



THE HIGHLANDER

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Emerging Crew, Ben Spengeman, at 2010 Pymatuning Highlander Nationals, Has Already Issued A Challenge To All Competitors For 2011 Championship at Rock Hall.



Photo by Anne Hollingsworth



The Highlander

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President's Corner

“And so, my fellow Americans: ask not what your country can do for you - ask what you can do for your country.”

These famous words were uttered by President John Fitzgerald Kennedy on January 20, 1961 at his inaugural speech. As you read this edition of the Highlander magazine, reflect on this, and replace the word “country” with “class.”

Our 2010 season is now drawing to a close. We can look back on many highlights so far and it is worth dwelling on some of these to reflect on the progress that we have made.

Before the close of 2010 we will see three new Highlanders built. This is an important milestone for the class, as we can use this to draw attention to the boat, and this helps us in our efforts to promote the class.

We continue to have older boats being refurbished, and we routinely get requests for help from new owners who want pictures, to understand how the boats are rigged. Please don't hesitate to make contact with these prospective new members. And don't think somebody else will do it, so you don't have to.

I enjoyed reading Gary Vinicky's article in Sailing World. Gary's enthusiasm has helped to inject new life into the Cleveland fleet, and I am quite sure Gary would be pleased to assist with ideas to build a fleet at your club. Our class will be strong when we have active fleets, a vibrant race circuit, and a well attended Nationals.

Hard work by Harold and Stefanie Bauer, the Berlin Yacht Club team, and of course others led to a very successful National championship at Pymatuning Lake in July. The setting was beautiful and the sailing very professionally managed.

I would like to offer congratulations to Ernie Dieball and his team in #1001; consistent tactics and boat speed earned him a well deserved title as National Champion. And also worthy of note, I thought that other winners included Mark Vandevender, who sailed well; Fred Bauer, whose team made it look easy, and it was good to see the return of a North Sails Team boat with Nick

Turney from Cleveland.

We had 30 boats at the 2010 Nationals, which is an increase from the 27 that competed at North Cape in 2009. Many commented about how many children and families we had at the Pymatuning event, which bodes well for the future.

It is very pleasing to see the different teams who have dominated regattas this season; Rob Spring (1959) and his team cruised to victory at the Midwinter regatta at Lake Norman in April; Bruce Busby (500) and his team dominated the Mad Plaid at Cowan Lake in June, with some horizon finishes; Ed Spengeman (2002) and his team were peerless at Berlin in June, and managed to get thru Jamey Carey and Team Mojo at Indian Lake, and then Jamey and Tanya Carey (1002) and Team Mojo went quick and high at the Hoover Fling in August and the Eagle Creek Mayor's Cup earlier this spring.

Boyd Barnwell and I are making progress with the growth plan that we initiated at the HCIA board meeting this spring. We are now at the point of starting to ask for volunteers and starting to audit members of the class to see what assets and particular skills we have and how we can best put them to work to move forward

If you feel inspired to help Boyd and me to spread the Highlander word and interest others in the boat, our close one-design racing, and to join our special community, then please email me at: jon@mcclean.cc.

The class is about the boat, but it's also about our people. Many of you have heard the awe with which Flying Scot sailors describe our boat. It makes you proud, doesn't it?

I feel privileged to be a Highlander sailor, and honored to serve as the President of the Class.



Jon McClean



Bruce, Debbie, and John B.

Busbeys, Bauer Best at Plaid.

By John Bauer

I recall going to many Mad Plaids over the years. I have a small check list that I have started to use to prevent forgetting something important at home. This includes extra clothes, life jacket, beverages for the road, boat and boat parts.

However, this year I had the distinct feeling that I was forgetting something as I was pulling out of the driveway without the boat in tow. That's right. I was going to the regatta without the boat. This year I was going to the competition with the intention of crewing with Bruce Busbey and Debbie on Highlander classic, #500, Moby Dick.

We arrived at Cowan Friday evening to find a very active crowd. The action around the beverage cooler was still very intense with many partakers enjoying a few cool ones and some great conversation with their friends and competitors. There were still plenty of snacks to be shared from the early arrivals and the welcoming dinner was tasty after the drive. The regatta was off to a great start and the hospitality was as good as ever. Let the fun begin!

Saturday morning we awoke to a very rainy pre-race situation. As I was drinking coffee on the porch of the club, I was thinking, probably like lot of others, about how much I really didn't want to go out sailing in the rain. I was telling myself we were just going to sit on the boat in the drizzly mess, and there wouldn't be any wind either: not my idea of fun.

About this time, Bruce walked up from behind and asked if I was ready to help rig the boat. I think my first knee jerk reaction was "NO! Now? NO! Right Now? NO! Are you sure?" But the answer was "yes, right now," and we were off to rig the boat in the rain, which by the way, did stop just after we finished our rigging chores.

The rain held off the rest of the day while we were out sailing and the breeze even picked up enough to have some nice races. Well, it 'was' still Cowan sailing with the thirty degree shifts, but the wind was pretty steady. We were still able to get four races off that day before going in for the cocktail party.

By the way, the cocktail party alone at Cowan Sailing Association could be considered a reason to come to this regatta. The pre-dinner snack table was filled, and the drinks were flowing all over the place. The drink committee certainly deserves a big, "hats off." There were beverages available, appropriate for those of all ages. Thank you.

After dinner we were able to watch a very impressive lightning storm pass overhead, most of which we were able to watch from the pavilion behind the club, but a

small piece of the storm did end up over us. Therefore, we did get some high winds and heavy rain for a very short period of time. The positive side of enduring that was it brought some very welcomed cooler temperatures for better sleeping through the night.

Sunday, we awoke to a light breeze that was building with bits of sunshine coming through. The air speed rose to a nice 8-10 mph and the shifts were only about ten degrees on most of the lake without any rain. Now, I was much more excited to go out sailing.

The races could have not been more perfect for Cowan. The wind was steady, and the shifts, as mentioned, were only about ten degrees, although, at the windward mark, the shifts seemed to be more like forty degrees. But other than that, this really was the most consistent wind I remember seeing on Cowan, and we

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This shot of Debbie and Bruce Busbey was actually taken at the Pymatuning Nationals 'luau' event.

Maybe it is time to consider the Dieball Sailing experience...

Ernie & Skip Dieball have been in the sailmaking industry since the late 80s helping sailors like you!

Nationals victories in '09 & '10, along with the willingness to help all Highlander sailors, adds up to the Dieball Sailing experience.

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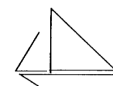
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Team Spengeman Deadly!

Fires Five Bullets At Berlin Bash

By Karl Felger

The sport of racing sailboats has an incredible social and sporting community. Spending years racing sailboats across the country and around the world, it's hard not to get caught up in the magic and on occasion not fully appreciate the people that surround you, on and off the race course.

Take a moment and think of all your friends and family who are sailors. Now consider all of these individuals that you have been sailing against but have never gotten the pleasure to sail 'with.' It can be quite alarming.

Fortunately for me, I'm a bit of a nomad in the sport. With no immediate family enjoying the pleasures of this sport, I can't recall how many times I've been 'adopted' by sailing families and friends and this happens more often than you can imagine.

The 2010 Berlin Invitation Regatta was no exception. Through the beauty of social media, I received a Facebook message the week before the regatta from the Spengemans (Erin to be exact, as Ed has some very awkward social media phobias). Erin asked me if I would like to sail with them for the weekend. With the offer of a weekend 'back home' at BYC and with a chance to sail with two of my good friends along the way, I snapped up the invitation. All I had to do was bring the beer, my big boy hiking pants and my extensive sailing intellect (later to realize, this was not needed).

Friday night provided the always great welcoming party that BYC has to offer, including many long overdue hugs, a few frosty "Friday" beers and quite a few shots of my good friend Crown Royal (explains the next fuzzy day).

Saturday morning we awoke to glori-

ous sunshine, good breeze and eager smiles. With the racing starting at noon, it allows for a very sociable boat parking experience while all the race fans are putting their rigs together. Enjoying a "Saturday" beer, we stepped the mast and were ready to rock.

On the way out to the race course, Ed kept picking my brain for 'go-fast' tips, for he said I have a penchant for



Photo by Gayle Kaufholz

Ed Spengeman on the stick, Karl Felger, and Erin Spengeman running the front.

sailing with some heavy hitters in my day. I kept racking my brain for some sage advice, but I just kept repeating to him, "Ease, Hike, Trim... it's science". Ed and Erin did the rest, on our way to three bullets that day, as I was just there for the ride... siphoning beers from the cooler along the way.

Leading at the cocktail party is always where you want to be on an

inland lake regatta in the summertime. Much like Steve Bauer trying to pick up chicks in college... you just never know how the next morning is going to turn out. In our case, we still had to be on the top of our game, as the rest of the fleet was within striking distance.

Enjoying a nice cold "Sunday" beer before the races got our heads on straight in the light and variable conditions for the day. The race committee got two more races in, and boy, were they nail biters.

Team "Spengeman" (I was adopted),

finished the day again will all bullets, but both were comeback races, one which saw us pass the lead boat on the final run, and the other where we passed the lead boat at the final leeward mark with some savvy chute takedown technique by the talented Mrs. Spengeman.

Lets see....five races, five bullets, countless beers, great regatta and wonderful friends... priceless.

(Continued from page 3)

were able to get in two more races under these conditions. When the scores were totaled our team came out on top.

I was fortunate to sail with Bruce and Debbie on Moby Dick at Cowan this year. As we were sailing in, I realized that this is the last season we will see old #500, on the starting line for a little while. Bruce says she's scheduled for some much needed rehab work and will

be going back into the garage for maintenance, like all nice wood boats require.

While I'm sure that Bruce will continue to provide Moby with all the TLC that she deserves, she may be retired from racing as Bruce has a brand new Highlander in the construction pipeline. That's right, a new boat. I'm curious to see what this boat will be named.

I just hope that after the new boat

hits the water, I have the opportunity to sail with Bruce and Debbie again. It truly was a pleasure to sail with them. They work extremely well together and absolutely know how to drive a boat fast. With that kind of teamwork already present, I fit right in as crew.

Thank you, Bruce and Debbie, for having me on your team for the Mad Plaid weekend 2010.



Spengeman Grabs Indian Lake Victory Bauer Grabs Third Place and Pencil Duty

By Steven Bauer

According to Carl Berger, no one should miss the Pow Wow Regatta on Indian Lake. You'll be met with hospitality, wind, races of top caliber, and friends from near and far.

My crew and I showed up Friday night to find food and beer readily available. After a little food and too much beer, some friends and I discussed the idea that despite the tradition of the winning skipper writing the regatta coverage article, that for this weekend the third place skipper, should be given that responsibility. I was reminded of this discussion Sunday when I was given the third place trophy. So that's why my name is at the top of this report.

Third place, I find, is one of the most interesting positions. You find yourself going from the top of the fleet to the back and everywhere else in between. At times, I watched Spengeman battle with Carey in very close racing. Sometimes I actually raced and competed closely with them, at other times I hung back, making sure everyone rounded the marks safely.

My weekend began with convincing my brother, John, to tow Dad's (Harold Bauer's) boat to Indian Lake for me. I had my girlfriend, Gillian Frauenknecht, as one crew and John loaned his girlfriend, Lissa Charnock, to be my third.

Past Highlander Nationals champion, Whit Whitacre always said, "to win regattas, have all female crew." With Lissa's year of experience and Gillian's couple of regattas we had everything we needed.

But once the boat touched the water it hit me, John and I might be single by the end of the weekend. The reason I say that? Well, while paddling to a dock I yelled, "paddle harder!" Both women stopped to glare at me. This was not the response I wanted as we almost hit another boat. It was time for an attitude adjustment, starting with me.

Saturday started with 10 knots of wind which built all day, with WLW courses set by Don Wright and his race committee crew. My crew and I headed to the race course, with my attitude readjusted. We began by determining

what everyone's job on the boat would be, and then put in a little practice. While we 'practiced,' the rest of the fleet 'started' the first race.

After some discussion, we joined them about a minute later.

In the second race we moved on to demonstrate our prowess in performing 360's after hitting the offset mark. With that we worked on safety and rescue at



Photo by Kyle Cook

L-r: Steve Bauer, Lissa Charnock, and the forecrew formerly known as Gillian Frauenknecht; now Mrs. Gillian Bauer.

tempts. One minute to the start of race three, I fell out of the boat.

Next, it was time to bail a boat, while we almost capsized during the fourth race. By the fifth, my crew of women informed me that they would prefer a boring race. We sailed safely around the marks and finished for the day.

Sunday came early with eight knots of wind and that built all day. The races were two-lap WLW affairs. Again, Spengeman and Carey duked it out with Mark Vandevander coming up close to join the fight. I spent most of the day keeping it uneventful. We concentrated on sailing fast and remembering our lessons from the day before.

The evenings were relaxed with stories told and great food and beverages consumed. Carl Berger proved to be right again, Indian Lake's Pow Wow shouldn't be missed. On a side note; my brother and I are still dating beautiful women.

Editor's note: Apparently Steve got his crew communications challenges worked out with the ladies. He and Gillian were married just a few weeks ago over Labor Day weekend.



Photo by Kyle Cook.

Team Spengeman with more than a few boats in hot pursuit at Indian Lake.



HCIA Nationals Scoreboard, 2010

<u>Championship Division</u> (* = throw out)										
Pos	Skipper, Bt #	R-1	R-2	R-3	R-4	R-5	R-6	R-7	Pts	Score
1	Ernie Dieball, #1001	4	3	1	2	1	8*	1	20	12
2	Rob Spring, #1959	1	4	3	1	2	7	13*	31	18
3	Nick Turney, #867	5	1	2	3	4	3	6*	24	18
4	Ed Spengeman, #2002	3	2	4	5	16*	1	7	38	22
5	Bruce Busbey, #500,2007	2	5	6	8*	5	4	3	33	25
6	Harold Bauer, #885	6	8*	5	7	3	2	4	35	27
7	Fred Bauer, #927	12*	7	7	6	6	11	2	51	39
8	Jamey Carey, #1002	8	15*	10	4	7	6	12	62	47
9	Jon McClean, #906,2001	9	10*	11	9	9	5	8	61	47
10	Bob Bauer, #989	10	13	14	10	10	15*	5	77	62
11	Gary Vinicky, #965	7	11	9	12	16*	9	14	78	62
12	Jeff Curtin, 937	13	9	13	14*	8	12	9	78	64
13	Mike Shayeson, #958, 2006	11	14*	8	13	11	13	11	81	67
14	Joe Volkert, #1005	14*	12	12	11	13	10	10	82	68
15	Dan Hopkins, #797	15*	6	15	15	12	14	15	92	77

<u>President's Division</u> (* = throw out)								
Pos	Skipper, Bt #	R-1	R-2	R-3	R-4	R-5	R-6	Net Pts
1	Gary Steinbach, #939	4	1	3	5	2	3	18
2	Pete Breidenbach, #955	6	6	2	1	3	2	20
3	Tom Sherer, #949	3	5	1	12	8	7	36
4	Bryan Hollingsworth, #876	2	16	6	4	5	4	37
5	Steve Hesler, #1003	5	8	9	3	6	6	37
6	Mark Paisley, #407/910	10	3	7	6	4	8	38
7	Norris Bourdow, #450	9	10	16	2	1	1	39
8	Adam Probst, #999	1	11	8	8	7	5	40
9	Mark Vandevender, #898	7	2	13	10	9	9	50
10	Ted Rodgers, #2003	11	4	10	7	16	16	64
11	Patrick Rykens, #926	13	13	4	11	13	12	66
12	John Gibbon, #924	12	7	5	13	16	16	69
13	Craig Rule, #980	14	9	12	14	10	10	69
14	Al Chrusciel, #1004	8	14	11	15	11	11	70
15	Chuck Smith, #1000	15	12	14	9	12	13	75

<u>HCIA Junior Championship</u>					
Pos	Skipper, Bt #	R-1	R-2	R-3	Pts
1	Tyler Allen, #1001	1	2	1	4
2	Morgan Sherer, #949	2	1	2	5
3	Mark Vandevender, #407	3	3	5	11
4	Ellie McClean, #2001	4	5	5	14

<u>HCIA Women's Championship</u>					
Pos	Skipper, Bt #	R-1	R-2	R-3	pts
1	Joyce Spring, #1959	1	1	2	4
2	Tanya Carey, #1002	2	2	1	5
3	Abbie Probst, #999	3	3	3	9
4	Sarah Vandevender, #898	4	4	4	12

<u>HCIA Masters Championship</u>					
Pos	Skipper, Bt #	R-1	R-2	R-3	pts
1	Pete Breidenbach, #955	2	1	1	4
2	Gary Steinbach, #939	1	2	2	5
3	Tanya Carey, #1002	3	3	4	10
4	Mike Shayeson, #958	4	4	3	11
5	Bryan Hollingsworth, #876	5	5	8	18
6	Craig Rule, #980	6	7	5	18
7	John Gibbon, #924	7	6	7	20

<u>HCIA Special Awards</u>	
McLeod Trophy	Highest finish; all family boat. Bruce Busbey
Piglet Trophy	Highest finish; all family boat, President's Div, Bob Bauer
Chapin Trophy	Highest finish; all family boat, first nationals, Mark Vandevender
Sail A Gair	Highest finish; first nationals, Nick Turney
Corpus Christi Trophy	Highest finishing fleet other than host fleet; Lake Norman Flt 27.
Larry Klein Trophy	(2009 season), Overall points winner: Jamey Carey
Bahama Mama Trophy	Not awarded. Highest finish, skipper age 19 or under.



We Salute Highlander National Champions for 2010

Ernie Dieball, Jim and Tyler Allen

From the editor: As is customary we will present race recaps from the winners of each of the Championship division races which you should find very interesting. We'll follow with a nationals wrap-up from one of the event's main organizers.

Races 1 & 4: Rob Spring

It is always a boost to open a series with a victory. What I recall of the first race was that it was not a wire-to-wire win, rather one where we had to pick away at the shifts.

Up the second beat we had a great battle going with Team Spengeman. We got to his left and fortunately for us, the last few shifts at the top of the beat came in from our side, allowing us the victory. Ed always has really great boat speed and it added to our confidence that we could hang with him.

Race Four was an entirely different challenge. Right before the start, the wind shifted a bunch to the left. This made the pin favored, but also rewarded those boats that were able to get on port quickly. That was our situation as we were in the middle of the line but had the freedom to tack over right away.

During the first few minutes sailing up the beat, the wind gradually returned to the median direction. We then tacked back to starboard and found ourselves

with a good lead over the group that was at the pin. This race then turned into a "do not mess it up type" of thing, but naturally, we tried to 'mess it up.'

On the last run, we had stayed on the right side and a big puff came in from the left. That big red boat, Team Dieball, was perfectly positioned to take advantage. I think we rounded the leeward gates very close to even, with us at the left gate and Ernie at the right.

Thankfully the beat to finish was short. At the last crossing before the finish, we barely crossed Big Red's bow and tacked to cover. We crossed the line overlapped and the margin of victory was very slim. Race One, where we were sailing on offense seems much easier than the defensive style that we dealt with in Race Four.

And we add our "congratulations" to Team Dieball – Ernie, Jim and Tyler, our 2010 Highlander National Champions. It was a great series.

2 Nick Turney

I had the great pleasure of sailing the 2010 Highlander Nationals at Pymatuning Yacht Club. This was my first time sailing the Highlander and I really enjoyed it. I had my long time friend Ryan Ruhman sailing with me and also Katie Werly. They both did a fantastic job and kept me in the game all week, so much so that we were able to win race two.

Sailing at Pymatuning



Photo by Gayle Kaufholz

L-r: Tyler Allen, Dean Dieball, Ernie Dieball and Jim Allen. Dean didn't actually crew but provided inspiring shore support.

is pretty tricky at times. Our whole game plan for the conditions was to sail for the pressure and deal with that shift when we got there. The breeze was between five and ten knots, so the first person to that pressure really took off.

In our pre-start routine we were analyzing the breeze, determining which side of the course looked favored. In the prior race the right side of the course had the most pressure. We noticed that the right pressure was fading a bit and that there was a breeze line moving down the course from the high left.

We set up for a pin-end start to be the first boat to hit that breeze. The start went off as planned, we hit the pressure, tacked on what we thought was the port layline and crossed the entire fleet.

Ernie Dieball crossed behind us and tacked on my weather hip. We were on the layline so I had no worries with him being there. I was wrong!

Ernie found a lot more pressure that he was able to hook his bow into and lifted off my hip and sailed forward just enough to create an overlap with me at the top mark. Ernie rounded first and I was a close second.

We continued sailing downwind in these positions. We both chose to round the right gate as we both knew there was more pressure on the left.

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Photo by Gayle Kaufholz

L-r: Joyce Spring, Cherie Bauer, and Rob Spring.



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I rounded and tacked fairly quickly to get Ernie to tack to cover and try to get left of him. After two to three exchanges I was finally able to get left of him. It was now my turn to get the big breeze, the lefty lift, to sail around Ernie and take the lead.

We continued to sail the remaining two legs in the lead and took the bullet.

Here are some helpful tips. Always sail for the most pressure. Do not wait for the puffs to get to you, attack the race course. Plan ahead. Look past the pressure you have now and figure out where the next increase is coming from.

Set yourself up for that second shift. Always focus on your boat speed, if you are going fast that makes getting to the breeze easier, if you are going slow look around at other boats and figure out what is wrong.

Race 6: Ed Spengeman

After coming off of a bumpy Wednesday our only goal was to sail hard and add a bullet to our scorecard. We had fallen back a bit in the standings which took some pressure off fighting for that perfect spot on the line. "Just get a clean start on any side and make sure you punch off the line with speed" is what I kept telling myself and my crew (wife Erin and Ben Stock from the Jet 14s).

We found a nice hole in the middle of the line and set up shop. I luffed for a few seconds, but made sure to bring the bow down and accelerate hard with plenty of time to get up to full speed. When the gun went off, I was happy with our position and speed, but not so happy to hear the RC call "2002 over early." That was followed by a long string of obscenities that I'm



L-r: Ryan Ruhlman, Katie Werly, and Nick Turney.

'sure' I must have kept to myself.

We poked hard to weather to create a hole to leeward of us and then took a huge dive below the boat next to me much to their surprise. Luckily we had just enough room to clear their transom and get back to dip below it. Once I heard the "all clear" I spun the boat and headed upwind from the boat side on port.

The majority of the fleet was in a right phase and sailing a long starboard tack, from what I recall. Our only option was to dig out to the right for clear air. The question then became do we A) bang the corner ever so lightly, or B) bang it hardcore and take it right up into the tree line?

Known for not sticking with the plan, I opted to go for C) which was a mix of both. For some reason it never bothers me to hear my crew politely say "we're the only boat out here now," which really translates to "I'm not



Ed, Ben and Erin Spengeman with their crew Ben Stock, a Jet 14 Champion crew they befriended at the '04, C of C's.

comfortable with your decision and can we please go back and touch base with the rest of the fleet?"

Fortunately the right just seemed to have much more breeze and it didn't look like it was going to fizzle between us and the top mark, so we stayed, making just a few short tacks, here and there, to see how we were doing. The further up the beat the better things started to look. Based on the old saying of boats in the jib window are crossing ahead and boats in the main will cross behind we were in good shape.

The Highlander main window isn't huge, but this time it was big enough to fit an entire fleet...except that pesky Bauer boat. We made it to the top mark in second and ended up right on Harold's transom eager to put him behind us. We hung close to shore on the right side and he went lower out into the middle of the lake as we exchanged friendly banter.

I think what he said was "Ed, you are the fastest boat on the water and you deserve to win this one. I'll sit over here on the wrong side of the downwind leg and just let you go around me to take the bullet." I thought to myself, "What a courteous and gracious nationals host!"

Later, on land, I think I found out that he was saying that he was actually on his way to his first-ever bullet in a nationals event since he started sailing and not to screw this up for him.

Well, come to think of it, my wife, Erin, has always said that I'm a poor listener. Sorry Harold.

Races 3,5,& 7: Ernie Dieball

#3: I was lucky enough to sail with my friends Jim Allen and his son Tyler. Jim and I teamed up last year, at North Cape, and thought it would be fun to do it again. We have sailed both against and, more recently, with each other in his Lightning and both love coming to Py-matuning.

My thought going into this regatta was since he and I both crewed for Tyler last year at Jr Nat's, why not bring him aboard for the Nationals...and end up crewing for him again at Jr.s. They had to work their schedule around a camping trip, but I am very grateful that they could squeeze it in.

After two nice races in a NW-N directions, we felt like we had great speed and height and finally some practice time

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(Continued from page 8)

to work the kinks out. I did not have the greatest starts, but got off the line okay. Jim and I talked about being a shift behind the leaders in the first two and being a bit more aggressive in the last start.

We looked up the course again and noticed a really nice pressure line coming down the left side of the course. Our thought was it would be at the line right after the start and to set up to start towards the pin to take advantage of it.

We managed a good start near the pin with Nick Turney just below us. He was able to tack over and cross in front of us so we stayed a little longer to clear and hip up on him. Luckily, the pressure came and we lifted up inside of Nick to get him at the first mark.

We managed to stay in front of his team downwind and held off his charge the last few legs to get the win...not easy in the shifty conditions and trying to protect the left. This race was pivotal to get us into the top part of the standings.

#5: After a well judged postponement on shore, PRO Rob Ruhlman sent us out and set some great courses in a very chal-

lenging W wind. We chased Rob Spring's team around in race four, finishing just behind him after a nice comeback.

Feeling a bit confident after that race, we again looked to be a bit aggressive in race five. I was able to get us off the line fairly well and we worked the left middle of the beat, following behind Ed Spengemen and Nick Turney.

A well timed gybe got us to a nice breeze line coming from the right side of the course and just ahead of Nick. Both Ed's team and ours seemed to be neck and neck heading toward the gates. We did notice a nasty cloud line coming from the NW and wanted to get to that side of the course upwind.

Ed had a better angle to the gate closest to the approaching storm, so we chose to go around the right gate and get on the favored tack right away. We were on the layline after we rounded, but the boats that went around the gate closer to the storm had 'big' pressure.

As we got two thirds up the beat, we heard a series of guns and word came over the vhf that the race had been cancelled. We yelled over to Ed to confirm what we heard and both could not believe it, though the storm was on us.

As it turned out, our course was shortened to the weather mark, with a mark boat holding up the "s" flag and taking finishes. The President's Division race was abandoned.



Photo by Anne Hollingsworth

Julie and Ben Senff introduced daughter Marie to her first Highlander Nationals. Grandparents are Bob and Sue Bauer.

Ed's team noticed first, but he was overstood and came down through the weather side of the finish line and zigged his way upwind to finish. We bore off and came through just after him.

The fun was just starting as the wind picked up more and we had wild reaches into a driving rain. All made it to shore safely!

An issue was discussed on shore amongst many of the competitors as Ed's finish was in question as he came through the finish line from the top. After a series of talks, Ed chose to withdraw from the race to avoid having to go through a protest hearing. I commend Ed, Erin and Ben for their sportsmanship and for "doing the right thing", though it was very painful.

#7. Well, Jim's and my own biggest concern this week was if it blew from the north, how we would be able to hold the boat down. With Tyler being all of 75 pounds, 'wet,' we could not count on him to really lay it out. The conditions were perfect for Pymatuning. 12-18 out of the N-NW, with a little chop; but not ideal for a smaller team.

Our race six was less than stellar as we posted our worst finish. I did everything I could to move us backwards; bad start, could not hold a lane, tacked when we should have held. It did not help that I did not have a lot of confidence in our performance in the breezy conditions.

We had to go in and do a quick spinaker repair before the last race. It is exhilarating trying to ride a bike back to



Photo by Anne Hollingsworth

L-r: Bryan and Heron Hollingsworth, Norris Bourdow, Carl Berger and Bill Price; obviously, dockside eye candy.



(Continued from page 9)

our housing to find repair tape, repair and get back out to the starting line. Sure enough, we made it with a little time to look at the breeze.

Jim and I talked about how shifty it seemed and how we could do a better job of staying in phase. We noticed a left shift with about 2:30 before the start, so we kept ourselves towards the pin end. I managed to get us off of the line with very good speed.

Once the boats on our hip had their bows down, we tacked to get on the favored shift. It was a little surreal as we were on the layline, and no one around us.

The angle did fade and brought Bruce Busbey and Bob Bauer into the picture. We tangled with them at the weather mark and managed to keep somewhat clear breeze downwind to stay on Bruce's tail.

We both chose the left gate but Bruce's rounding was much better than mine. Also, Fred Bauer had a great downwind leg, rounded right behind us and also had a great rounding. We were stuck in bad air and could not tack.

Panic? Nope. Jim kept me calm and said we need to foot to clear air and stay fast. I asked how it was working and it got very quiet. Jim mentioned there was a nice lift inside of us. I looked and it



Photo by Anne Hollingsworth

Highlander folks making ready as they prepare for a day of racing. Pymatuning Lake proved to be a perfect venue, surpassed only by the hospitality of the host club.

appeared the entire fleet was lifted inside of us, heading towards the mark. We were now bow up, on the right side and had just lost ten boats.

Panic? Nope. Jim again kept me calm and assured me that we had breeze coming our way.

Well, the inside faded and we were able to cross towards the mark on a

nice heading, getting over most of the fleet. Approaching the layline on port, we noticed Bob Bauer a little overstood, so we lee-bowed him and got around just behind Bruce. Bruce decided to gybe right away and we just did a bear away with lots of breeze.

Looking underneath, we managed to get over Bruce and have better speed and angle towards the last gate. Fred Bauer had another great downwind leg and took the right gate after we took the left. The nerves were going nuts now as we waited for a shift to go back at Fred.

We got a small one and it appeared Fred passed us. His angle faded and we lee-bowed him to lead him back to the right. One last tack to the finish and we were able to hold him off. Wow, what a race. We needed it to win the regatta and did it!!

I can't say enough about sailing with Jim and Tyler over the past week. We endured ups and downs, but Jim kept us calm and focused. I want to thank them a ton for taking time and sailing with me. It was fun.

Also fun was my wife Jacqueline being there with our son Dean. What a treat it was to come off the water every day and see them. Dean did not seem to care how we did, but I know he was rooting for us when he gave me one of his priceless smiles.

And I'd like to add a bunch of other

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Photo by Anne Hollingsworth

Jonathan Cox, Richard Rykens, and skipper Patrick Rykens, here, moving along crisply. A Pymatuning Nationals snapshot. Bet they'll be at Pipers, October 16/17.



(Continued from page 10)

thank you's to: My Dad. He is the MAN! He helps keep my brother and me going with his unconditional help and expertise; Lance Polen. He has been extremely helpful to our team the past few years; Team Mojo. Thanks for all you have done to help our Highlander program get to where it is; Team Pymatuning. Thanks to Rob, Abby, Bridget, the Werley's and everyone from the RC and volunteers for running great races and being the typical outstanding hosts; Team BYC. Stef and Harold and the rest of the crew did an outstanding job running this regatta.

We will see you in Rock Hall in 2011!

Wrap-up: Harold Bauer

When we learned that it was our turn to host the Highlander Nationals, the Berlin Yacht Club Highlander Fleet got straight to work to put together what we envisioned as a really great regatta.

The first item on the agenda was to find a really good venue. Dan Hopkins took on this task and started looking for a location that had all of the essential features that we were looking for: a great club facility with good launching and ample dry sail area.

Camping at the site was a must. Of course a sailing area that offered awesome racing to host a Nationals competition that was both fair and fun to sail,



Photo by Anne Hollingsworth

Harold Bauer kicking back on the Pymatuning clubhouse porch. At this point it looks as though he's enjoyed a few brews with some of his Highlander sail mates.

was mandatory. So, Pymatuning Yacht Club on the Ohio/Pennsylvania border was selected as the sight for the 2010 Highlander National Championship Regatta.

Once a location was selected the rest was simple; plan a really great regatta that would be one that hopefully all Highlander sailors would enjoy and talk about favorably for a long time to come.

Everyone in Highlander Fleet 12 stepped up to the plate and volunteered to help out with the various elements like race committee, lodging, food, publicity, entertainment, and everything else that goes along with a great week of sailing, fun and friendship. The only area that we could not plan was the weather.

The Race Committee, headed up by local Lightning sailor Rob Ruhlman did a fantastic job of providing the best possible racing in what seemed at times to be questionable circumstances.

There are no guarantees when it comes to the weather, but it doesn't hurt to have local people that know the area and have insight into what the weather will most likely do; most of the time. And to their credit and our good fortune, there were no drifters.

The people of Pymatuning could not have been more hospitable. They have a wonderful facility and a very accommodating membership. They were extremely gracious and were truly pleased that the Highlander Class had chosen to bring our biggest regatta of the season to their club. The Berlin Yacht Club Highlander Fleet is very grateful to them.

I would also like to extend my own personal gratitude to the BYC Highlander fleet because they all worked so hard to make the 2010 Highlander Nationals a really great regatta.



Photo by Anne Hollingsworth

There's always some down time at Highlander Nationals and usually there's always a volleyball net around. Start making your plans for next year at Rock Hall.



In Memoriam

HCIA President Alan Singer

The following tributes to the life of Alan Singer who passed away earlier this year are provided by Harold Bauer and Bud Annenberg. First Harold reflects on his memories of Alan at Atwood.

Alan Singer joined Atwood Yacht Club somewhere in the mid 60's; I really don't remember the year. What I do remember is that when Al and his family joined the club, he was on the starting line every Sunday in his Highlander. He loved the boat and everything about it, racing or day sailing, and he loved the class.

Al wasn't racing Highlanders too long at Atwood before he became the Highlander fleet captain somewhere around 1969. He had some great ideas for growing the fleet but more importantly, he felt that getting all of the fleet members involved was key to maintaining a strong fleet. Al was an amazing guy when it came to getting people motivated. He could always inspire people to take responsibility for some part of the fleet organization.

When he pitched the idea of hosting a Highlander regatta in the spring, everyone got on board and some pretty innovative ideas came into being. The Gathering of the Clan nearly always had at least 25 boats in attendance with competitors from North Carolina, New York and Massachusetts as well as the usual Ohio supporters.

But Al's ideas weren't limited to the sailing season. He thought that it was important to keep the fleet active in the off season too by having social gather-



Alan Singer, HCIA President, '76 - '77.

ings and hosting racing clinics with speakers like George Thomas of Thomas Sailmakers and Peter Barrett of North Sails. He also invited promising young sailors like the up and coming, college hot shots; rock stars like Larry Klein and Greg Fisher. He also had other guests like Highlander greats like National champions Bob Busbey, Tom Smith and Don Southam to share ideas with the Atwood sailors.

Within a few short years, the fleet had grown so much that Al could no longer host these gatherings at his home and had to go to a local community center for meeting rooms. The fleet had grown from around 18 to 20 boats to a record number of 35, and, remarkably, 80-85% of the boats were active in the fleet.

In the mid 70's Al Singer became part of the HCIA executive board and became president in 1976-77. He then went on to serve the class as Executive Secretary Treasurer through much of the 70's and early 80's.

After retirement from active racing and HCIA involvement, Al continued to sail his Highlander on Atwood Lake. He kept the boat in the water there, in front of his summer home and rigged it for 'single handing' by adding jib roller furling to make sailing easier. Even though Al Singer had put his leadership in Highlander sailing aside, he continued to enjoy sailing his Highlander.

This second tribute is provided by Bud Annenberg who recalled fondly Alan's use of the term 'stepping off the dock.' He said that Alan used it occasionally when facing a new challenge or test and that Alan felt we should

reach beyond our grasp and though it may feel like 'stepping off the dock,' we need to move forward toward new challenges. Bud feels that may be why Alan accomplished so much in his life.

My first contact with Al Singer began in September of 1946 at the Ohio State University as pledges of the same fraternity. It didn't take long for us to start a lasting friendship, which I will always cherish.

To my knowledge his interest in sailing began with him becoming an active member of the Ohio State Sailing Club, of which he later became commodore, and thus began his desire to sail and to



Bud Annenberg and Alan Singer a few years back out cruising.

promote the sport of sailing. Al graduated from OSU in 1950 with a degree from the school of agriculture and in 1953 married his college sweetheart Elaine Willen from Canton, Ohio.

They owned a farm in northern Ohio and in the JAYCEES, Al was honored as Farmer of the Year. They raised a family of two sons and two daughters; all sailors and all die hard Buckeye fans. They all became loyal Buckeyes, season ticket holders and both sons were senior football managers.

Al bought his first Highlander in the early 60's and thus began his devoted teaching to the whole family of the art of sailing and his the love for the Highlander. Our paths crossed often as we sailed and crewed for each other in club races, regattas and nationals. They were

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Pipers Is Just Weeks Away.

By John Gibbon

Fleet 27 invites all Highlanders to come sail with us at the 44th Pipers and Pluckers Regatta at Lake Norman Yacht Club on October 16/17, 2010.

The format for the regatta will be a five race series. Expect good sailing, good food and rousing entertainment. You can find the NOR on the LNYC web site (LNYC.org) where you can also find directions, local hotels and lots more. If you want a NOR sent directly to you contact John Gibbon at 704-366-9260 or e-mail at yellofev@aol.com. The NOR is also posted on the Highlander web site.

If you have not been to LNYC recently you will notice quite a number of changes both at the club and nearby. The approach to the club along Brawley School Road is being converted to a divided highway.

A new supermarket and a McDonalds are only three miles away from the club and a Boater's Warehouse only a little farther.

At the club there is the new boat lift so those not wanting to get their feet or wheels wet have an alternative to ramp launching. Our newly renovated club



Photo by Anne Hollingsworth

Highlanders know how to party whether at Nationals or at Pipers. Join the fun!

house makes for pleasant evenings spent socializing and watching lake activities from the balcony.

This year Pipers clashes with the Fall Nascar race at the Charlotte Speedway. Demand for Hotel rooms will be high so make your reservations early. As an alternative LNYC offers excellent, "free" camping facilities.

Maybe if you are a Nascar fan you may want to take in the race as well. It

starts at 7:30 p.m. on that Saturday well after our races will have finished. If you have a day or so extra you might also want to visit some new local attractions.

The Nascar Hall of Fame has just opened in Charlotte, a 35 minute drive. Also for water sports fans there is the U.S. National Whitewater Center where our Olympic athletes train and where you can try out your kayaking or rafting skills.

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fond and great memories.

So many wonderful, personal associations are almost too numerous to mention, but his friendship with such sailing veterans as Merle Spring, Fred Bauer, Jason McCoy, Jack Keplinger, Ralph Redmond, Allan Blair and myself will

never be forgotten.

He was a man of love and sincerity. I would prioritize his values as; family, friends, faith, community, sailing, Ohio State, and tailgating in that order. He spent numerous wonderful, memorable vacations in the Virgin Islands often

camping and bare boating with the Spring family and his clan.

He loved the water; especially 'his' lake (Atwood) and the Caribbean. He had a great life and, from my perspective, seemed to be a man truly prepared for "stepping off the dock."



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“Sailing World” Features Fleet 14

In the July/August issue of *Sailing World*, Highlander Fleet 14 (Cleveland area) was featured in an ongoing series of articles highlighting successful and active week night racing series across the country. Local spark plug Gary Vinicky and friends, worked on this for over a year. This modified Fleet 14 email that Gary sent following publication, provides a synopsis of events.

(From Gary): I am a member of US Sailing and subscribe to the *Sailing World* magazine and this is how it all happened. Via the internet, they sent out a request for stories about Wednesday Night Sailing and I responded with several versions.

Their Senior Editor, Stuart Streuli, liked our concept and guided me as to what he wanted. He did not want stories about our club or about our Whiskey Island sailors or about the Edgewater Yacht Club but only about the experience of the Aug 12, 09, Wednesday night race.

In a later internet edition, they were stories about “Thursday Night Racing,” and had a link to Wednesday Night Racing and as they say, most people race on Wednesday evenings. Click on this link www.sailingworld.com1008wednesday and look at all of the entries from which we were lucky to be chosen. Notice that we are the only non-yacht club. Stuart knew we are made up of boats from EYC

and Whiskey Island so he chose to list us as Highlander Fleet 14.

So, for all of you who do not receive *Sailing World*, this link will get you to the full version of what I submitted. The article in the magazine is somewhat cropped to fit the space. In the magazine our article is the largest.

Many think that the picture (used for the *Sailing World* piece and featured, in this “Highlander” issue, is of me but it is really a photo orchestrated by Lance Polen and taken by Martin Hebrank who crews on #869. Lance is actually the one in the photo. This photo is also on our website (highlanderfleet14.com) in the video taken on that Wednesday night.

This has proven to be a very interesting year for Highlander Fleet 14. We

are still getting new skippers bringing their newly purchased Highlanders into Fleet 14. It's a great trend.

Oh, and I almost forgot: thanks to a submission by Jon McClean, my name and our class got another national mention when we made it into the following



Photo by Martin Hebrank

“SW” used this sunset shot of Lance Polen and the Highlander.

September edition of *Sailing World* when Jon complemented SW for their attention to small one-designs, especially the Highlander. Gary.

Our congratulations and thanks to Fleet 14 for bringing this spotlight to the Highlander Class.

Found! #483

Earlier this summer in June those of us who are on the list serve through the Highlander web page saw this query from a sailor in western Kentucky who needed some advice. These few excerpts are just a few of the communications on a variety of issues and from a wide variety of responders who tried to help Jim with his project. The editor just bundled a few excerpts and tossed in a few photos from Jim's 'rehab website' that he created. Here's Jim's opening entry.

Greetings to the group! I'm an experienced sailor (but haven't been sailing for 25 years, so just getting back into the sport) and the newest member of the group. This is the first Highlander I've seen or owned. I'm in western Ky (on Kentucky Lake). It's a 'project boat' and I'm restoring some of the decking, etc.

Sails and rigging hardware appear to be in good shape, but no lines whatsoever, so I've got to "lace" this boat up from scratch. Does anyone have any blueprints, drawings, documentation or other online links or even photos that would help me install the rope'age on this beauty? I'm anxious to get it on the water in the wind, but as you can imagine; no lines, no sailing.

If you're handy with a digital camera and want to email me a few pics of your rigged boat, here are a few areas for clarification that would be particularly helpful to me; Side view showing close-up of aft end of boom (sail/outhaul). A picture or explanation of the steel cable that runs through the cheek block and down the length of the (wood) boom (has alum. mast). Side view showing main sheet routing and attachment to boom, traveler, center ratchet block on keel locker, etc. Pics

showing routing of lines and steel cables to raise/lower keel.

Got recommendations for cleaning the sails? I'm considering a brief soaking in Oxy Clean. Any compelling reason why I should 'not' do this?

Anyone got any idea approximately when hull #483 would have been built?

Thank you in advance for you advice, input, assistance, etc.! Pictures of my project boat work-in-progress are at <http://jimreason.com/highlander483>

(One of the first responses came from Class stalwart, Dan Hopkins.)

Jim. Your boat is '66-'67 D&M. It was listed as unknown, so at least it's now known. You can't really hurt a sail like that so clean it as you feel comfortable. If you can come to Cowan Lake this weekend you can see examples of how the best people have rigged them. It's only limited by your imagination and

(Continued on page 15)



The Classifieds

#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.

#851: Douglas & McLeod, 2 sets of sails and spinnaker, new running rigging, white hull and deck, aluminum mast, boom, centerboard, full deck cover. Trailer with new tongue jack. \$2000. **John Emmerich**, H 502-228-0668 or C 502-417-0625. Located in KY at the Louisville Sailing Club. email jece@insightbb.com.

Also, see listing at: sailhighlander.org.

(Continued from page 14)
budget. Dan.

(Sniffing out the possibility of a story, the old editor sent Jim an email of encouragement and support and of course to formulate some kind of report on his progress. And that's what this presentation of email traffic is all about.)

Hi Mike. Louisville, huh? Whilst tracking down links to Highlander related stuff on the Internet, I came across a list

of yacht clubs with active fleets and Louisville Sailing Club (or something like that) came up. If you're a member there, you may know a Dr. Keith Kenitzer there. Their website indicated they sailed on Sunday afternoons and I randomly called the club this past Sunday and he's the one that answered. He was very helpful and we've traded a few emails and pictures, so say

(Continued on page 16)



Jim Reason earlier this summer in the middle of 're-habbing Highlander #483.

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Horizontal format preferred, but any need can be accommodated

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

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

Bryan Hollingsworth
410 Holiday Road
Lexington, KY 40502

Address Service Requested

FIRST CLASS MAIL

(Continued from page 15)
'hi' to him for me.

Yes, please send me a copy of the magazine, address included below. Ahhhh, now I understand your comment about "listed as unknown", referring to location/owners of the boats. Where's the listing that you referred to, on sailhighlander.org? I found that site already but haven't explored it entirely yet, just some of the rigging links on the reference tab. Okay on D&M, I've read a little on Sandy Douglas since finding this boat. I also read somewhere online that they're currently being built by Allen Boat Co. and I called them this week, but no helpful information was forthcoming from that call. I'll hook up with Gary Vinicky as well. It took several days to get authorized on the HCIA list serve

group, but now that I'm in, I hope to hook up with several like yourself. I've already received a couple responses from

*He Made It!
Jim got his boat rigged and "on the water," here, on Labor Day weekend enjoying beautiful Kentucky Lake.*

the gang.

Neat idea, the "#483 Found" article. I'm keeping a project website updated as I work on the boat. The intended audience is just family so we're mostly having fun with it--me and my siblings and their families around the country. It's at <http://jimreason.com/sailboat>.

You're welcome to snag a photo or two from there for this purpose and feel free to check back every few days or weekly to follow the fun and progress.

As you'll see from the site, I'm into the sweat equity part, sanding the decks in prep for repaint.

Thanks very much for your interest and to all the Highlanders who helped me with information and rigging ideas. I'll keep in touch! Jim Reason, Gilbertsville, Kentucky.



Highlander 2010 Regatta Schedule

October 2/3	Bluegrass Regatta	Louisville SC	Erin Spengeman, redsailor876@hotmail.com
October 16/17	Pipers Regatta	Lake Norman YC	John Gibbon, yellowev@aol.com



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