

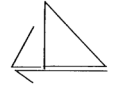


THE HIGHLANDER

Volume LIX, No. 3, July 2013



*Highlander Crowd Prepping
For HCIA Midwinters Action at
Lake Hartwell in South Carolina*



The Highlander

Official Publication of
The Highlander Class International Association

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President's Perspective

The summer has finally arrived, and those long cold days now seem a long way behind us. Boyd Barnwell and I are looking forward to the Nationals at North Cape, and I hope as many Highlander sailors as possible will make the journey and join us. I am looking forward to spending as much time as possible on the water.

I know that North Cape YC will put on a great event and I will certainly enjoy seeing so many old friends both on and off the water. A lot of work goes into running a successful National championship, and we should not just leave it to others to do the work; please step up and ask what you can do to help.

Elsewhere in this edition you will see more about the Nationals; Bruce Busby will be streamlining measurement, and will as always be a valuable source of technical input.

Dieball Sailing and North Sails will probably run a clinic before the Nationals, and/or will hold after-racing debriefs to discuss what just happened "out there," and they will explain that it really wasn't just luck.

I was greatly saddened to learn of the death of Andrew Simpson in May, training for the America's Cup. "Bart" was a well-known and much admired professional sailor from the UK.



HCIA President, Jon McClean

We sailed against him in Miami on the Etchells just this past March, and it certainly brings home to us all, our own fallibility. I was able to watch these giant 70 foot catamarans traveling, on foils, at about 40 knots in April. It was a real spectacle.

A great deal was posted in the UK press about this sad event, and I was struck by an interview that John Bertrand gave when he learned of this accident.

Many of you will know of John Bertrand as the skipper of the victorious Australian America's Cup boat in 1983. He recounted some advice his mother gave him. She said three things: have somebody to love; have something to do; and have something to look forward to.

It's worth it to stop and take stock of what each of us has. No one yet knows what happened in San Francisco, but one event changed many lives forever. So let us cherish each and every moment.

Bill Wiggins and his team of Scott Griffin and son Jordan Wiggins won the 2013 Springboard regatta in 2001, and enjoyed a close fight with another class newcomer Steve Shaw in 1007. Bill drove through a snow storm to get to the regatta. A fleet of 16 Highlanders is a great thing! Both of these sailors bested some very experienced Highlander competitors, which is impressive.

Our thanks go to the Kafsky family for their hard work, making this happen. The regatta which served as our Midwinters Championship, grows each year, and is now firmly established as our opener for the season.

As I always close this article, I would like to ask you to step forward so that a few don't do most of the work. Cindy Fisher is doing a sterling job as the Secretary Treasurer, and Bruce Busby as Chief measurer.

Bruce, and many others will have helpful advice on layouts, and Skip Dieball, our National Champion, is always able to look at the rig and suggest improvements, as well as incorporating innovations in hardware into the class.

Mike Feldhaus works hard and diligently to produce each edition of the Class Magazine, so help him with some Highlander insight of your own. Mike is an unsung hero of this class; please make his job easier by submitting interesting articles to him.

It's your class. Please pitch in and make a difference.



Team Wiggins In “Wimpy” Wins At Lake Hartwell’s 2013 Midwin-

On April 6/7, Western Carolina Sailing Club hosted the 2013 Highlander Midwinter Championship on scenic Lake Hartwell.

As with past events, Friday saw a busy boat yard in the morning with plenty of rigging, tweaking, tuning and polishing. After lunch several teams took to the lake for some tuning and testing. For most of the fleet, this was this first sail of the season and Lake Hartwell didn't disappoint them. The breeze was from the south at about 8 knots, perfect conditions for everyone to check out

their yachts. The afternoon sail was followed by light appetizers and drinks by the fireplace.

Saturday morning brought clear sunny skies and a forecast of light breeze from the east. However, when we reached the race course, the breeze was actually filling from northwest. The Race Committee went into sequence on time and we were off. Race one was closely contested between Bill Wiggins, Steve Shaw, Doug Fisher and Bruce Busby. All four boats traded first through fourth positions a couple of

times with Wiggins taking the bullet and newcomer Shaw edging out Fisher and Busby by only a few seconds.

The excitement continued into race two as most of the fleet wanted to start near the boat for the new found right-hand pressure. As usual, the crowded weather end came with a bit of shouting and a few boats shut out. However, there were no boats OCS and we were off again. Wiggins tacked early and was able to get far right along with Jeff Curtain's team on 937. Wiggins and Curtain controlled most of the race from the right. Wiggins took the gun once again with Shaw and Curtain close behind.

When the sequence began for race three, there was a pressure line filling in off the course to the left and beyond the weather mark. Wiggins and Shaw chose the pin end and kept it exciting right up to the gun. Both boats came off the line with an inch to spare at the pin and continued to the left after the new breeze.

Though the wind looked as if it would fill to the left first, it actually reached the middle a little sooner where Doug Fisher was waiting with a smile. Fisher took full advantage and pulled to a 20-boat-length lead by the first mark leaving his competition to pick through the field in chase. Fisher won the race handily with Jeff Curtain, Steve Shaw, Mike Shayeson and Bill Wiggins finishing far behind in that order.

After a bit of deliberation, the Race Committee sent the fleet to shore after race three leaving Wiggins and Shaw tied for first place with seven points and Fisher nipping at their heels.

Saturday evening's festivities consisted of a great catered meal, plenty of drinks and a bluegrass band. This was also the celebration for Chris Kafsky's

(Continued on page 4)



Team Wiggins in “Wimpy” Is Hard To Miss at Lake Hartwell’s 2013 Midwinters.



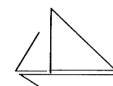
At Dieball Sailing, we take a different approach to sailmaking than our competition. We know the rigors of Highlander sailing because we are Highlander sailors! We pay attention to the little things that make good sails great!

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



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Team Mojo, Masters At Mayor's Cup! *Eagle Creek Fetes Family Affair*

By Jamey Carey

The 2013 Eagle Creek Mayor's Cup Regatta, May 18/19, was a real family affair.

With Dr. Bob's Cowabunga Team being the only local boat available this weekend, the Highlander family pulled together with six traveling teams to make this a real regatta.

At this multi-class event, the actual Mayor's Cup is each year awarded to the

winner of the fleet with the most out-of-town boats.

It turned out that the support from the Highlander "road-warriors" meant that our seven-boat fleet would be racing for the Cup.

Dr. Bob's team included his daughter, Cody, and another Highlander family member, Kenny Chapman. The Hollingsworth brothers from Kentucky brought two Highlanders to race, but

enough family to staff three boats. It was really nice to see Anne back out on the regatta circuit after an extended absence.

Mike Shayeson brought two families as he had the Japikse family (Jason and Kaity) as crew, and wife Nancy playing the critical role of shore support.



L-r: Mike Shayeson, Jason and Kaity Japikse, Tanya and Jamey Carey and Nancy Shayeson enjoying the fine fare at Eagle Creek.

(Continued from page 3)

birthday and from what we could tell, he had a ball.

Sunday Morning began with an on-the-water postponement for about an hour. Eventually, the wind filled from the north we went straight into sequence once again.

As the gun went off, the top three boats were all close to the boat end and went straight into a small tack and cover routine which resembled the 3-man-weave from high school basketball practice.

As the leg wore on, Jamey Carey was proving that keeping out of the melee pays off. Carey kept to the left of the fleet and was able to sail right around everyone to lead the leg by ten boat lengths. Jeff Curtain rounded in second and Wiggins jumped into third.

Wiggins was the first to hoist in the light "reachy" conditions and passed Curtain right away. Wiggins was able to overtake Carey as they reached the leeward mark and held the lead through the balance of the race. Bruce Busby snuck past Carey on the final leg and Steve Shaw was able to hold on to a fourth with Fisher taking fifth.

The Highlander hosts at WCSC conducted a top notch event in trying conditions. This opening round on the regatta circuit has the makings of a Class favorite and a permanent home perhaps for the Highlander Midwinters.

(Editor's note: Our thanks to Bill Wiggins for his coverage of the opening event for the 2013 regatta circuit. We hope to see more of Bill, his crew Scott Griffin, and his other crew, his son, Jordan Wiggins).

Our Team Mojo was a family boat as well, with Tanya and me racing "two up."

Another two-person team enjoying the thrill and challenges of husband/wife team racing was Gary and Elaine Steinbach from northeast Ohio (Berlin Yacht Club) on the Eagle Team. The Steinbachs also took the weekend's family theme to the next level by spending most of their free shore time visiting with son Brad who now lives in the nearby area.



Ben Spengeman at 2010 Pymatuning Nationals Doing Pre-race Rig Tweaking

For this particular weekend, our award for best representation of the Highlander as a "family boat" goes to the Spengeman Team #2002. Four-year-old year old Ben was sailing with Mom and Dad (Erin and Ed), and this would be the first "on-the-water" sailboat racing of his young life.

Ben doesn't have a lot to say to me on shore...but those inhibitions quickly disappeared once he was on the water in racing mode. We were not only the target of his water gun during pre-race maneuvers, but I was also the recipient of his repeated hails to "SLOW DOWN!" during the racing.

Seeing Ben on the water having fun during his first regatta was the highlight of our weekend. We not only got to see him participate in his first race, but, after Dad took a couple of races to knock the rust off, we got to be there when Ben got to celebrate his first race victory as well.

Even though his victory came at our expense, we were proud to be present to share the first of what is sure to be many race wins for Ben. Fortunately for the rest of the competitors, after race number three, it was nap time, so the Spengeman team was done for the day.

Even though he had to chase light and shifty winds, Race Officer Perry Cameron and team did a great job of keeping

(Continued on page 5)



Ogle McClean's RIB at Nationals

By Jon McClean

We are using a 19 foot custom rigid inflatable boat (RIB) that has been fitted out with various electronics that will be used by the Dieball sailing professionals at various regattas and also to support our Etchells campaign in Miami at the 2014 Jaguar Cup, and the 2014 World Championships in Newport, RI.

The wind instrument is an Ultra Sonic Maretron WS100. This instrument measures wind strength and direction using an Ultra sonic pulse, so it has no moving parts. It is accurate and very precise. This type of technology will eventu-

ally replace the spinning anemometer.

Position, speed, and tide data will come from a Garmin 17X GPS, mounted near to the wind instrument on an instrument rack.

We use a Lowmar ultra sonic depth gauge, with a water temperature thermometer that is attached to the stern of the rib. We have a KVH Azimuthal compass that displays direction at high speed and is unaffected by the motion of a RIB.

Two radios keep the RIB driver in communication with us, as permitted, and an FM radio plays music.

We added a second battery to make sure that we always have a reliable source of power.

All of the instruments transmit data via a communication protocol called NMEA 2000, which is a high speed data communications system. We have a wifi system that transmits all of the instrument data to a

water proof I Pad, which we are using as a monitor. These days there are so many Apps available for I Pads that it is much cheaper and better to use them in place of an expensive marine display.

We have an inbuilt chart plotter app called INAVX which with the GPS input turns the Ipad into a chart plotter. A different set of screens shows all of the wind data, so we can see the strength and direction of the breeze. Skip Dieball is now working with a software developer, who is a European Star sailor, to produce custom trend data, so we can see at a glance what has happened to the wind direction and speed, and so work out what is probably going to happen next. At least it sounds simple in theory.

A more practical use for the RIB is to tow us out, and tow us back in. We will place unused sails on the vessel, and will keep a toolbox and water and lunch in a chiller on board as well.

The RIB will be used for coaching as our Etchells campaign gathers momentum, and Dieball sailing will be using it a North Cape Yacht Club during the Highlander Nationals in a couple of weeks.

Harken Canvas is close to where I live in Wisconsin, so they kindly made us a cover to keep all of the electronics safe and out of sight.

You'll all be welcome to take the RIB out for a spin at the Highlander Nationals. See you there!



Daisy McClean checking out RIB chase boat in the backyard.

(Continued from page 4) things moving. This enabled us to get in five races on Saturday.

The effort to get in as many races as possible was made easier by the fact that the entire Highlander fleet all finished within a few moments of each other. This made for exciting fleet racing in spite of only having seven boats.

On Saturday night the ECSC crew preserved their reputation of having the best food and parties on the regatta circuit, as scrumptious food was followed by a live band. I believe a great time was had by all.

Sunday morning was a beautiful day, but only enough wind for one race. This was okay, as it provided us with more time to play with our Highlander family on shore.

When the scores were totaled, Team Mojo had the least points, which in the overall scheme of things really just means that you get the pleasure of writing the article for "The Highlander." It

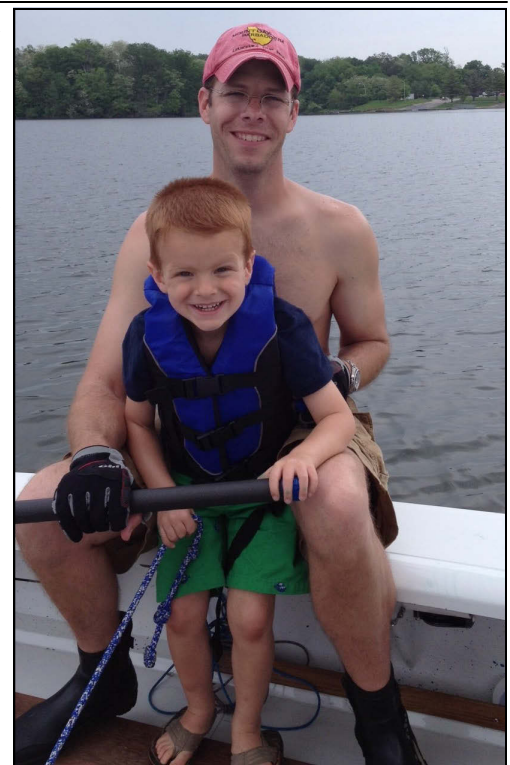
should be noted that the real regatta winners were the participants who got to spend time with their families, their actual families as well as their Highlander family.

This weekend was a great reminder that not only is the Highlander a great family boat, but Highlander regattas continue to provide a very family-friendly environment for us to enjoy your very precious free time.

This is why we hope to see you and your family on the water, soon.

At right, Ben Spengeman hams it up with Dad, Ed, as Mom, Erin, took this on-board photo of Ben offering a few tips on hiking, weight placement, and having fun.

With that in mind the trio did not finish the series on Sunday morning, opting out for the Indy zoo, with Ben's sister, Emma. and Gamma and Gamps of Indianapolis.





North Cape Nats July 13-18

North Cape Yacht Club is said to be the home of champions. Though, by fact this is true, that moniker might be even more applicable as it pertains to the dozens of Class Championships that the club has hosted over the years.

The setting is such that when you arrive, you are greeted by a club and grounds that is very relaxing. The facility is simple in that it has only a few employees to take care of the grounds and run club business, so you will feel very comfortable and not out of place.

The front lawn and beach are suffi-



North Cape campers visit at 2009 HCIA nationals.

cient for you and your family to relax and play. Camping is also available on site so unless you are staying at a lo-

cal hotel, no driving necessary. NCYC is truly a hidden gem on Lake Erie's western shore, and a great place for you to spend your summer vacation.

Registration and measurements will start Saturday and go through Sunday, and a practice race will be held on Sunday afternoon. Bruce Busby and his team will work efficiently to make sure that everyone is ready for racing and we'll be set up for a great series of practice starts and a subsequent race in the afternoon hours.

Once that's completed, we'll have a great Opening Ceremonies dinner and entertainment at the club for all to enjoy.

The qualifying series will take place on Monday, with Championship and Presidents Divisional racing on Tuesday and Wednesday. Thursday will serve as the Juniors/Women's/Masters championships day, same as last year in Cleveland.

Throughout the week we have great parties lined up. Along with Opening Ceremonies, we'll have live entertain-



Highlander crowd enjoying NCYC's clubhouse patio.

ment and a beach party later in the week. Wednesday night is NCYC's Big Boat racing and all are encouraged to participate and enjoy a relaxing evening sail.

For those looking to venture out in the evenings, there are a lot of things going on just to the south in Toledo (Mud Hens baseball, zoo, etc.) and to the

north in Detroit. Both are about a 30 minute drive and provide plenty of entertainment for those looking for an adventure.

Our banquet will be a true celebration of the week's festivities and you won't have to go far. That's the beauty of NCYC and our facilities.

For more details on North Cape, the NOR, on-line registration forms and additional event information (like hotels) - visit ncyc.net and click on the link to the Highlander Nationals website.

Executive Secretary-Treasurer Update

By Cindy Fisher

As we head into the 2013 sailing season we are off to a good start, with 104 paid members. If you have not joined or renewed your membership, please do, your financial involvement helps the class tremendously.

Here is what you get with the membership, the HCIA website, quarterly Highlander magazine; voting rights, you can sail in any sanctioned regatta, most importantly access to a large group of friendly sailors that want to help you with your boat. With the season just starting to ramp up our Highlander Class Rules Governing Racing states that the

Helmsman must be a member to sail in any sanctioned regatta.

Fleet Captains, I would ask for you to encourage your fleet members to renew their HCIA membership to help support the class. Class Members, I would ask you to encourage anyone you know that has a Highlander whether they enjoy day sailing or racing or just love the boat to cruise once in a while, to join our class. The common theme we all have is the love of the Highlander.

Also, we are working on adding to the "Members Only" area of our sail-highlander.org website, an HCIA Roster that will list all members' contact information. This area is password protected so you have to be a member to access the information.

I would also like to thank those of you that contributed to the H C I A Training and Development. The future is where we need to look to grow the class. Wouldn't it be great to have a class 'loaner' boat to campaign?

The season is upon us so if you haven't already join the class soon; our national championship is less than two weeks.

See you at North Cape!



Cindy Fisher.



2013 National Championship Regatta
July 13-18, 2013
North Cape Yacht Club
La Salle, MI
Registration Form



Please complete separate form for Women's/Jr/Masters events

Skipper's Name: _____

Mailing address: _____ Phone: _____

City: _____ State _____ Zip _____

Email: _____ Club _____

Crew 1: _____ Crew 2: _____

Hull Color: _____ Fleet# _____ Sail # _____

Nationals Entry \$195 _____ If postmarked by July 6, 2013. Masters' Nationals \$15 _____

Late Entry: \$245 _____ If postmarked after July 6, 2013. Women's Nationals \$15 _____

Junior Nationals \$5 _____

Total Entry Fees Paid: \$ _____

| | | | |
|--------------------------|--------------------|-------------------|--------------|
| Dinner | Qty Needed | Qty Needed | |
| Sunday Dinner | Adults: \$15 _____ | Child: \$10 _____ | Total: _____ |
| Monday Dinner | Adults: \$15 _____ | Child: \$10 _____ | Total: _____ |
| Wednesday Dinner | Adults: \$10 _____ | Child: \$10 _____ | Total: _____ |
| Thursday: Awards Banquet | Adults: \$20 _____ | Child: \$10 _____ | Total: _____ |

Additional Meal and Banquet Tickets WILL NOT be available after registration. For Meal Info check schedule at NCYC.net.

| | | |
|--------------|------------|---------------------------|
| Lunch | Qty Needed | |
| Sunday | \$8 _____ | Total: _____ |
| Monday | \$8 _____ | Total: _____ |
| Tuesday | \$8 _____ | Total: _____ |
| Wednesday | \$8 _____ | Total: _____ |
| | | Food Totals: _____ |

Camping: \$25 for Nationals. No RV Hook Ups available **Camping:** _____

T-shirts: Logo T-shirts 100% cotton

| | | | | | | |
|------|-------|--------|-------|-------------|----------|-----------------------------|
| Size | Small | Medium | Large | Extra Large | XX Large | Cost \$15 each |
| | | | | | | T-shirt total: _____ |

Wicking Shirt Short Sleeve (tech shirt)

| | | | | | | |
|------|-------|--------|-------|-------------|----------|--------------------------------|
| Size | Small | Medium | Large | Extra Large | XX Large | Cost \$25 each |
| | | | | | | Tech Shirt Total: _____ |

Grand Total: _____

Make Checks Payable To: NCYC One Design. Mail to: North Cape Championships, (c/o Laurie Dieball), 355 Avenue C, La Salle, MI 48145

For additional information, email: lauriedieball@aol.com Please include phone # should we need to reach you prior to event.



Speed Nationals Measurement

Prepare Your Boat Before You Arrive

By Bruce Busbey

As I mentioned in the previous edition of The Highlander magazine, we will be checking a few new items this year during the measurement process. Some will be for information only and others will be required.

There are two items in particular that I hope you will verify on your own before Nationals. If you can do this it will make for a much easier experience for everyone involved.

First please make sure the sails you intend to register and use have "royalty tags" attached. If you did not get them attached from your sail maker, please contact them and obtain the tags to bring with you. I will see about having some on hand that will be available for sale in case you forget or cannot obtain one.

Second, please check the trailing edge thickness of your centerboard. It must be no thinner than 1/8 inch, either flat or rounded diameter. I will have a belt sander on hand so you can make last minute adjustments if needed. However, it would be better if it is already to size.

Also, don't worry if you feel you are unable to do this as I will be there to help and advise. Should the adjustment be required, it takes only about five minutes to grind down your centerboard trailing edge to the minimum allowed thickness.

So please help us make this year's

Nationals measurement an easy experience for all. Here's a reprint of the previous measurement list. See you at North Cape.

The following items will be checked: All brand new sails, sails without a 2010 or later Nationals stamp and sails that have been repaired or modified must be measured. Sails that have been stamped at any Nationals from 2010 to 2012 and have not been modified or repaired do not need to be measured.

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

Boat weight, Spinnaker Pole length, J-measurement, centerboard trailing edge thickness, centerboard maximum thickness and safety equipment (refer to the Highlander website Rules Governing Racing section).

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

This year in addition to the typical measurements from years past I have

added a check of the Royalty Tags on your sails as well as the Z-dimension on the rudder. I also would like to take some informative measurements that will not affect your eligibility to race. With that in mind the following will be verified or checked prior to your release to compete in the 2013 Nationals:

These are the informational measurements I would like to take. Please allow



L-r: Ernie Dieball and Pete Breidenbach at '09 Nats.

me to make these measurements prior to stepping your mast: Length of main halyard exit point to butt of mast; fully rigged mast weight.

So do as much as you can before your arrive. Please don't hesitate to contact me via email (sail500@aol.com) if you have any questions.

Changes at Louisville Sailing Club

As a former member of Highlander Fleet 37, the old editor thought that some of you Bluegrass Regatta veterans would be interested in some major facility improvement at the Louisville Sailing Club. I checked in with LSC Commodore, Jay Geils, and he responded with this update on the improvements.

The rock bank along the lower level of the Louisville Sailing Club was eroding away during the high water events this spring of 2013. We thought adding a retaining wall at the bottom of our lower level rip rap, would help to hold the bank in place and slow the erosion.

The cement blocks used were 2' x 2' x 6' and weigh 3,800 lbs each. They are the same units typically used for building

bins at supply centers for holding bulk gravel, mulch, sand or top soil. They have keyways molded in, to hold them



Putting improvements into place on LSC's lower level.

inline with each other, and to hold them together for stacking. With their weight, they do not require a foundation and we do not expect them to move during the high water events throughout the year, especially in the winter.

Most of the downstream bank with its steep grade, now has a 4' base at the lower level, while the rest of the LSC bank has a single row of blocks making a 2' wall. If we decide later, we may add another row or two making the wall as high as 6' (and reducing our bank slope).

The blocks themselves are very cost effective at \$35 each. A local excavation contractor with a backhoe

(Continued on page 9)



Cowan Hosts Spring Training

By Cindy Fisher

Growth and promotion or promotion and growth, however you want to look at it, it's huge for any class.

In the spring, for the last couple of years, Cowan Lake Sailing Association has offered an "Introduction to Small Boat Sailing" also known as a "Learn to Sail" course which was held on May 11-12 of this year.



File phone action of Highlanders heading out onto Cowan Lake.

Most of you already know Highlander Fleet 4 is based at Cowan Lake in Wilmington Ohio, and four of our boats participated this year. Cowan Lake Sailing Association has a variety of dingy classes; Highlanders, Flying Scots, Thistles, Snipes, Mc Scows, Lasers and day sailors of sorts.

The two-day course offered on-shore instruction, on-the-water sailing, and a basic sailing manual for participants to keep. On Saturday, Bob and Terri Thobaben, Highlander 812 participated, Jason Japikse took Mike Shayeson's 958 out, and Jamey Carey, 1002, had also taken some of the group out for a sail. Mark

Osterbrock, 967 and Doug and I offered to take out folks from the class on Sunday.

The course drew 16 participants this year and was up over last year. The individuals ranged in age from a couple of young men that were engineers from P&G, to a whole family of Mom, Dad and two daughters.

I sat in for the last 30 minutes of the course before we took some of the group out for a sail. The instructor was wrapping up the onshore session and splitting up the groups into specific boats. I saw one of the young men enthusiastically say, "Yes!" when he was told he was going out on a Highlander. At 6 feet three inches and been out on a Thistle the day before, enough said.

On Saturday there was a variety of boats; a couple of Thistles, two Highlanders a Flying Scot, which gave the class participants a chance to experience a few of the fleet boats.

On Sunday, things were a little different as the wind was calling for 15-25 mph and there were only two Highlanders and a Flying Scot brave enough to go out. We took aboard the two young engineers and another gentleman that owned a sunflower, who was the only one with

(Continued on page 10)

(Continued from page 8)

pushed back our rock bank and set the cement blocks for us. The total project budget was \$5,000 to complete 246 feet of wall along our dock.

In addition to adding the retaining wall on the lower level of the club, new pilings were driven to anchor the LSC committee boat.

The forty-year-old wood pilings were

replaced with steel that rise about ten feet above the normal pool stage of the river. Heavy rains sometimes cause the river level to change quickly. Now, the committee boat



Looking downstream, LSC block project before completion.



Looking upstream, installation equipment on barge in background; in foreground, new steel pilings for LSC committee boat will allow for significant river level fluctuation.

will be able to rise and fall much more easily as the river level fluctuates.

Highlander Fleet 37 invites you to see for yourselves this October 5 and 6, when you can attend the 2013 Bluegrass Regatta. We'd love to see you.



Japikse “MoBetta” at Mad Plaid

By Jason Japikse

Once again, Mother Cowan didn't let us down. She loves playing games with the weather. The week leading up to the 52nd Mad Plaid looked promising, 80 degrees and winds at 8 mph. But, Saturday morning brought cool temperatures, sunshine, and no wind.

The skippers' meeting came with news of a planned postponement due that lack of air. The PRO for the regatta suggested he would be postponing for about 30 minutes. The competitors started making their way out onto the lake, slowly, but surely. After some time, Race Committee decided upon an average wind direction and set a course.

The first race of the weekend was light and variable at best. Patience, concentration, and maintaining boat speed were the most important factors in finding success on Saturday.

In race one, Team Too Fish in 2005, led by Doug Fisher, showed the fleet how light air sailing should be done on a triangle course. They finished that race nearly one leg ahead of the next boat, 967, Cowan Lake's Mark Osterbrock.

Highlander 2006, GoMoBetta, crewed by myself, my wife, Kaity, and Mike More, was sixth off the starting line. Keeping clear air and boat speed, we finished the first race in fourth place.

The second and final race on Saturday was more of the same. After rounding the first weather mark, we had established roughly a 300 yard lead on the fleet. Just as we were getting in the “get ahead, stay ahead” mentality, Mother Cowan made it clear she had other plans.

Our personal puff dried up and the

new wind line came from behind the fleet. As we watched the colorful line of spinnakers descend on our transom, we knew all of the hard work we put into establishing a somewhat comfortable lead had been erased in a matter of minutes. It was also a great reminder that in light air sailboat racing there is no such thing as a “comfortable lead.”

The second race was won by 967, followed by Fisher in 2005. My crew and I managed a fifth after being

ond place tied at three points, followed us in 2006 with nine. Bruce Busby had fourth place with 14, and the next several positions were separated only by a few points, promoting more competitive racing to come Sunday morning.

Saturday evening's festivities were done in typical Cowan Lake and Highlander fashion. We ended the night sitting next to the fire with the bluegrass band standing on the picnic table next to us playing their acoustic encore.

The Sunday morning breakfast talk was optimistic about wind conditions we'd see to finish the regatta. The third



Competition was obviously tight during Mad Plaid's light air conditions for 2013. HCIA wants to issue a special thanks to photographer David Cook for shooting this year's Cowan event. You can enjoy some of their beautiful work at : katysclicks.com

passed by Walt Grub within a boat length of the finish line.

Day one of racing left first and sec-

race started promptly at 9:15 a.m. according to the Sailing Instructions. We

(Continued on page 11)

(Continued from page 9)

“some” sailing experience.

We sailed for an hour and came back in for lunch. While on the water earlier, we talked about our club and how we have club racing on Sundays and how much fun that weekly competition can be. Well let's just say we suckered in the two young engineers, Darek and Chris.

We did have to end up ‘giving up’ one to crew for another club member but the newbie was assured he would have a great time. As stated earlier, at 15 to 25 mph, there was plenty of wind.

Doug and I took out Darek, the 6'3”

guy who is 230 pounds; ideal for a Highlander in a breeze. I can tell you that, for a rookie, Darek did a great job.

As we know we all get comfortable with each other on the boat, and especially in heavier air, you're a little hesitant to take someone out with ‘little’ (or no) sailing experience. After the races Darek was hooked; he loved the boat. He and Chris both wanted to be put on our fleet yahoo group so they can get the “need crew” emails that go around each week throughout the season.

If your club does not offer a learn-to-sail or beginning sailing course, I

would look into why, solve that problem, and then start one.

You don't have to be the Executive Secretary Treasurer to know that our Highlander Class could use some growth. A regularly scheduled event to teach new people the ropes could go a long way in that effort.

Our club recruits all fleets help with the course, all Fleet Captains are asked to get boats volunteered and folks from their fleets to assist. It really is worth it, as I know for a fact that last year, at least two new club members were a direct result of these classes. Enough said?



Building the Class From Home

(The editor recruited Gary Vinicky and Harold Bauer to offer their perspectives on different paths toward the same goal; strengthening the Class. Here's Gary's take on his approach).

By Gary Vinicky

I am the only one in my family that sails/races so because of that I feel rather selfish if I monopolize a whole weekend or weekends away from family so I will discuss building home fleets. Be assured that I really do enjoy going to a regatta when I can. It's always great to see the "usual suspects" at these various venues. I have made many lifelong friends in the Class by going to regattas. I do make an effort at least to do the National Championships every year. This last one was my 25th Championship as skipper of either #747, #972 or #965, according to Mark Redmond's analysis in one of the previous issue of this august publication, sometime last year. That statistic surprised me since I wasn't keeping count, but I sure did have fun.

So how does one build a fleet by not going to many regattas? Well it's relatively easy when you have an awesome sailing venue as we have here in Cleveland. Coupled with that, we have a great core group of skippers and crew that I can always count on. We always seem to

have fun.

And guess what, people looking in from the outside have noticed this. Our Fleet 14 website has captured several interested individuals and recently, the Baldwin Wallace College Recreation Department. Highlander #920 was donated to them recently and with very little research they found us. When I met with them they were puzzled as to why there aren't more people taking advantage of our great natural resource, Lake Erie. The racing is top notch, and that is another reason some have joined the fleet for the high level of competition. Who else has club races that frequently have course changes signaled at the beginning of the second lap?

Whiskey Island has become a very popular place with hundreds of people visiting the Sunset Grille and Wendy Park every weekend. We are trying to tap into this flow of traffic and are building a sort of Highlander shrine in the Sunset Grille with an antique wood Highlander mast

hanging from the rafters, and other Highlander artifacts, mahogany rudders, tillers and photos. I am often asked, "Was that you guys out there sailing/racing? Looks like fun!"

Fleet 14 has been recognized as one of the organizations that has a good, long-term track record for bringing in new people to the sport of sailing. We are fortunate to represent the Highlander Class at the Cleveland Boat show each



Several newer members, some from the Boat Show, enjoying one of Flt 14's "first Tuesday" gatherings

year which is the conduit that makes all this possible.

Sailing World's Mike Lovett captured the essence of that in last October's

(Continued on page 12)

(Continued from page 10)

began sailing in about 3mph winds. As compared to Saturday's races, this was a great improvement.

We were fortunate enough to get off of the starting line at full speed and in clear air. As we rounded the weather mark, set the pole and headed for the offset, we realized we were in first place heading for the leeward gate. We were being closely pursued by Walt Grub in 1010. As we made our way down the first leeward leg, Race Committee could see the air was going to die before we completed our second lap. They decided to shorten the event making it a downwind finish at the end of lap one.

Once again, Walt managed to pass us within a boat length of the finish line. But more important to us, we kept both Fisher and Osterbrock behind us. The hunt for first place had begun.

In the fourth race, we were once again able to hit the line at full speed

with clear air. Boats quickly fell into position and held for the majority of the race. As in the previous race, the air was starting to die and the RC shortened to a downwind finish, a second-race finish that was almost too close to call.

When the dust had settled, Walt finished the race well ahead of the fleet, but was scored OCS. We were the second place boat coming down the finishing leg, until our puff decided to die and come from behind the fleet. Before we knew it, there were eight closing to within three boat lengths.

Luckily, we were able to come out with a second place finish, and more importantly, we were able to pick up enough points on 967 and 2005 to take the lead for the regatta.

As the RC set a new course for race number five, a steady breeze had come to stay to give us three good laps of racing. The new air allowed us to get

all three on the rail in the puffs. As we started off the line, we were not as fortunate as we had been in other races. We were buried and going slow.

Shortly after the start, an opportunity to tack away for clear air presented itself, and we took it, ducking a transom then getting free of the fleet. The puffs seemed to be coming from the left side of the course so we did not wait long before we tacked back to cover the fleet. This time Bruce Busby was able to get a win.

We finished in second place for the third time on Day Two. And again, we had finished ahead of 967 and 2005 to make the regatta a "no doubter."

The 2013 Mad Plaid was won by Highlander 2006, GoMoBetta, followed by Highlanders 2005, 2007, 967, and 906 to round out the top 5. Kaity and I are looking forward to having Mike Shayson back in the country for Nationals, just days away, up on the big lake. Hope to see everyone there!



(Continued from page 11)

issue that covered the 2012 Nationals in the four-page article titled "Fresh Blood – Family Ties." I probably have done more boat shows than I have done Nationals and because of that I have gotten to know many of the people in the marine trades industry.

During slow times at these boat shows, I have had many discussions with other vendors who complain about the fact that often times vendors are stealing one customer from another and that the Lake Erie Marine Trade Association (LEMETA), does not have a true program for bringing in fresh new blood into this sport.

The Cleveland Boat Show has been on a steady decline over the last ten years and the footprint of the show and the attendance continues to decrease every year. All the while this decline is going on, Fleet 14 has prospered.

Why? Because we convince new people who visit our booth who wanted to learn how to sail for a long time to sign up and get on our crew list: No Experience Necessary. It's too bad that the trade organization leaders haven't figured this out. Sometimes they make a small step in the right direction but they never follow up with consistency from one year to the next. They seem to be reactive and not proactive.

Not all sailing fleets in Cleveland are prospering. The J24 Fleet, the Dragon Fleet, the Ensign Fleets and the J22 Fleet are in severe decline. Why? They haven't been promoting their boat at the Cleveland Boat Show.

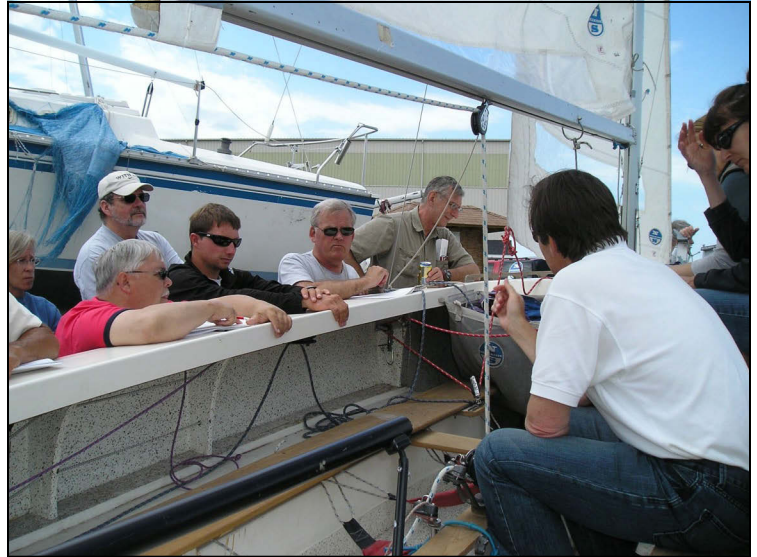
If we look under our own Class roof, we have some fleets that are fading. Their spark plugs no longer spark. Then you have the Rhode Island Guys who are on this wave of excitement. It's fun to watch. If there is no effort there is no local growth or you can say, "No Pain; No Gain."

I'm sure there are success stories in addition to Rhode Island and I think an emerging one is the new fleet at the Western Carolina Sailing Association near. We need to hear from those other fleets on what they are doing. It should be a regular section in this magazine.

I do want to point out that I strongly believe that if you want your home fleet to prosper, you have to find some way to display the boat locally. Keep a visitor's log and follow up and invite your guests to fleet functions and get them involved with your activities.

If you don't have a boat show venue, be creative. Many clubs are near metropolitan parks on or near the water or park system. Go get a permit if needed and set up a Highlander display on a holiday weekend when the crowds are highest. Or check with your local shopping mall to see if they will have any displays in the common areas.

This is not a new idea. I think the Cowan fleet did this back in the early 80's. Check in with your local marine stores to find out if they have any plans for a local mini-boat show. I'm sure they would love to have you join them. But



Newbies and veterans alike listen intently as Fleet 14 presents one of its many training opportunities to keep everyone competitive.

all this does take time, planning and work. If you love your fleet, you can find a way. The point is to bring in "Fresh Blood" and not steal from other fleets.

It has always been my wish that once we get people up-to-speed where they gain confidence, that they 'would' venture out to a regatta or two. We have had some sporadic success here with Joe Begany #961 and Mirel Posedel #899, going to regattas here and there, and I always suggest to new fleet members that it will be a great learning experience going to 'away' regattas.

Since we do have such a great sailing venue up here I have always been chagrined as to why we do not have more Highlander Class participation at Cleveland Race Week. Yes, it is more expensive but we think you get what you've paid for and then some, with top-notch regatta management and a major world class regatta flavor. The Blender Parties have been epic. And don't forget the red hats each boat gets compliments of a major sponsor, Mount Gay Rum.

We also put effort into planning at our fleet for the "after-club race parties" on both Sundays and Wednesday evenings. After the racing on Sundays, it's a pot luck Bar-B-Q at the Whiskey Island One-Design area for grills and picnic tables.

Wednesday evenings are even more popular, better attended than Sundays, because many have family commitments on the weekends. We have fluctuated

(Continued on page 13)



Crash practice? Exactly! The Edgewater fleet, here, training members on how to deal with that unexpected sinking feeling.



Host's Perspective

Hartwell Has Arrived!

(While it's typical for HCIA to ask regatta victors to provide coverage of their winning weekends, the editor occasionally asks the hosts of various events if they'd also like to do some coverage from their own perspectives. With the Highlander bunch at Lake Hartwell coming on strong, Chris Kafsky accepted, and provided this view).

By Chris Kafsky

This year's Springboard Regatta at the Western Carolina Sailing Club on Lake Hartwell was an absolute blast. This year the event performed double duty, serving as HCIA's Midwinters.

As that April 6/7 weekend approached we nervously watched every weather detail and were dotting our i's and crossing our t's on anything that we could actually control. The expectation and excitement for the weekend was felt for months leading up to the event quickly became



"The Chattahoochee Chain Gang" with a little bluegrass music out on the back porch entertaining at Highlander Midwinters.

a reality as the boats came rolling in that first April weekend.

(Continued from page 12)

between the EYC patio and the Sunset Grille locations for the after race parties and, guess what? The Highlanders are usually the last to leave. There have been some 'long Thursdays' at the office for many including yours truly.

In Fleet 14, everybody pitches in and over a year we spend many, many man hours of personal time towards making this fleet sustainable. It all starts with event number one; the boat show in January. Then the first Tuesday of every month during the off season, October through May we have the Fleet 14 Gatherings at Edgewater YC. At these winter meetings it is meet and greet time for the boat show visitors to exchange contact information with skippers looking to enhance their crew lists. When things work out and the "newbies" have a favorable experience, many have bought their

own Highlanders in time.

In the Fall the Robertson's (#942) host our very popular Fleet 14 Clambake in their two story barn. Then the Holidays come charging through and before you know it we are into another boat show and the cycle continues.

Recently, we have been discussing the many junior sailing programs that are around but how many of them actually put kids into Highlanders after the seniors complete all of the courses? We are looking into the feasibility of making this happen. Fleet 14 now has two Highlanders that are potential candidates for such a program. We are forming a committee to work out the details.

We will once again exhibit the Highlander Class at the Burning River Fest sponsored by Great Lakes Brewery. We are also considering bringing the Highlander to the "In Water Boat Show" at Cedar Point in Sandusky,

Ohio this coming September. It will be awesome if the weather would cooperate and we could take people out for a sail.

I am glad I was asked to offer my perspective on how to build fleets, and therefore the Class. There are those who do quite a bit of traveling and measure Class growth by this attendance figure, and others like myself that only do one or two regattas but spend most of their time building the home fleet. While these two methods are different. I feel that a "blend of both" is the key to success.

All of us here in Fleet 14 feel that if you put little or no effort into something, should you really expect something to happen by all itself? Pick your strategy. Build your fleet! And build the Class!

(Editor's note: Harold Bauer's views on another perspective on how to strengthen Class building will appear in the October edition. Our thanks to both Gary and Harold for their input).



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Catching Up With Old Friends

By Harold Bauer

This spring, the last weekend of April to be specific, Stefanie and I went down to see Mark and Debbie Redmond in their new home in Oriental, NC.

As covered in the last quarterly issue of "The Highlander," they recently sold their home in Ohio and now have a beau-



"Miss Lead" in her new home in North Carolina.

tiful place right on the waterfront.

The house is really nice but the location is truly awesome. There is a long dock that is right in front of the house where they have lots of room to tie up boats. It's truly a Highlander sailor's dream; well, at least 'this' Highlander sailor anyway.

Because relocating requires a lot of work, especially when moving to another state, it's nice to have a little help. For our part, we offered to deliver their Highlander 929 to its new home. "Miss Lead" is now a North Carolina resident.

We arrived on a Thursday evening and spent Friday touring the area. Since Oriental is located right along the Intracoastal Waterway, there are a lot of transient boaters that stop over on their trip to



Stef Bauer, Debbie and Mark Redmond prep for sail out of their NC backyard.

or from the South. Everyone is so friendly and ready to talk about their

(Continued on page 15)

(Continued from page 13)

This Highlander family always shows a strong resolve to travel and this year was no exception with incoming boats converging from Ohio, Rhode Island, North Carolina and Kentucky. Lake Norman's Adam Coker even flew to New York on Thursday to buy Highlander 1007 and drove it straight to the regatta bringing our total to 16. Some of you may remember Adam from last year's Cleveland Nationals as he competed, chartering the "Blind Hog," Bryan Hollingsworth's 876. Adam teamed up with Nick Turney and Bill Wiggins, finishing fourth.

Back to the Springboard/Midwinters, the collective smiles and laughter of Highlander sailors quickly filled the grounds from the clubhouse to the docks. Some came early and hit the water on Friday for some tune-up time and just plain fun in the sun. The Friday night get together saw an endless supply of stories and spirits. This year my entire family was there to celebrate my special birthday, the big four zero, and my mom remarked at how she could tell who where Highlander sailors.

Saturday morning started out cold but warmed to a beautiful day. The forecast-

ers were spot on and we got in three races, whew, we made it! Saturday evening dinner was followed by a local Georgia Bluegrass band "The Chattahoochee Chain Gang." The landscape allowed the band to be heard from all corners of WCSC but the dancing and hoe down was front row, center.

Sunday morning breakfast came and went as did the wind on the water. We were able to get in only one race, as we all know, not too uncommon at other HCIA venues as well. And as all our visitors got packed up for the trip home we all took time out to celebrate the event with a big congratulations to Bill Wiggins, son, Jordan, and other crew, Scott Griffin, for locking in the win.

Back to the hosting angle, the biggest worry you have is that the wind won't blow. The food, drinks and



While at this point in the racing the wind was a little light, the whole Midwinters weekend was plenty heavy on hospitality.

friends are easy; especially around this crowd. We are already looking forward to next year celebrating this Highlander class and regatta. It means a great deal to me personally to be able to be a part of this class, and to grow the sport of sailing. I encourage all of you to get out and travel the circuit. Spending time with this family quickly reminds me of how much we have to be thankful for. See ya on the water!



The Classifieds

#411, 1966, Fiberglass Hull and wood decks, totally rebuilt with: composite decks, all ribs and formers removed and reattached, hull re-epoxied for water proofing, new antifouling bottom paint. Main, jib, and spinnaker. Wood mast not exactly to Class specs. Trailer included. Tucson, AZ. **\$2,500 OBO.** (520) 784 8460, Aerobatix2@aol.com.

#912, '83 Customflex, alum mast, boom, with easy-up halyards. Several suits of sails, including new Dieball main/jib. Actively sailed yearly. Galvanized, full mooring/trailing cover. Will be sailed at North Cape nationals, Toledo, July, 13-

18. Possible pick-up there. **\$5,950**, Kirk Shultz, in NC. **704-661-0904**.

#951, 1983, with TeeNee trailer, cockpit cover, 2 hp Johnson outboard. Two sets of sails; boat, motor, trailer are in good condition and the boat was sailed last summer. **\$3,500**. Robert Hall, Illinois. bearcat6165@gmail.com, 309 333-2039. Photos available.

#803, 1974 D&M, FG hull, aluminum mast, teak seats, Aluminum center board, good solid boat refinished and in good condition, galvanized trailer, old but good sails M/J/S. Jess Diggs, located in Stonington CT. **\$3,500 OBO.** jsdiggs@comcast.net.

(Continued from page 14)
passage on the ICW.

There weren't too many tourists at this time of year that arrive by land. It is mostly boaters. What a beautiful part of the country.

After checking out the area on Friday, Saturday it seemed fitting that we launch the Highlander and go for a sail.

We spent the day sailing around the creeks and rivers and poked out into Pamlico Sound. I'd be willing to bet that there haven't been any Highlanders seen in this area, at least not for a long time. This would be the perfect place to have a

cruising Highlander Regatta.

Sunday we headed for home talking about the next time. I think we might take our Highlander next time we go visit and do a little salt water cruising.

Is anyone up for a non-racing "cruising" regatta?



Photo by katysclicks.com

Gillian, 'not-quite-ready-to-drive-yet' Jack, and Steve Bauer competed at Mad Plaid keeping it all in the Highlander family.

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Photo by katysklicks.com

A victorious Japikse crew keeps an eye on Mad Plaid competition at Cowan.

Remaining HCIA Regatta Schedule, 2013

| | | | |
|--------------|---------------------------|-----------------|---|
| 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 |

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