event promotion coverage. If your regatta is a multi-class event, ask someone from each of the other classes to reach out to their fleets.

Remember, no matter how much planning goes into your event, there is always the possibility of something not going according to plan.

The weather, as they say, "is what it is," and every sailor knows what you as a host are dealing with. Sometimes the wind blows too much; other times not at all. The chances for rain or thunderstorms are always there.

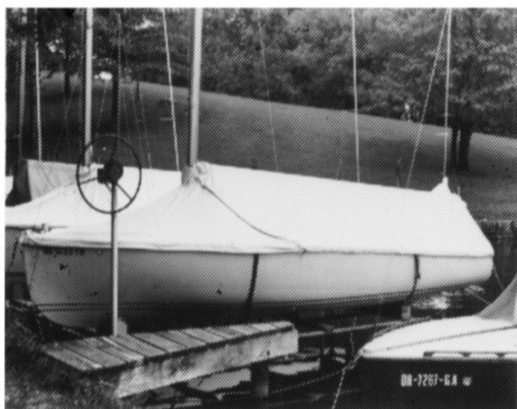
Summer heat can be brutal and the early spring and late fall can be cold. But no matter what can go wrong, with the right amount of planning, the event will be a huge success.

Plan early, plan often, and make sure you enjoy the process.



Photo by Gayle Kaufholz

Following the racing the boats get a rest; the sailors go party.



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(Continued from page 13)

Denny signs on with Laurie and they pick up Nick Lloyd, a great crew from Cowan. I'm on with Boyd, sailing 2-up, which we were fine with since he does this often with Jon.

Saturday's sailing was great. The



Photo by Phil Beatty

Also "2-up" at Cowan were Steve Bauer and crew, Ed Spengeman.

wind was anywhere from 7-15 mph, which was very manageable. Boyd is an outstanding crew. Many don't know, but he's relatively new to the sport and he and Jon have always been a formidable team, but finding out how far he's come in such a short time is truly impressive.

Cowan dished out some crazy conditions, but we made it through by finishing just in front of Steve Bauer with crew Ed Spengeman in four of the five races.

Denny pulled an impressive move in Race 2 to get a second.

No lead is ever safe at Cowan, and both Boyd and I knew it.

Sunday was a bit of the same, but with bigger puffs and bigger shifts. The wind was 10-25 mph and the shifts were going through 50 degrees. It made it very difficult to sail the Highlander flat and the lake had me very frustrated as a result. Boyd kept me calm and we scored another two firsts. The downwind legs were fun and we did a great job of piecing together the puffs.

Thanks to the Thistle Fleet from Cowan for stepping up and doing Race Committee. It is a great atmosphere at Cowan when fleets help fleets. A big thank you, too, goes to Doug and Cindy Fisher for hosting and chairing the Drop Your Kilts Regatta. They did a great job getting everything and everyone organized.

And finally, I offer a "huge" personal thanks to Boyd Barnwell for being an awesome crew and helping put the plan together to sail.

I truly had a great time.

### Tentative Tentative HCIA Regatta Schedule, 2013 Tentative Tentative

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

\*\*\* Check often: [sailhighlander.com](http://sailhighlander.com) for updates. "Final" schedule will appear in April issue. \* Not an option for Grand Prix scoring.





### The Classifieds

#411, 1966, Fiberglas 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, Aerobatrix2@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](mailto:kuebler2575@gmail.com).

### HCIA Board Update

The HICA board met in Dayton on December 1, to discuss several class issues. Among them was an update on concerns brought up by Tom Allen, our boat builder, regarding adequate access to a supply of new masts. We were getting down to very low numbers with questions about a reliable supplier. Via conference call, Tom and Chief Measurer, Bruce Busbey, and the board went through the issues. A plan of action was developed with resolution and follow-up set for the next few weeks.

It was decided that the Class would have another exhibit at the Chicago Strictly Sail Boat Show, Jan 24 -27 at the Navy Pier. Initial thoughts were that the Fisher's would put 2005 on display. We could use some helpers to man the exhibit so if you can lend a hand, contact Doug Fisher at [tap-doug@aol.com](mailto:tap-doug@aol.com).

Fleet 14 will also have an exhibit at the Cleveland Boat show on Jan 17-22 at the IX Center in Cleveland.

The board also put together the "tentative" 2013 regatta schedule (p-14). A "final" schedule will be printed in the April edition.

Skip Dieball will be serving as our HCIA liaison with North Cape YC for 2013 Nationals, July 13-18. He will work with NCYC and Doug and Cindy Fisher and the Cowan fleet, and will be doing monthly updates for the Class via email/list serve delivery.

The next board meeting has been set for March 9, 2013. If you have any issues you'd like presented or discussed please email Jon McClean or one of the directors from your local area (p-2).



Several board members at the Dec 1, 12 meeting in Dayton.

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### "The Highlander" Rate Card

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#### Ad requirements:

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For details or questions contact: Editor, Mike Feldhaus at: [mikefeldhaus@insightbb.com](mailto:mikefeldhaus@insightbb.com).

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

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*Our thanks to Gary Vinicky for sharing this photo of the Cleveland Lighthouse at the entrance to the Cuyahoga River not far from Edgewater Yacht Club and Whiskey Island.*

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