



THE HIGHLANDER

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Photo by Anne Hollingsworth

*Some Handsome Hardware From
The Inaugural Potluck Regatta*



The Highlander

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The Highlander Class International Association

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President's Corner

It is great to be able to look forward to regatta results on our website again. What new faces will emerge? Who'll be the top guns? And how long can we, old guys, stay up with them?

If you're not on the circuit yourself, think about joining in a few times this year. Get out there and have fun. We, veterans, welcome you and will be glad to help you get initiated. And all of us can stay abreast with Class developments throughout the year at our website, sailhighlander.org.

I haven't seen any of the recently ordered boats yet, but we are all anxiously awaiting these new arrivals. Prices seem a little scary, but these are the times in which we live. I remember working at a boat show when a couple of young business types were looking over the new Highlander. They contemplated the price of the new boat. Then they started to compare it to a new car.

They compared a mass produced, complex piece of machinery, against a relatively simple hand built vessel. Not realizing that they were comparing apples to oranges, they couldn't rationalize the relative price difference. I was at a loss for words.

They would never understand that, basically, our boat can take us places that the car never could. The car will be junk in a few years, but the boat will just be getting seasoned and tuned to your specific skills. Just think of all the places on the regatta circuit where over time, we eventually begin to feel right at home when we drive in the parking lot for their weekend regatta. As I write this, it brings a little smile when I think of all the people who welcome us into their area and help us learn the tricks and specialties of sailing on their waters. How can you possibly relate those experiences to someone who doesn't grasp that vision?

One idea that pops into my mind to help grow the Class, is that all of us skippers need to introduce 'new' people to the boat by taking them sailing. That's one simple way we can 'set the stage' to grow interest in sailing and at the same time to showcase 'our' boat for growth in the Class. That's the one thing "you" can do to strengthen the

Class.

Seriously, who else is going to do it? You own the boat. And to a great degree, our future growth 'is' in our own hands.

So, do it. take someone sailing.

I was contacted by a fellow who is restoring a Highlander near Corpus Christi. That reminded me that our sphere of influence around the country has shrunk somewhat over the years. If I am jealous of anything of our sister ships, the Thistle and Scot, it is their greater base of fleets around the country.

The Highlander was designed as a more luxurious Thistle. The Scot was designed as a cheaper, more mass-producible version of a Highlander. Maybe one appeal of the Highlander, to me, is that its character is not evident to the type who would compare it to a car. Let's try to do a better job of telling our own story. Take someone sailing.

Nationals at Pymatuning is fast approaching, and our hosts this year from Berlin YC are promising professional type racing in a homey environment. The venue provides safe protected water with small waves, but the good chance of decent wind. It should be a great week.

Don't forget to support our HCIA Training Inc., spearheaded by Mike Shayeson. That's our "tax deductible" effort to solicit funding and equipment with which to buy, equip, and make available "loaner" boats at various clubs. I think Lake Norman already has two. This is the type of effort that can help us catch up with growth in numbers in other classes. We just have to get the word out. And no one is going to do that, but you and me. Take someone sailing.

As I finish this up, I no longer hear thunder, the rain has eased off, and the creek is going back into its banks. It must be time for me to get the boat out of the garage and down to the lake. By now, stuck in the garage for that long, it's probably thinking; it's a car.

Remember! Take someone sailing.



Dan Hopkins



Rave Reviews for New 'Potluck'

By Harold Bauer

I have always been a big fan of Highlander regattas and when I have an opportunity to sail somewhere new, that's even better.

The weekend of May 8-9, we had just such an opportunity when the Hollingsworth family hosted the first Potluck Regatta at Cave Run Lake in northeastern Kentucky near Morehead; an awesome location with a beautiful setting in the mountains. Our "club" for the weekend was a private camping area which featured several tent-camping sites, a large parking area with room for vans and RV's, a large pavilion with barbecue grill and an enormous fire pit with benches all around. Of course, if you're not the hearty camping type, the Comfort Inn was about six to seven miles up the road.

The launching area was a few miles down the road with plenty of parking and overnight boat storage. All in all, it was a perfect setting for Highlander sailing.

A cold front passed through during the night on Friday which brought cooler temperatures for Saturday along with wind; a lot of wind. In fact, there was so much that sailing on Saturday had to be postponed until Sunday. So everyone took their boats to the launch area, stepped the masts, covered them back up, and headed back to the base camp for an afternoon of good times and good friends. Everyone stayed together and enjoyed telling stories and trading ideas while waiting for the cocktail hour and potluck dinner.

The regatta took its name from the dinner which was a unique approach to the age old question of "what's for dinner?" Everyone brought food. There was anything you could imagine and it was all great! This is an approach that

of other people). It was unbelievable; the potluck dinner at Cave Run was to die for.

Sunday's conditions were a different story. Once again it was a bright sunny day, but with less wind and a little cooler; a perfect day for Highlander sailing. Launching was somewhat challenging because, as you may remember in



Photo by Berkeley Hollingsworth

You know, it 'does' sort of look like Sherwood Forest with Robin Hood and his merry band of men and women after a wonderful weekend of sailing.

more fleets should consider when planning their regattas; you know, kind of like bring your own (i.e. bring whatever you like and bring enough for a lot

early May, there had been a lot of rain in the Tennessee, Ohio and Cumberland River Valleys. The level of Cave Run Lake was about 13 feet above normal

(Continued on page 4)

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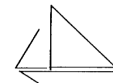
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Lots Of Leg Work, a Little Luck; Local Perspective

Potluck Planners Pull It Off!

By Bryan Hollingsworth

The response to this first adventure was fantastic and beyond our initial expectations. Looking back, around March 1, I finally secured a campsite....didn't want to start too early, you know (just lucky, I guess).

It turned out that the group area we reserved was newly renovated and is not yet advertised on the Cave Run website, and it was not meant to be available for rent until the following weekend (just lucky, I guess).

Two weeks before the regatta, a forest fire broke out and took out the marina power and burned 1,100 acres across the road from the campsite. Subsequently, nine inches of local and statewide rain help put the fires out, but closed roads while the lake level rose 13 feet (just lucky, I guess).

Fifteen boats committed to attend the event and, with an "iffy" forecast, 12 actually showed up (just lucky, I guess).

Although the weather leading up to the regatta was perfect, our Mother's Day forecast was for "cold" with lows in the 30s and daytime highs in the 60s with

winds at 20-50 mph on Saturday. I brought a trailer load of firewood and we enjoyed the campfire all day on Saturday while John Bell (a tree-hugger from Bourbon County) provided the musical and comical entertainment on Friday and Saturday evening.

It was kinda like the Tree of Knowledge. You had to be there to understand. (Just lucky he knows how to climb a tree in addition to sailin' and strummin' and singin').

Many thanks to Neal Deaves and John and Connie Emmerich who brought all the marks and flags and ran the races, so I could focus on the logistics of the chase boat and committee boat. Neal's shoulder surgery will keep him off the water this season so he was available to help with launching and pulling out the boats (just lucky, I guess).

John and Connie committed in early November to be the PRO as they had enjoyed sailing at Cave Run Lake in the past. (More luck).

Everyone brought the best food and the greatest stories and they were such

(Continued from page 3)

leaving the walkways to the docks under water. But in true Highlander fashion, everyone helped each other get their boats launched and it was finally time to go sailing.

The racing area at Cave Run is a

large open area surrounded by the eastern Kentucky mountains which provided a perfect setting for good inland sailing. The lake is very deep and, after a little difficulty setting marks due to the 110 feet "plus," water depth, our race committee headed by John and

Connie Emmerich, ran off five races. Even though it was a little shifty, five races in everything from three to ten miles per hour, it made for a great day of sailing.

Haul out looked as though it would be more troublesome than launching, but once again, the people of the Highlander Class



Inaugural 2010 Potluck Regatta, T-shirt

good sports about sitting around the fire pit all day on Saturday. (This was not luck! This was exactly what I would expect from a group of Highlander sailors).

We'd like to send our heart felt thanks to each and every one who raced and or helped with this event. We look forward to another "lucky" Potluck next year.



L-r: Harold Bauer, Bob Bauer, Jon McClean on Cave Run Lake



A New Fleet In Rhode Island?

By Jeff Curtin

My plan worked. My neighbor was very surprised and pretty darn thrilled about his new boat when I showed it to him. Awesome was the general response. But in reality it was a little more complex than that, and the story goes like this.

Last Sunday, one week ago (May 23rd), we had our pre-race season gathering at our Greenhaven Sailing Club. We sail some in Little Narragansett Bay and sometimes in Fishers Island Sound. A member, who is my neighbor, has mentioned in the past that he would like to get a Highlander also. And I noticed at

the meeting that he was talking up the idea of getting out of his older San Juan 24 again. I mentioned on the way home that I could find a boat for him and he said he could scrape up a reasonable amount for a good, solid, used boat. But 'then' the excuses started about selling the old boat, etc., etc.

So rather than waiting for him to get it together and sell his boat and go out and find a Highlander for himself, I decided I would take a flyer and go get a Highlander and see if that would motivate a better plan. My plan worked. Meet Ricky Brown new owner

of #759. He said he probably wouldn't sleep last night he is so excited.

I did the marathon thing and drove from Westerly, RI to Columbus, OH and back. I left Thursday morning at 6, drove 11 hours, checked out George Seiple's boat, paid George, strapped old #759 to the trailer, installed new lights, and headed home Thursday evening at 7:30. I arrived home at noon, Friday and I had to work until 6 p.m. at the boat yard.

One side note here: when I finished work Friday night, I checked my emails and saw one from Mike Feldhaus, our magazine editor, who I met at North Cape Nationals '09. I had to smile, and I know some of you other "staff writers" will get a kick too; before I even arrived home with the boat, his email was awaiting me, asking for a brief write-up and a quick photo or two. He had phoned George Seiple to see if he wanted to renew his classified ad for this edition, and George told him all about the sale.

Saturday I cleaned the boat, rigged the mast up and all, launched the boat and made it look as good as I could. Then, I went about getting Ricky Brown down to the boat yard without arousing too much suspicion. I told him it was urgent to get over to the boat yard, that I needed him to help me with something. He came right over and he was shocked, couldn't believe it.

The plan worked, his old San Juan is going on Craig's List today for cheap. Now we have three Highlanders at the sailing club on Tuesday nights.

It was an adventure. I have a few other sailing buddies in-between boats at the moment, and I might try it again.

"PHRF? Smurf! One design is way more fun. Go Highlander!"



Photo by Mark Steinmetz

Ricky Brown, at left, on his new boat #759, along with "hard driving" Jeff Curtin.

Fleet 14 Update

Gary Vinicky, spark plug for Highlander Fleet 14, in the Cleveland area reports some news of excellent fleet growth. Some of their members sail out of Edgewater Yacht Club and others out of the nearby Whiskey Island Marina. For the 2010 sailing season, joining their fleet activities will be:

- Paul Kuebler and crew - #397.
- Clinton Preslan and crew - #567.
- Tom Cantrell and crew - #599.
- Rob Wilber and crew - # 635.
- Tadd Schwarz and crew - # 790.

Cris Chillemi and crew - # 977

Gary also reports that #875 the former boat of the class stalwart, Betty Failing of Chattanooga, is in the process of being re-cored by Ken Jones and it is hoped that Ken will join our band of sailors soon. And rumor has it that another local sailor, Eric Yeager, will be getting #342 out of storage, and back on the water this season. Hopefully Gary can get a photo of the 'class of 2010' for our next issue.

Gary credits much of this progress to several factors, one being the foresight of Dan Moore who made it a point to have a large dry sail area in

addition to some 250 slips at Whiskey Island. Gary also mentioned the support of Tim Poole, general manager of Whiskey Island Marina and also of local Harbor Master, Fred Brown.

In one other bit of progress, Gary says that the folks at Whiskey Island had intended to scrap a 22 foot boat, but instead donated her to Fleet 14. After her stern drive is rebuilt and prop is reworked Gary says they'll have a "new, used" 22ft walkaround Safety/Coach boat for the fleet.

Gary thinks that their active website (highlanderfleet14.com), has had an impact on their recent success in growth.



Hail, Hail, Our Crew!

By Jamey Carey

I would first like to take the opportunity to express how proud I am to have my sailing team associated with the Larry Klein award. Larry was a five-time Highlander National Champion and a Rolex Yachtsman of the Year winner. He was always a close friend of Cowan Lake's Highlander Fleet #4.

Larry began his racing career sailing out of Hoover SC in the Columbus, Ohio area, honing his racing skills against true Highlander sailing legends such as Tom Smith, Sony Williams, Herm Groesinger, and Earl Remen. Hoover Reservoir is only an hour north of our little sailing club, so during the course of a sailing season Larry would make several visits to Cowan Lake Sailing Association.

Often Larry was the guest speaker at our winter fleet gatherings. Sometimes it was planned that way, but more often he was simply a gregarious guest who easily slipped into the role of mentor, to novice sailors and old salts alike. He was a fierce competitor, a world-class sailor, and an all around great guy.

When you combine these qualities with the fact that he was seven years older than me then, it should be pretty easy to understand that, from the perspective of a 'sailing kid' growing up in the 60's and a teenager in the 70's, Larry's "cool-quotient" was off the charts. To say that I idolized Larry Klein when I was a youth would be an extreme

understatement.

Therefore it has been a real honor for the past several years to be able to earn the privilege of having our name placed on a trophy created in his memory.

As most of you know, during the entire racing season each skipper at every Highlander regatta is awarded points equal to the number of boats they beat in that regatta. At the end of the season these points are totaled, then at the Nationals every year the Larry Klein Memorial (LKM) trophy is awarded to "the top racing sailor" from the previous year. This honor was initiated in 1995.

Prior to the our Team Mojo string of victories that began in 2002, this award had been won by: Mike Perakis (two-time winner and designer/builder of the beautiful Highlander half-hull trophy that now goes with the award); Frank Gerry (two-time winner); Norris Bourdow; and Don Wright.

Historically the competition for this prestigious Highlander class trophy has been very intense. Our first year of winning the LKM trophy was 2002. That September we entered the Fall regatta season barely in the top ten and 19 points behind previous winner Norris "Knarly" Bourdow. My wife and regular crewmate, Tanya and I were able to finish that year strong by stringing together regatta victories at Eagle Creek's Governor's Cup, Louisville Bluegrass, and Lake Norman Pipers regattas to edge-out Norris for our first Larry Klein Trophy.

In several recent years the conclusion of the Klein competition has been even more exciting as the winner has been determined during the last beat of

the last race of the last regatta. This past year was no exception as we entered the last regatta of the year (Pipers) just one point ahead of "class rock star" John Bauer. Whichever team bested the other in the Pipers would be the Larry Klein Trophy winner for 2009.

In this past October's Pipers only 11 of 24 boats finished the last race as the winds gusted to 26 mph. Our 450 pound Team Mojo crew, which for this regatta consisted of myself, wife Tanya, and friend Kaity Boyce would have gladly opted to drop out of this race and put our boat on the trailer...but we were well aware that a DNF in this one race would mean no Larry Klein trophy for us for 2009. Therefore we stuck it out, and thanks to the perseverance of Tanya and Kaity were able to finish the regatta in 4th place overall compared to John's Aunt Ruby team's sixth, which allowed us to win the 2009 Larry Klein trophy by a mere three points.

The super performance of Tanya and Kaity in this particular regatta brings me to what I hope comes across as the real point of my ramblings.

I fully understand that the Larry Klein award, more so than most of the other trophies we compete for, is an attempt to recognize an individual skipper. However, even with that caveat I cringe when I hear people say, "Jamey Carey won the Larry Klein trophy" as there is no way any individual can win anything in Highlander racing, which is truly a team sport.

These boats aren't Sunfish or Lasers, they require a real team to sail them well and to race them competitively. I am blessed to have the opportunity to sail with my wife and best friend Tanya. She is an accomplished and competitive sailor, Team Mojo co-owner, and has been forward crew running the front of the boat in every single regatta during our run as Larry Klein Trophy winners 2002-2009).

One of the truly unique attributes of the great sport of sailing is that it is a team sport where you can compete on a National level with your spouse or 'significant other' on your team. Tanya and I are also fortunate to get to do a lot of sailing with our friend Mike Shayeson who has sailed in dozens of regattas with us during this time frame, being a MOJO team member in five of our ten regattas

(Continued on page 7)



At past Bluegrass win: Mike Shayeson, Tanya and Jamey Carey.



Sec/Treasurer's Report

Following the Eagle Creek Mayor's Cup Regatta your class membership stands at 107. This includes several Life Members who send a check annually to help support the class as well as Junior and Associate memberships.

Fleet Captains: Please survey your club members and ask the unpaid folks to send in their dues. We could easily gain 20% participation at the national level if we poll on the club level. We certainly have a loyal following but our future lies in our ability as a class to promote growth at all levels.

Let me remind you that while other classes are struggling with retention we do have three new boats in production, two of which should be at the 2010 Nationals at Pymatuning later this month.

One of my duties is keeping track of boats

sold, found, or transferred. Members have done a great job of notifying me of changes in ownership and I appreciate that. I have the tedious task of maintaining the membership database including the owners' current measurement certificates.

I have probably sent out 20 certificates and have received only one completed certificate. I feel it is important to explain further. In one file is a folder for every Highlander built. The idea is to keep track of all boats as a historical record as well as a record of ownership.

By returning the completed certificate to my file you let Harold Bauer, Sue Bauer, Jamey Carey and Norris Bourdow off the hook. They somehow



HCIA Secretary-Treasurer, Bryan Hollingsworth

keep a list in their heads and at some point I will be handing this job off to someone else who will need the information. If you have requested a certificate in the past three years, please send me a copy for our files. A wise man once said "it only takes a minute to do."

(Continued from page 6) in 2009.

Mike gave one of the best trophy acceptance speeches I've ever heard at the Pipers this past year. There stood Mike, excited after winning his first Highlander regatta as skipper...yet he had the wisdom to point out, "it had nothing to do with me....it was all Jason (Japikse) and Shon (McCall), I just drove the boat." While this statement is humble to the extreme, Mike has sailed in enough regattas as crew to understand that there is a lot of truth in those words.

Other team 'Mojo Mates' who played a big role in the success of our 2009 season were: Stan Cummins (Mad Plaid), Jon McClean (Berlin), Ellie McClean (Nationals), Dr. Bob McCoun (Hoover), Liz Schnabel (Bluegrass) and Kaity

Boyce (Pipers). In addition to Tanya and Mike and these other teammates who helped in 2009, Team Mojo's quest for the Klein has been aided in recent years by the great teamwork of the following Highlander sailors who have raced with us in various regattas: Shon McCall, Jay (Joe) Volkert, Justin Busbey, Barret Rhodes, and Jay Carey.

The problem with attempting to recognize everyone who played a part in this by creating a list is that I am certain to leave someone out, but my attempt to list them was simply to make this point: Jamey Carey did not win the Larry Klein award this year or any other, but was able to compete for it thanks only to the efforts of many people. This understanding is what has prompted us to place our boat number

and "Team Mojo," rather than just the skipper's name on several of the perpetual trophies we have been lucky enough to win.

Hopefully most of you skippers out there already realize that, while it may be very easy for the skipper to make a decision that 'loses' the race for his entire team, it is physically impossible for the skipper to, alone, win any race or event in this sport without help.

Whether your goal is to win a race, a regatta, the 2010 Larry Klein Memorial Trophy, or if you're simply in search of that special feeling you get from sailing your boat at peak efficiency, you simply cannot do it alone. So please join me in recognizing all of the crew who work so diligently to make Highlander sailing the fun and rewarding, family-oriented sport that it is.



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Carey Cops Mayor's Cup

By Jamey Carey

We always enjoy a regatta at Eagle Creek, and the 2010 Mayor's Cup was no exception. The 42 sailboats competing included fleets of everything from Hobie cats to C-scows, as well as J-24's and cruising boats; and a very competitive Highlander Fleet.

What this group of Highlanders lacked in size, with a nine-boat fleet, it more than made up for in depth, as there were several past National Champions as well as current contenders in the Class. Performing well in this fleet was going to be tough.

Late Friday afternoon an impromptu "tune-up race" broke out. Indy local, "Dr. Bob" McCoun, set up a windward leeward course, and four Highlander teams got to enjoy some very close racing. In addition to our Team MOJO, Bryan Jerman, Tyler Andrews, and Jason Hubbard all had teams on the water.

My wife, Tanya, and I had elected to sail the Mayor's Cup Regatta as a "two-man" team, and we were looking forward to it. However, after the beating these three teams gave us that afternoon we were wondering on Friday night if our

decision for "tune up" racing had been a prudent plan.

While a Highlander is great fun to sail "two-up", as most of you know it can become quite a handful for a duo when the breeze picks up. During our team discussion after Friday's practice, we determined that those other three teams had simply confirmed what we already instinctively knew; performing well in this fleet was indeed going to be tough.

Saturday's first race started off in slightly shifty but steady 5-7 mph winds. Just as we developed a small lead, the lake went flat. Unfortunately, this made the remainder of the race a game of "connect the dots," rewarding the teams



Photo by Kenny Chapman

Well, look what the cat threw up. Bust my buttons! L-r; John and Marsha Schaub and crew regular, Bill Best. These guys go way, way back. These veteran Highlander sailors made a regatta cameo appearance.

who were the best at stringing together the little currents of wind scattered about *Eagle Ocean*.

Despite the best efforts of the dedicated Race Committee, comprised of Eagle Creekers Kenny Chapman, Bob and Annie McCoun, and friends, the total lack of wind ensured that there would be no more racing this day. Therefore the fleet headed in for an early start on the party.

One of the special things about Eagle Creek SC that we appreciate is that even if Mother Nature doesn't provide good sailing conditions, you can still count on the locals to throw a great party.

It didn't take long for the great camaraderie and awesome food to erase memories of the less than spectacular sailing of the day.

Heck, by the time the band started, not even the two-man teams were worried about the forecasted breezy and stormy conditions for Sunday morning. True to form, the Eagle Creek Crew had a spectacular party.

Fortunately for everybody, Sunday's weather wasn't quite as bleak as predicted. The morning provided better sailing conditions with winds in the 7-10 mph range.

(Continued on page 9)



Photo by Kenny Chapman

L-r: Tanya Carey, Dr. Bob McCoun, Anne Cameron McCoun, Jamey Carey, and Eileen Leonard, sharing some brewskies and swapping some very tall sailing tales.



Help Float Loaner Boats!

Give For Your Own Good

By Mike Shayeson

The 2010 Highlander season is well underway as you read this publication. A great deal of exciting activities have already taken place with the running of several regattas including the new "Potluck" at Cave Run Lake, and more is planned for the remainder of the year.

There is also news that three new Highlanders have been commissioned to be constructed by Allen Boat Co. and should be complete by mid-season. Also, your board of directors has been working with Boyd Barnwell and Jon McClean in developing a strategic plan to continue to grow the Class.

This last activity is vital to the growth and sustainability of the Highlander Class. With a strategic plan in place, the class will have a road map that gives us direction to see our class flourish, and in turn our boats continue to maintain and grow in value.

One element of the new strategic plan is HCIA Training, Inc. As I have mentioned in many previous articles, to assure continued success and growth of our class, we must recruit and develop new Highlander sailors. By doing so, we provide a market for our boats and, thus, maintain the value of our Highlanders.

So what can you do to help in this endeavor? First and foremost, you can find candidates to become Highlander sailors. This could be friends from work

or school or sailors from other classes that would love to "move up" to a Highlander. Through the HCIA Training program, we will work to put these sailors into a Highlander to get them

fleet captains to get good used equipment donated to your fleet to support these potential new members. Remember, all donations through HCIA Training, Inc. are tax-deductible.

And third, you can make a cash donation to HCIA Training, Inc. to support our cost of insurance to support and protect the program. I have said it before, if you would consider a small 'cash' dona-



Photo by Mike Feldhaus

Jason Japikse, Mike Shayeson, Shon McCall at 2010 Midwinters, Lake Norman YC

hooked on the best one-design boat out there.

Second, you can work with your

tion in the amount of the cost of the beer one crew drinks at one regatta, we would be in great shape. Please consider doing so today.

(Continued from page 8)

The close crossings and continual traffic enjoyed throughout the second race confirmed how challenging this Highlander Fleet really was.

Largely due to Tanya's exceptional work on the front of the boat, we were able to squeak out another win in this race. As much as I wanted to help, there was only so much I could do to assist from my seat in the back of the boat. With a three-person team, job duties can be pretty easily broken down roughly into thirds, with each person carrying their own load.

However, with a two-person team it's the forward crew that ends up shouldering more like 70% of the responsibilities. In the already fast-paced action in

the front of the boat, there is certainly a lot happening very quickly on a normal day, and having just two people on board exacerbates this exponentially. To say Tanya was busy would be an extreme understatement. It was her performance on the front of the boat that made this regatta special for Team Mojo.

As the wind continued to shift, the RC changed from W-L to an Olympic style course for Race number three. The competition was very tight for the first lap as the fleet didn't even begin to spread out at all until the last two legs.

We were fortunate to finish in third place in the final race as this seat gave us a birds-eye view of some very close racing between Tyler Andrew's Team

and Team Spengeman. In the end it was Ed Spengeman and crew that crossed the line to take the gun, with Tyler's team in hot pursuit.

Once the scores were added up, our consistent finishes provided Team-Mojo with the regatta victory. It was a real honor for Tanya and me to be able to finish well in the small but very competitive Highlander fleet that comprised the Mayor's Cup 2010.

The closer the racing the more fun this sport is for everyone involved, so there definitely should have been plenty of fun had by all in this remarkably, closely contested regatta. Thanks to everyone who made this event a huge success. Hope to see you on the water next time.



“Aunt Ruby” Rules

Springs Take This Spring’s Midwinters

By Bruce Busbey

The Highlander Midwinters event has been held for the last five years at Lake Norman Yacht Club near Charlotte, NC, and always sees a great turnout. This year was no exception with 16 boats participating in some action packed racing.

For me, it was good to see old friends and make some new ones. I was also very excited to get a chance to try out my new Dieball suit of sails. Those, by the way, were brought down to Lake Norman free of charge by Ernie Dieball who made time in his busy schedule to deliver quite a number of orders for those who took advantage of their fall discount. Unfortunately for everyone, Ernie had volunteered to crew with Jamey and Tanya Carey. This is particularly tough on the competition because normally, Jamey and Tanya are hard enough to beat without Ernie on board.

As for myself I was going to be breaking in a new sailor, Jason Matzke, and reminding my middle daughter, Kelsey, where everything was located on the boat. I had decided to bring along an extra suit of my limp lettuce sails just in

case it was blowing like stink and things got too exciting to risk the brand new set.

Thankfully the wind on Saturday was blowing strong but was not out of control. In fact it actually got a little light during the first race which ended up being abandoned because of race set-up issues. We were all relieved when, only five minutes after abandonment, the air died completely and we saw the wisdom of the race committee’s decision.

We bobbed around for about 20 to 30 minutes looking for the 8-12 mph promised by the weather channel. Fi-



Bruce Busbey and his relatively new crew, making some memories.

come overcast and the winds were holding between 8-10 mph; perfect conditions for my new crew and my new sails.

In order to get in some practice we popped the pole and hoisted the spinnaker one time before the second start (I figured once should be plenty). But unfortunately we did not have time to try a jibe.

So I did my best to explain it to Jason by telling him to take that thingy over there and unhook it first, then take the pole off the mast by pulling that other rope then push it out that way and...then his eyes glazed over. So I said “don’t worry, we probably won’t use it anyway.” Actually that was generally true because when I have crew that is experience-challenged, I rarely use the spinnaker pole as it adds to the chaos.

We started the race with Jason and Kelsey doing a great job on the jib and vang. Since this was technically our first race we flew the spinnaker without the pole just to get everyone in the mood. By the end of the race we were all feeling pretty good about our sailing prowess so we decided to use the spinnaker pole for the third race.

That contest began with the winds picking up a bit and, I thought, our confidence high. We arrived at the windward mark on port tack just so I could teach Jason and Kelsey a lesson about coming in on port at the weather mark. We

(Continued on page 11)



After a windy weekend, kicking off the 2010 Highlander season at “Midwinters,” this handsome group gathered for a ‘photo op’ in the Lake Norman club house.



L-r: Rob and Joyce Spring and John Bauer doing spin sheet tricks.

my jibberish-laden directions but also of getting the pole set in good time. In fact he even threw in a couple jibes further down the leg with Kelsey teaming up for near flawless execution.

Our exuberance

was soon ended as we doused the spinnaker and had another lesson. Spinnaker lines like to go underneath boats and never come back.

Again I was amazed at how fast Kelsey and Jason figured out the lesson and began fixing the problem.

The next couple races saw further increases in wind velocity and sweat pouring down my head as I watched my new Dieball sails flogging more

and more. Jason and Kelsey had great attitudes and I thoroughly enjoyed our afternoon of racing.

In fact, I spoke with Jason a couple weeks later and he had this to say about his first racing experience. "It was just my second time on a sailboat without a keel. I thought it was so exhilarating, hiking out on the boat. I was just a little shocked at how close the boats get to one another during the race. I was also surprised by the physical effort involved with crewing in a race. The morning after, I found my hands hurt, my back ached and I had black and blue marks all over. But I'm ready to go the next time I have a chance."

As I said in the beginning there were 16 boats in attendance but we were never really close enough to the front five in order to adequately describe the action, "up there." However, I can say this about those top five boats.

Jon McClean sailed a great regatta and was always in the mix. Mike Shayeson, last years Piper's Champion, proved he's up front to stay. Harold Bauer as usual was in the hunt for the top prize along with Jamey Carey who finished just one point ahead of Harold for the second spot. And the winner this year was; Rob Spring, with Joyce Spring and John Bauer, who pretty much dominated all four races on Saturday to take home the trophy.

Sunday turned out to be a blowout with all races abandoned on shore which, as it turned out, was a good idea since steady winds of 30 mph hit the lake right around the time we would have been finishing our second race of the day.

Many thanks to the Lake Norman Yacht Club for allowing the Highlanders to have our Midwinters during a regular club race weekend. We would also like to acknowledge our very own Highlander Fleet 27 members, who volunteered their time for the class. We hope to see even more of you join us on the line next year.

(Editor's note: Our special thanks to Bruce Busbey for stepping up and filling in with this excellent Midwinters coverage. And I'd say, based on the hospitality exhibited and with all of that certainly enjoyed that weekend, that the Class is very appreciative of Fleet 27 and their work in hosting; and for Lake Norman Yacht Club having us back to celebrate our Midwinters Championship, even though it is technically held in Spring).

(Continued from page 10)

promptly fouled Ted Mellnick and learned how to do a 720 (Jason figured out why it was called a 720 all by himself). A perfect lesson!

After completing our turns my crew begged me to let them put up the spinnaker pole so we could catch up. Can you believe that? Me neither. Anyway, Jason did a fantastic job of not only translating



L-r; Harold Bauer, Bryan and Berkeley Hollingsworth, and Bruce Busbey shooting the breeze as the boats got set up on Friday afternoon. Whatever Harold had to say, it looks like the three outside the boat were not only listening, but buying it. Not!



Finding Your "Life Pastime"

The Highlander Experience

By Boyd Barnwell

I just ordered a new book after reading on-line reviews titled "Saving Sailing" by Nick Hayes. It sounds like it's going to be a must read for anyone that is trying to understand why sailing participation has declined so dramatically in the last 30 years and who would like to do what they can to reverse this trend.

The core of the conclusions from



Bud and Gloria Annenberg in 1960.

Nick's research about reversing the decline revolves around finding ways for mentors to share their enthusiasm for the choice of sailing as their "Life Pastime" across generations; and not just within your own family, but across ones network of relationships.

He contends the key to sailing growth is to improve the quality of the sailing experience at every level. That way, the odds are better that new sailors will continue their involvement and begin to build brand new family trees of sailing.

Thinking back on last year, two things have drawn me to want to write about one person that can be considered a role model for the kind of "Life Pastime" that I'm sure many of us would like to emulate. Last June, 81-year-old

Bud Annenberg and his crew took 3rd place at Cowan Lake's '09 Mad Plaid Regatta. We were all so pleased and excited for Bud.

It really says something wonderful about our sport and our one-design class when someone that's been sailing Highlanders for nearly 50 years can still compete with the best and in a 25-year-old boat. This truly is "extraordinary."

More recently, I was having lunch with Jamey Carey, talking about Highlanders, when he handed me a thick binder stuffed full of years and years of this publication. This was one of several binders full of every one of "The Highlander" newsletters collected religiously by Bud since he began sailing Highlanders in 1960. He had given them to Jamey to make sure they were preserved.

Over the next several weeks, I browsed through almost 20 years worth of newsletters. Peppered throughout, I noticed photographs and stories of Bud's Highlander sailing career. Now, you're probably starting to understand. After fifty years sailing Highlanders, and still racing competitively, he is truly one of the nicest gentlemen you'll ever meet.

Bud became interested in sailing while working as a swimming instructor at a boys' camp in the Adirondacks in 1948. When he returned to work at the camp after serving in the Korean War, he talked the sailing instructor into teaching him to sail. He eventually became an instructor himself, training boys in Stars and Lightnings.

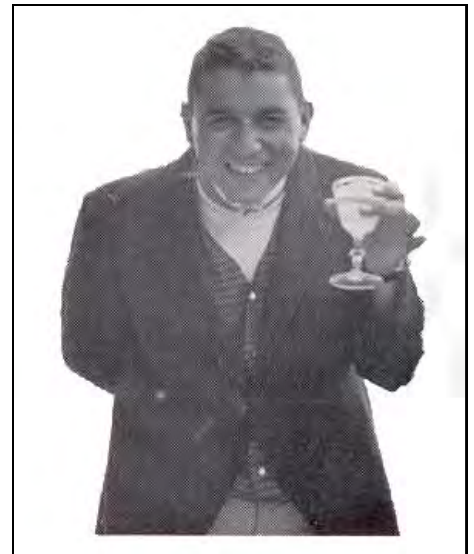
Bud shared his common interest in sailing with his Middletown, Ohio attorney friend Fred Ross. Fred had a friend that was trying to sell his sailboat and they bought it. The year was 1960. The boat was #49 and Fred's friend was National Champion, Dr. Ben Sawyer who had dominated Highlander sailing in the early to mid fifties.

Bud's wife Gloria was pregnant at the time and must have thought he was crazy. Even so, Bud fell in love with the Highlander and Gloria ended up crewing with him for many years on

Cowan Lake.

When Bud attended his first National Championship, he was a novice Highlander sailor and was anxious on the start line of 50 some odd boats. While everyone else was trying start at the committee boat, Bud stayed as far away as he could and started near the pin. Much to his surprise, he rounded the mark in first place.

While he faded after that, he remembers the excitement and thrill of that start and rounding at his first Nationals as if it were yesterday. That's what a "Life Pastime" is all about: rich experiences with friends and competitors that are drilled so deep into your memories that they sus-



Bud enjoying his first Mad Plaid.

tain you for years and years and keep you on the line when work, life and the years make you question your commitment.

Bud sailed #49 until the mid 80's when keeping up with dry rot proved too much to handle. He purchased a brand new CustomFlex and has been sailing #928 ever since.

He participated in as many regattas and Nationals over the years as work and family allowed and befriended sailors wherever he frequented. Over the years, his crew has consisted of family, friends and neighbors.

Bud is particularly proud of his Mad Plaid regatta win in the mid 70's with his daughter, Lynn, and her friend Lynn Evans. Dave Aubel has crewed with Bud since 1985 and is considered by Bud to his "little brother."

Kathleen Neuman has crewed consis-

(Continued on page 13)



In Memoriam

Celebrating Jack Bauer

By Harold Bauer

Jack Bauer was a lot of things; a son, brother, father, coach, businessman, teacher, mentor, and friend. Most knew him as a sailor.

He grew up sailing with his family at Atwood Yacht Club in Penguins and later, in Thistles and Highlanders. After high school, Jack went to college at Ohio Wesleyan University. He chose Wesleyan because it was one of the few schools in the midwest that had a varsity sailing program.

Jack loved everything about sailing. During the summers, he taught sailing at



Photo by John Yingling

Jack and Cherie Bauer enjoying a moment of sailing.

(Continued from page 12)

tently with Bud for the last 10 to 15 years. One of the true assessments of person's character is the friends he makes and "keeps" in his life. Bud loves to talk about guys like Merle Spring, Jim Carey, Joe Volkert, Ken Hopkins, Norris Bourdow, and the late Allan Singer and what they've meant to him as friends and great competitors.

Bud served as Commodore of Cowan Lake Sailing Association in 1996 and was awarded the Marcotte Award in 2004 for contributions to CLSA, above and beyond. Bud can still be found on the start line at Cowan almost every Sunday beginning in mid May, after returning from Florida for the winter where he sails every Wednesday on his friend's 35 foot C&C out of Lake Worth Inlet in Palm Beach.

Edgewater Yacht Club in Cleveland. He en-

joyed coaching young sailors and was a mentor to many. He never stopped teaching and coaching. He was always willing to help anyone who would ask.

Usually at regattas, Jack could be found re-hashing the day's races as he was packing up the boat for the trip home or just for the night. He always felt that if he helped someone else sail better, then he would have to sail better too. Everyone wins.

He achieved many honors in sailing including the Atwood Yacht Club Championship, Midwest Collegiate Sailing Association Championship, he finished consistently in the top of the Thistle Class and he was Highlander National Champion in 1999.

I would say that everyone who knew Jack, knew about his attention to detail. Everything he had was always clean and very well organized. (Many of the things that drive my wife and kids nuts when I pack up my

boat and van, I owe to Jack. Right down to the clean wheels on my boat trailer.) Once, when Jack bought a new Thistle, the new owner of his previous boat complained that he slid off of the heavily waxed seat, fell into the bilge and capsized the very first time he sailed the boat.

But Jack was that way in everything he did. He sailed clean races. He taught clean sailing, (you seldom saw him in a protest room.) The same was true of his business dealings; clean and methodical. He knew how to take care of his customers.

I remember the first time, my wife, Stefanie and I met Jack's fiancée, Cherie. We weren't sure that a talented artist would be compatible with someone like Jack. (Artists aren't known for being the clean and organized type.)

There must have been more there than we could see, because Jack and Cherie sailed on together for nearly thirty years. They raised two fine sailors who actively sailed in college and continue today on the Thistle circuit.

Earlier this year, Jack lost his four-year battle with ALS, Lou Gehrig's Disease. He fought very hard and we are all very proud of the way he dealt with this devastating illness.

He did not fight alone. Many people supported Jack in his battle, especially his wife Cherie and children, Fred and Charlotte. They never gave up.

We will all miss our friend Jack Bauer.

This March, at age 81, he headed down to the US Virgin Islands to bareboat charter out of Redhook, and to continue to share his "Life Pastime" legacy of sailing with his son Alan, son-in-law Rob, grandsons Andrew and Ben; and his "little brother" Dave Aubel was also on board.

The editor would like to thank Boyd Barnwell for this wonderful profile of long-time Highlander enthusiast, Bud Annenberg. We regret space limitations precluded its use in the April issue.



Kathleen Neuman, Bud Annenberg, and Dave Aubel at 2009 Mad Plaid where they scored a third place finish.



All In?? All Done???

Last Call. HCIA 2010 Nationals!

By Harold Bauer

It's not too late to register for the 2010 Highlander Nationals at Pymatuning Yacht Club, July 24 - 30. This is an awesome opportunity to sail on beautiful Pymatuning Reservoir on the Pennsylvania/Ohio border.

The Notice of Race and registration form are both available on the Highlander Class website at: sailhighlander.org. Just scroll down to the bottom of the home page for all of the information you will need for a great week of Highlander sailing.

For those who have sailed at Pymatuning, you know what a great on-shore facility PYC offers with its great camping on the grounds and fantastic clubhouse facility. For those planning to make their first trip, you will love the great launching area and fantastic sailing venue.

Your Nationals hosts have worked hard to provide you with an experience that you will enjoy and remember for years to come. There will be great sailing, good food, and plenty of good times.

Travel to Pymatuning is easy no mat-

State Route 11. Follow Ohio 11 (North from I-76 or South from I-90) to US Route 322. Follow US Route 322 East about six to seven miles to the Ohio/Pennsylvania border. As



Photo by Harold Bauer

Pymatuning Yacht Club provides a peaceful setting for 2010 Highlander Nationals.

ter where you are coming from. Follow Interstate 90 or Interstate 76 to Ohio

soon as you cross the border, watch for the entrance to Pymatuning Yacht Club on your left.

If you will be approaching from Interstate 79, exit at Route 358 at exit 130. Follow Route 358 west to Greenville PA. From Greenville, follow Route 58 to Jamestown. At Jamestown follow US Route 322 west, approximately 4 1/2 miles and look for the entrance to Pymatuning Yacht Club on your right. Of course you can always Google Pymatuning Yacht Club at 5228 Bush Road, Jamestown, PA. And don't forget their website is www.pyconline.org.

So it's not too late. Make your plans now and we'll see you at Pymatuning Yacht Club July 24 through July 30, 2010. Sail fast!

(Our thanks to Harold Bauer and a host committee of many more who have worked so hard to put together a great week of fun for all of us at the 2010 Nationals.

Let's show our appreciation and turn out in bigger numbers this year. See you there!



Photo by Harold Bauer

The view from the clubhouse at Pymatuning where Nationals fun awaits you. Join us!



The Classifieds

#951, Customflex, Harken hardware, 2 sets sails, teak seats/trim, motor mount with 2 hp Evenrude. Factory trailer with new wheels, tires, bearings, and spare. New Sailors' Tailor cover. Good condition. Madison, Wisconsin. \$4,400. hkfield@charter.net. Harry Field, 608 256-4619. Email for photos.

#838: '77 D&M yellow hull, copper racing bottom, light yellow deck, aluminum mast, boom, centerboard, racing fittings, full deck cover, main, jib and spinnaker, Sterling trailer (2,000 lb rtng). Stored inside. \$4,500, obo. Call Harvey Schach at 216-978-9219 or email at hschach@roadrunner.com.

#916: Customflex, excellent condition; red hull to waterline, white below; aluminum trailer; 2 sets of sails, one set competitive; bridle traveler, in-board jib leads, aluminum tiller, skirted mooring cover, trailer mooring cover, rudder cover. \$4,900. David Lies (317) 464-8255 weekdays or liesdavid@sbcglobal.net.

Also, see listing at the Class website at: sailhighlander.org.

"The Highlander" Rate Card

"The Highlander" magazine is the official publication of the Highlander Class International Association (HCIA) which is comprised of over 750 Highlander sailboat owners. The publication is a 16-page, one-color quarterly, published and mailed to dues paid members each Jan/Apr/Jul/Oct.

Ad requirements:

One color, camera ready.

Format: Page size: 7.5 x 9.25"

Ad size: Quarter Page:

Horizontal: 7.5" wide x 2.25" tall

Vertical: 2.25" wide x 8" tall

Half Page: 7.5" wide X 4.5" tall

Full Page: 7.5" wide X 9.25" tall

Horizontal format preferred, but any need can be accommodated

Deadline: Due 30 days prior to issue month (Jan/Apr/Jul/Oct).

Rates: (Non-Commissionable)

Quarter Page: \$100

Half Page: \$170

Full Page: \$250

25% discount with a four-issue order.

First time orders must be prepaid.

Make checks to: HCIA

Send ad and payment to: Mike Feldhaus, 7109 Green Spring Dr., Louisville, Ky 40241.

For details or questions contact: Editor, Mike Feldhaus at: mikefeldhaus@bellsouth.net

Classified Ad Policy

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

'Partyganza' Set for Eagle Creek

By Kenny Chapman

Hello Highlanders, this is Kenny Chapman the old, new Racing Chairman from Eagle Creek Sailing Club in Indianapolis, and I just wanted to remind everyone of the change of dates for the Governor's Cup this year. It is on the 18th and 19th of September with Friday the 17th

serving as our welcoming day.

That's right, there's no conflict with Atwood's Harvest Moon Regatta this season. This way I can get to go to Atwood this year, and a lot more Highlander sailors can make it over to Eagle Creek, the following weekend.

And to make it even more convenient for any of you visiting us, you can make arrangements to "leave your boat" in Indy, and not have to trailer it back the following weekend for the combined Highlander/Thistle event at the Indianapolis Sailing Club at Geist Reservoir. You are welcome to store your boats at our club with my endorsement.

Also, we have got Jim Yeary again as our

(Continued on page 16)



Photo by Kenny Chapman

Mayor's Cup attendees enjoying some "creeker" hospitality.

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

Allen Boat Company, Inc.

370 Babcock Street
Buffalo, NY 14206

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

Bryan Hollingsworth
410 Holiday Road
Lexington, KY 40502

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(Continued from page 15)

Regatta Director along with co-director Chris Cunningham and RCO, running the racing. Jim was the master mind of our recent Mayor's Cup "partyganza" and if any of you sailed the Gov's Cup events back in 1995-96-97, when we held them across the lake, you may remember what kind of party and dinner this guy can pull

together.

Now one other thing I would like to remind you of is that the Gov's Cup was a traditional one-design regatta before we resurrected it back in 1995. A few years later we changed the format to allow the largest PHRF fleet to vie for the overall traveling trophy on odd years. "This year" the Gov's Cup

goes to the largest one-design fleet.

That being said, I have been promoting one-design sailing at our club this year to get larger groups out to the "Creek." The Highlanders have always been our largest one-design fleet over many years and I am a little biased as I have been crewing on these boats for about 18 years. We attracted 12 Hobie Waves at the Mayor's Cup along with 6 Hobie 16s and 5 C-scows, and both of the latter said they would be doubling their fleets to compete for the Gov's Cup.

Sooo, now that the Class has the Harvest Moon Regatta date conflict resolved, let's shoot for a twenty-Highlander turnout (or more) for this September, so that one of 'us' can take home that traveling Governor's Cup Trophy

So mark your calendar right now. Reserve Sep 17-19 for the Governor's Cup and one of the biggest "Creeker Parties" of the century (we learned many of our party secrets on the Highlander regatta trail; so you know it'll be fun).

So shine up your dancing shoes and bring your best sails. Let's make sure this the year that a Highlander skipper takes home the Governor's Cup. See you in September.

Highlander 2010 Regatta Schedule

July 3/4,	Pymatuning Regatta	Jamestown, PA	rspring@neo.rr.com
July 24-30	HCIA Nationals	Pymatuning YC	Harold Bauer, hbauer494@juno.com
August 14/15	Hoover Fling	Hoover SC	Sue Bauer, 989bauer@att.net
September 11/12	Harvest Moon	Atwood YC	Mark Redmond, mredmond929@gmail.com
September 18/19	Governor's Cup	Eagle Creek	Kenny Chapman, chapmank@comcast.net
September 25/26	Highlander/Thistle Regatta	Indianapolis SA	Jim McDonald, James.A.McDonald@att.net
October 2/3	Bluegrass Regatta	Louisville SC	Erin Spengeman, redsailor876@hotmail.com
October 16/17	Pipers Regatta	Lake Norman YC	John Gibbon, yellofev@aol.com

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



DIEBALL
SAILING

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 www.dieballsailing.com
 info@dieballsailing.com

For years Ernie and Skip Dieball have been traveling the Midwestern sailing scene in an effort to help grow the sport and teach. Last year was our first year as Dieball Sailing the newest INDEPENDENT SAILMAKER in the USA. Our philosophy is straight-forward; Help get more people into boats and experiencing the love of sailing! Through this passion, we've built a strong business and look forward to years of partnering with the Highlander Class. Check out what we did in our 1st year as an independent loft:

2009	2010
1st - Nationals	Pot Luck
1st - Jr. Nationals	Mayor's Cup
1st - Masters	
1st - Pipers	