



THE HIGHLANDER

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Team Dieball: 2011 Highlander Champions!



Jeff Eiber, Abby Freeman, and Skip Dieball picking the shifts on their way to a hard fought 2011 Highlander National Championship at the Rock Hall Yacht Club.. The top three teams finished within three points of each other.



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President's Perspective

As I write this, the summer draws to a close and the kids go back to school in less than a week from now. The mornings in Wisconsin are now cooler and my thoughts are turning to putting the boats away, dry for the winter.

We enjoyed the 2011 Nationals at Rock Hall, Maryland with good sailing, good companionship and a great venue. It was really pleasing to see the talent through both fleets and the battle that our eventual 2011 champion, Skip Dieball, had to endure to win the regatta.

His team really had to work for that win, and it lifts all of us to see excellent sportsmanship and close competition. Three points separated the top three boats. If you check the standings, only four points separated boats 6 through 10. It was impressive racing.

Our journey to Rock Hall took 19 hours, over two days. I have no doubt the highlight of the journey was seeing Harold Bauer's smiling face, trying to communicate with me (car to car) as we both passed through Pittsburgh at the same time. My wife Bridget had pointed out "some strange man" making signs at our car, and asking me if I knew him.

Was it worth the drive? No question! And while I'm thinking of it, on behalf of the scores of skippers, crew, helpers and viewers, who enjoyed this year's nationals, I'd like to thank Erin and Ed Spengeman for their tireless efforts and hard work for many months and for making it look so easy.

In 2012, we are going to Cleveland



HCIA President Jon McClean

(Edgewater Yacht Club & Whiskey Island Marina) for nationals, and with 25 boats in their local fleet, I am sure everyone is excited about the prospect of a 50-boat start for that championship.

Gary Vinicky and his team will be working hard to prepare for a memorable regatta. We have already received one expression of interest suggesting a venue for 2013, and so we will solicit the fleet captains to determine interest from other fleets.

Perhaps in 2014, we may go to one of the newly formed fleets. It's good to prepare these venues well in advance; so start thinking about this.

An order has now been placed for the new mold for the centerboard. This will make the production of new foils as inexpensive as we can, whilst ensuring consistency of shape. Bruce Busby has pushed this hard through the class, simplifying complex engineering issues, and giving us clarity at the same time. We all owe him much gratitude; not least for sweeping apathy aside.

Some members have made donations to the class to cover some of the cost of the mold; if you can do so then please send a check to Bryan Hollingsworth.

It is good to see boats being purchased and it was satisfying to hear grumbles at the Nationals about the "shortage" of boats for sale. The For Sale section at the website is active and constantly being updated.

We know that many classes are coming to terms with declining membership; I am pleased that we are facing different issues, and the strength of the membership and design of our boat are attracting new sailors.

We all sail for different reasons. For some of us, it is all we have ever done. For others the attraction of such a "leveling" sport, coupled with the thrill of getting it right on the race track, the blend of team work, communication, and self reliance; well, they're all irresistible.

Sailboat racing measures us and rewards hard work. Just when we think we have it mastered we get handed a lesson in humility. Sailing is one of the few self-policing sports: we enjoy it because we have a strong sense of fair play. At Hoover some boats alternated helmsmen; this is permitted with advance notification.

Your class is in good shape. Let me know how we can make it stronger!



Shayeson Best At Berlin

By Mike Shayeson

We got a bit of a late start heading to Berlin for the regatta and knew it would be about 1 a.m. or later before we arrived. We had received an email from Bill Bousfield that we could expect big delays on I-76 as we approached Akron. Another long haul to another regatta and delays on top of that; it was beginning to make this regatta campaign in June feel

like more work than fun.

But once on the road, knowing we'd get there and be among friends, the drive did not seem so bad.

Fortunately or unfortunately we drove through some pretty fierce thunderstorms with lots of rain. The fortunate element of the rain was, I figured, the contractor would most likely forgo his work on the highway so I did not expect a road closure. The unfortunate part is....more on that later.

As I had predicted, we arrived about 1:30 a.m. at the club and since I was pulling my boat, 'Go Mo Betta' with my RV, 'Mo Betta,' it was a little challenging getting the boat into the launch area.

I pulled up to the entrance and Jason Japikse (my crew) and I unhitched the boat and then had to push it back in to the yard near the ramp. Once this was done we had to turn around (no small feat) and head back to the campground.

As we pulled into the camping area I was looking to see what the ground looked like. Instead of getting out and walking around (it was now 2:00 a.m. and I had been up for about 22 hours), I saw somebody had pulled there camper in on the east side of the trees where I

like to set up.

Now, it appeared it had not rained here yet as there was only a slight mist when we put the boat in the launch area. It seemed that the rain was still west of us and I might be lucky and the ground good and firm. Silly me!

I started into the camping area nose first and started a sweeping turn to face outward. All of a sudden during my turn, I felt the RV "settle-in." I made a half-hearted attempt to back out but realized "we were home for the weekend." At least we were level. Later that night the rains came in full force.

Saturday morning proved to be dry but with very light breezes. This was a perfect recipe to bring out the motor boats as the weekend was beautiful.

Rob and Joyce Spring and the rest of the RC studied the breezes and set up a windward leeward course. With minimal delays, they got the Thistles started and shortly thereafter started our sequence. With about three minutes to go, we got a pretty big shift to the left, making the pin most favored.

Jason and I were fortunate to get ourselves into a pretty good position where we could duck a few sterns of the starboard tackers and make for the line on port. It appeared we were in pretty good position as we had a lane and a little bit of speed.

But I was certain to screw that up as I decided not to follow MOJOs (Jamey and Tanya Carey) and tacked off to the left only to find myself sailing out of what little wind there was. Those boats that we had been ahead of (Harold Bauer, John Bauer, Steve Bauer and Gary Steinbach) who held on a bit longer on the port tack, all passed us by as we made our way to the weather mark.

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Mike Shayeson and Jason Japikse at trophy time.



2009, 2010, 2011 National Championships!

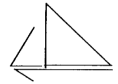
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Tag Team Takes Pow Wow

By Ed Spengeman

Our Indian Lake experience started out with an unlikely duo of myself and Mike Shayeson. We both realized a few weeks prior at the Cowen regatta that we'd better round up crew quickly or we wouldn't be attending at all. Mike said he'd bring a third for us, but as luck would have it we ended up just two-manning it.

My arrival on Friday evening to stiff breeze and temps in the 50's made me question our game plan. Saturday brought heavy breeze and an uneasy feeling knowing that we were light for even a two-man team. Wind velocity was 12 plus and eventually resulted in white caps around the point near the club house.

Race one consisted of heavy breeze and 'lots' of hiking. Turns out when you're the skipper of a two-man boat you actually have to do your fair share of hiking. Early we liked the looks of the left. Mike's forecast of a consistent clock to the left only reinforced my theory. We rounded in the top and immediately jibed out. It was under the line of starboard layline boats, but the breeze up high warranted the move. We carried a decent plane and then went down by the lee flying wing and wing. We held with the

lower chute boats so we just kept our chute in the bag. We ended up taking a second to Harold Bauer in race one.

We were pleased at the fact that we could hang with the competition enough to pull a second so we decided

to make our goal to just have consistent finishes and not try to be heroes. In race two we saw the same advantage on the left and dug a little harder this time.

We watched as boats on the right pointed higher and then fell down fast. At one point it looked as if all of the boats that had held right were just bob-

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Mike Shayeson teamed up with Ed Spengeman for a winning series at Indian Lake.

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Once around the weather mark, I saw a little air filling in and thought we could set the chute and maybe carry it to at least get us back in the race. It worked and got us back in pack.

As we approached the leeward mark, we had broken the overlap with Steve Bauer and Ed Spengeman that allowed us to avoid a pinwheel. Apparently, Gary, Elaine and Brad Steinbach had tangled with the leeward mark and were preparing to do their turn.

As I approached Gary I asked him which way he was going and once he responded, it appeared it would be best for me to tack on to starboard and stay clear of him, as well as not follow the rest of the fleet up the right side.

We went perhaps 100 yards to the left and tacked back on to port. This proved to be the best move we made all day as the wind (when it came) was coming from the left and lifting us.

I saw Jamey looking over his shoulder and I was wondering what that red was on the side of his head when I realized it was the blood coming out of his ears when he saw how luck had played into our hands. He made one tack back to starboard and was pointed at our stern. He quickly tacked back to port and we kept on going.

Back to Gary Steinbach who had made a magnificent recovery from him penalty turn. He was now right there on us. He, too, took a small hitch to the left and was closing the gap.

Jamey made another tack to starboard and passed behind us as we were approaching the layline to the finish. We went a bit farther and tacked to starboard and Jamey had to duck us. As we approached the finish line Gary was right there immediately to leeward and coming up on us.

Jamey had gone a little deeper on port and was getting ready to tack on to

starboard. As soon as I felt we could clear the finish boat we tacked on to port, hoping that we had the speed not to foul Jamey. We did have that speed, but it could have easily gone the other way. For a very light-wind race the finish of the first four boats (Dan Hopkins and Reggae being the fourth) was incredibly close.

Without a doubt, this victory was 90% luck and 10% skill (100% of that skill was displayed by my crew, Jason).

The weekend was a great deal of fun with the awesome Saturday night party that Berlin always throws and the reunion with the Highlander family throughout the weekend.

And I'd like to issue a special thanks to John Bauer for not only pulling my motor home out of the mud, but also for his thoughtfulness in towing my boat and trailer to the campground allowing me to get on the road with a whole lot less work.



Bauers Kick Off New "Grand Prix"

By Harold Bauer

There was no lack of competition at the Hoover Fling as the 2011-12 Grand Prix Series kicked off at this event. Four former national championship skippers and crew were on hand to make this as competitive as any regatta on the circuit.

Mike Perakis made his return to Highlander racing with Joyce and Rob Spring as crew. Also sailing were Ed Spengeman with Justin Busbey and Ben France on board, and John Bauer sailing with his brother Steve to help make for some exciting racing.

With all of this great competition, my wife, Stefanie, and I knew that we had our work cut out for us. Our plan was to just have fun sailing together in the light breeze and attempt to maintain some consistency so that we could round out our series with an acceptable overall finish.

But after our less than perfect performance in the first race finishing (I believe it was 9th out of the 11 boats registered) I was certain that at this pace, there would be no way that web site News and Events, editor, Mike Feldhaus would be calling Monday morning to ask that I submit a report of the action from this event. This was not the consistency that I had in mind.

In race two, the old blind squirrel managed to stumble upon an acorn. We went to the right side of the race course and hit an enormous shift that put us into first at the windward mark. OK, don't get excited, there's a lot of race left and plenty of opportunity to mess this up. But that was not to be. We managed to find our way into another shaft of wind which no one else could reach and went on to win race two followed by John Bauer, Ed

Spengeman and Mike Perakis.

With the diminishing winds from various directions, (the compass card was spinning so much that I worried it may be suffer irreparable damage), we decided that we had had enough fun for one day and notified the race committee on the VHF that we would not be participating in any more racing for the day and headed for the ramp.

I think at this point, the regatta chairman became concerned that we may get to the keg before anyone else and that there may not be enough to last through the cocktail party and gave the order that racing was over for the day. (All I really wanted was to get a shower before anyone else, then head out onto the front lawn to quaff a beer or two and watch all the pretty boats finish the race).

Sunday really didn't start off much differently as the wind was light from the general direction of the west.

Race three was again one of those, where, if you could get a reasonable

start and get clear air things should have a favorable outcome. Ed Spengeman got that clear start and led the race from beginning to end with Stef and I finishing a close second.

The fourth and final race saw Norris Bourdow off to an early lead with Mike Shayeson and us close behind. Norris led most of the race until the last leg to the finish when a shift to the right put us in position to finish in front of Norris and Mike Shayeson.

The win in race four put us in a tie on points with the Spengeman crew for first place overall. The final results showed that we won the tie breaker and the 2011



Harold and Stef Bauer celebrate with future crew, grand son Jack.

Hoover Fling.

Now, if I can just maintain some consistency in this new Highlander Grand Prix series.....I think I smell that checkered flag!!!!

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bing, bow down in the motor boat chop while we were in a full hike in decent breeze.

We jibed again at the top mark and sailed the breeze up high. We made big gains, went to the left gate and were able to take the bullet.

In race three we saw huge 'righties' at the start, but didn't know how long they would last as most of the day had gone left. Off the line we got bounced

out to the right and I squirmed in my straps as I saw a lot of boats sneaking to "our" left. After a few more tacks we were able to get left and rounded in the top.

Again we jibed and went high to the breeze and took it down. Doug Fisher was sailing low on the run and making gains. Jamey Carey was coming in hot out of right field. We all converged on the leeward gate at the same time.

Both Jamey and Doug took the

right mark and we saw a window open.

We rounded clean and drove fast away from the left mark only to find out that Doug's choice to go right had put him 30 boat lengths in front of us. With "Fish" taking the bullet, we held off the pack behind us and got second. Our scores were consistent enough to win the regatta.

In one of my first ventures of the season, I thanked Mike for crewing and helping me shake off the rust.



Dieball, Eiber, Freeman: HCIA Champs!

Race 1. By Skip Dieball

With the wind a little to the east of sea breeze direction, we talked pre-race about the right side potentially coming in with some pressure. Our strategy was: stay in phase (the wind was oscillating) then try to lead the fleet to the right.

As we got closer to a starting time, the wind got lighter. We did have a good start, something that has been a work in process for me. We had a nice first beat with the lead at the top mark when Mike Shayeson's team had a mishap as they rounded the offset. We did our best to encourage Mike as he was a bit frustrated.

We stretched a little on the downwind leg and needed every bit of that gain as we continued to lead back to the right. Barret Rhoads' team showed that they still had Rock Hall chemistry (having won the Nationals when it was there in '05) by using some nicely calculated leverage from the left and making huge gains. We were hanging on with our strategy and ultimately held onto the lead for the race win.

We summarized that although we had good speed upwind, we were giving away a bit by trying to anticipate the "big shift" rather than sailing for the pressure, which is what we always do on inland-type events. This was setting up as an inland-type event, for sure.

We always try to take away some positives as well. Like I said, the red boat was going well upwind (and particularly

downwind). Though it was easy to wing it to a side, we stayed disciplined. Though we lost some distance with this, we summarized that being a touch more conservative kept us in it. Had we split with the fleet or attempted to gain more leverage, we might have lost the race.

We shuffled our crew jobs a little after the first day which got everyone a little more comfortable. Abby Freeman moved forward and Jeff Eiber to the middle. This is different from our starting positions, but more configured to our Thistle set up. When we shifted, Abby and I had good dialog with pressure. I don't know many her age that can crew at a championship level in any crew position.

Races 2 and 3. By John Bauer with crew, Joyce and Rob Spring: photo opp!

As we were finishing the first race the wind was going soft. After all the boats had crossed the finish line the wind had completely died and started to fill from the west, southwest. It was the afternoon sea breeze coming in. The sea breeze filled in with a nice 8 to 10 mph for the rest of the day.

Going into the second race we put together a plan, and that was to favor the right side of the course while staying on the up angle of the breeze. The reason for this was because we noticed a slight three to five degree advantage to the right side of the course.

We were able to start the race exactly where we wanted to be on the starting line when the

gun went off. As we started team Dieball was over the line early and had to go back to restart the race. This put them back pretty far on the start. We were sticking to our plan of favoring the right side of the race course and playing the shifts when possible.

We rounded the first mark in the front of the fleet. Now our plan was to get to



Dieball, Freeman, Eiber, sip iced tea victory drinks at the bar.

the leeward mark as fast as possible and put as much space as possible between us and the rest of the fleet.

The plan now was to take the boat to the leeward mark using the most direct angle, which meant to favor our favorite side of the race course again, the right; also, we were trying to take the rhumb line to the leeward mark, as practical.

We were going up only to get into the next puff when it was right beside us. Once we got into it we would take it down, sometimes even a little past the mark, in an effort to stay in that same puff as long as possible.

This plan seemed to work as far as opening up distance between us and the rest of the fleet on the downwind leg. However, we noticed that on the downwind leg, team Dieball was coming through the fleet very fast.

What was very interesting to us, was that they seemed to be taking an approach of using higher angles to the leeward mark, even to the point of sailing well above the mark. This was just the opposite of what we were trying to do. Also, they were the only boat that this

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seemed to work for.

As we made our second lap around the course we stuck with our plan from the start. Skip Dieball kept closing the distance between us but ran out of race before he was able to pass us, as we won Race 2. In summary, we made a plan before the race and stuck with it throughout the race. And when the plan was working we didn't alter it.

When we started the second race we started with the same plan, as the conditions really hadn't changed too much. The sea breeze seemed to be settled in for the afternoon and the current didn't seem to be something that was affecting us too much at this time of the day.

Because the conditions really hadn't changed too much we continued using the right side of the course.

We started Race 3 in pretty much the same place, and rounded the first mark in the front of the fleet again as a result of using our plan. The only real difference was that team Dieball was not over the line early this time.

As we were going down wind we used our same plan of going for the leeward mark using the most direct angle and staying in the puffs closest to us. Again, team Dieball seemed to be using higher angles. They looked to be not as direct to the leeward mark, but this seemed to be very fast for them. Actually, it seemed again that the higher angles seemed to work out only for them, and not anyone else. That was a big reason we decided to stick with our original plan.

We were able to hold our position

through the next three legs of the race favoring the right side of the course, but not going too far from the center, and trying to take the shortest distance to the mark. This plan worked for the second two races on Monday.

Race 4. By Skip Dieball

We had a good evening together as a team. We recognized that we didn't finish as well as we would have liked on the first day, but as I mentioned we had not lost the event at this point. We needed a nice bounce-back day and one that had me getting clean starts.

I took a step back and tried (once again) to analyze my approach to starts. I felt my timing was good and that we had a good handle on the current. And I felt we had good conversation with boats around us.

The one thing that we wanted to emphasize on this second day was what "phase" shift we were in within one minute. With this in mind, we were very hesitant to send it to the end of the line because the wind was so shifty that we needed the ability to get off clean and hit that first shift. Sometimes when you are at an end, you get tied up with other boats and then find yourself sailing through some shifts simply due to traffic. So for the first start, I wanted to have the ability to tack to port right away and get rolling.

The wind was a little more to the right on the second day. This was a "sea breeze" direction, but the over-cast skies and volatile weather patterns (with storms) had us thinking there would be little punch to the breeze. For this reason, we felt that we had to have our heads on a swivel and look beyond the edges.

I was able to get us



Jacob and Jason Hubbard with Barret Rhoads at the helm.

off the line clean and we were on port tack right away. We started near the middle of the line and had good pace with Ed Spengeman's team as we all headed up the middle on port. We had gotten to the mark in good shape and held the lead throughout the race. At one point downwind we were able to stretch out a bit and enjoy the view. Things would tighten up again, but we stayed (somewhat) focused...Barret's team did a great job of leveraging up the left late and passing a bunch of boats.

With our new crew positions, Jeff was able to give me updates on wind direction, which was critical to staying in phase downwind. Our lead allowed him to look around too. He was very outspoken on board about how much he loved the area and was glad we'd made the trip. A few cruising boats enhanced his image of the area too. Meanwhile Abby was all business and kept us focused. Actually this was one of our better races from start to finish and we were psyched to get the win.

Race 5. By Barret Rhoads

Our Team Mad Cow (952) was struggling to stay in the hunt for a Nationals Championship and badly needed a race win. We'd had several opportunities to win prior races, but had let them slip through our fingers at crucial moments.

In between the fourth and fifth races the wind had swung around to the south and we felt the boat end of the line was strongly favored. We were able to get off of the line with clean air and play a few shifts up the middle right, to round in the top three with Bruce Busbey and John Bauer. Skip Dieball had been OCS and

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L-r: John Gibbon, Tom Raymond, Allen Crosby, and Bruce Busbey; Flt 27, Lake Norman, wins Corpus Christi Award.



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this was good news for us, however, he had cleared himself and was charging back through the fleet. The race stayed tight on the run with 2007, 1959 and 952 crossing gybes and jockeying for clear air.

By the second upwind leg the fleet had spread out with the top three boats having a comfortable cushion on the rest of the fleet. This left plenty of room for a three way battle.

The second beat seemed more of the same; work middle right and sail to the breeze. All week the breeze seemed to be ever so slow moving. It could be seen on the water, but there was no tacking short of it and waiting for it to come. If a boat did not sail into it, they did not get it.

Towards the top of the beat Bauer and Busbey had worked a little further right, we thought we saw a line of breeze coming in from the left and split from the other two boats. The breeze was a slight left shift and an increase in velocity. This was enough to let us cross both 2007 and 1959 to take the lead.

Having squandered race leads before, we played it tactically safe guarding our lead to take our first bullet of the week, trailed by Bauer and Busbey rounding out the top three.

Race 6, 7, and 8. By Skip Dieball

Damn! I had some tough feelings rolling through my head. Race 5 was a train wreck. We were over early and had a very tough time getting back with the course configuration and wind direction. My frustration was similar to when I post a triple bogey in golf (happens

often BTW). At the next tee I usually take out that frustration on the poor golf ball and this is exactly what I did on the start of the last race on day two.

We got off really nice and with my added fervor, we gave this race our all. On every leg and every point of sail we did some great things. We (mostly me) couldn't let go of Race 5. While still disappointed with my performance, I eventually would settle down by the time we got to the dock.

When scores were posted we were pleased to see that we climbed the ladder. John Bauer's team would be tough to jump on the last day, but with the conditions being what they were to this point, we knew anything could happen.

Incidentally, from Race 1 through Race 6, we had not moved anything with our standing set up. Rake, tensions, etc. were all the same. Everything was set up to the tuning guide and we felt very fast upwind. One thing that I did work on a little on day two versus day one, was the center-board position when it was down. I pulled it back a little more and enjoyed the added helm...only in that way I could manage it better.

This added feel allowed us to hike the boat even flatter and then it allowed me to trim the main harder. Once the boat felt a little "sticky," we'd back off the main, sit in and induce just enough feel to get the boat back rolling again. Ideally, we'd sail with zero helm, but I do think that if the boat slows too much and feels like it isn't rumbling, you've lost the flow over the blades. It is at this point that I relay to my team that the boat feels bad...and we roll into action to get that flow back on the blades. This dialog and movement seemed to take our

speed up another notch, which was fun to recognize.

It's Race 7, day three, the day where we have to try and jump John Bauer's team. The wind is light and coming from the club, which is NE in direction. As we sail out to the starting line we recognize that there are "veins" of wind that are rolling in from the club. We sail out with our spinnaker up and find that there are



In other racing action, Team "Comb Over" putting #980 through her paces with Craig Rule at the tiller.

"huge" gains/losses just in sailing out to the starting area. The RC has done a great job all week with very challenging conditions. Their approach is very refreshing in that they have been watching the wind as a "sailor" would, and using their local knowledge to anticipate, etc. On this day, we were a little nervous in where they were setting up the course and the overall course length.

The top mark was up near the two land masses that lead into the club. My feeling was that we could have gone out toward the bay more, but these guys again showed why they are the go-to team for Rock Hall. Their race course was 'spot on' in terms of length and configuration. The wind however....was another situation.

So our strategy was to start near John Bauer and keep tabs on him. I had a relatively good start and we were looking to tack to port as we saw some high right gains before the start. John's team had gotten an early jump to the right and we were in somewhat of a parking lot half way up the beat. Looking over our shoulder; Jeff, Abby and I knew we had to tack, but were reluctant to leave John's team all alone.

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In the Rock Hall clubhouse, Sue Bauer and Aly Northrop, did some reading for Sue's grand daughter Marie Senff.



HCIA Nationals Scoreboard 2011

Championship Division

Fin	Skipper, Boat	R-1	2	3	4	5	6	7	8	9	Pts	Score
1	Skip Dieball, 1001	1	6	4	1	4	1	1	1	3	22	16
2	John Bauer, 1959	3	1	1	4	2	2	4	3	2	22	18
3	Barret Rhoads, 952	2	4	5	2	1	7	2	2	1	26	19
4	Ed Spengeman, 2001	4	2	2	3	6	3	3	4	7	34	27
5	Bruce Busbey, 2007	5	3	3	5	3	5	5	6	4	39	33
6	Doug Fisher, 2005	8	10	11	6	5	9	12	9	6	76	64
7	Steve Bauer, 925	10	11	9	7	10	4	7	10	8	76	65
8	Mike Shayeson, 2006	6	7	12	8	9	11	8	7	9	77	65
9	Mark Redmond, 929	12	9	8	9	7	10	10	8	5	78	66
10	Bob Bauer, 989	7	12	7	10	11	6	6	11	10	80	68
11	Gary Steinbach, 939	11	5	6	11	8	8	11	12	12	84	72
12	Bryan Hollingsworth, 876	9	8	10	12	13	13	9	5	11	90	77

President's Division

Fin	Skipper, boat	R-1	2	3	4	5	6	7	8	9	Pts	Score
1	Jon McClean, 2001	2	2	4	1	1	2	1	1	1	15	11
2	Neal Deaves, 960	3	8	2	3	3	1	2	3	4	29	21
3	Mac Cooper, 937	1	3	3	2	4	5	5	7	2	32	25
4	Pete Breidenbach, 955	4	5	1	8	2	4	3	2	8	37	29
5	Kirk Shultz, 912	5	1	12	5	8	7	7	4	6	55	43
6	Patrick Rykens, 926	7	10	7	9	5	3	4	5	3	53	43
7	Craig Rule, 980	9	9	5	4	6	6	10	10	7	66	56
8	John Gibbon, 924	6	7	10	11	10	11	8	6	5	74	63
9	Tom Raymond, 916	8	6	8	6	9	9	9	12	9	76	64
10	Chris Kafsky, 874	11	12	6	7	7	10	6	8	11	78	66
11	Allen Crosby, 1926	10	4	9	10	11	8	11	9	10	82	71

HCIA Masters Championship

Pos	Skipper, Bt #
1	Gary Steinbach, 939
2	Mike Shayeson, 2006
3	Neal Deaves, 960
4	Tom Raymond, 916
5	Jeff Curtin, 937
6	Craig Rule, 980
7	Bryan Hollingsworth, 876

Due to a score keeper's computer crash during nationals, we regret that complete race results were unavailable for Masters and Women's competition.

HCIA Women's Championship

Pos	Skipper, Bt #
1	Joni Palmer, 1959
2	Abby Freeman, 1001
3	Debbie Busbey, 952
4	Cindy Fisher, 2005
5	Charlotte Bauer
6	Ellie McClean, 2001

HCIA Special Awards

McLeod Trophy	Goes to the Highest finishing; all family boat. The Bruce Busbey family
Piglet Trophy	Goes to Highest finish; all family boat, President's Division. The Chris Kafsky family.
Chapin Trophy	Highest finish; all family boat, first nationals: Not awarded this year.
Sail A Gair	For Skipper with highest finish in first nationals championship: Allen Crosby.
Corpus Christi Trophy	Goes to highest finishing fleet other than host fleet: Lake Norman Fleet 27.
Larry Klein Trophy	(2010 season), Overall points winner: Jamey Carey
Bahama Mama Trophy	Goes to highest finishing skipper who is 19 or under at the start of nationals: Allen Crosby.



(Continued from page 8)

As we said all week, we had to play the conditions we had and not chase anything, so we tacked. Barret's team was working up the left side and looking really nice. We hipped up on him and tacked in front of Ed Spengeman's team, which was also on the charge. Our group sailed over the top of the rest of the fleet with a nice vein of wind on the port layline. John was buried in a big pack of boats about 75 yards behind.

On the run, we soaked low and ultimately gybed away from Barret and Ed. The move was pretty high risk, but Jeff recognized a little bit of a lift and Abby found some breeze to leeward. We went for about one minute then gybed back and we were able to pass both boats by the leeward mark.

We tacked right away to get up the track quickly. In the lifts and pressure we were on layline. In the down pressure we were just off the layline, so we were in good position, right?

Barret's team went in further left and made an enormous gain. Ed was with him, so half way up we knew we had to claw for every point as John's team was now in fourth. Our three boats were well in the lead, but we knew we couldn't lose Ed. We managed position pretty well with him and sailed the balance of the beat and subsequent run watching Barret sail into the distance.

By the bottom mark, the wind had shifted hard to the left and into the point of land just on the left side of our course. There were inlets on either side and in the middle it was very goofy wind.

We decided to tack at the bottom mark to stay in the right side pressure as Barret went to hook into the left side pressure. Miraculously we were able to

sail up that right side and pass Barret's team. It was one of those comebacks that only happen when the wind goes really goofy. For the first time (or what felt like it) we were the recipients of a "huge" gainer. Timing is everything and we never gave up, which made it a great team effort.

By Race 8, the points are getting tighter. John's team has 17 points without the 'throw out' and we have 18. With a 'throw out' we gain and have a one point lead. The problem for us was that we had already sailed a 'throw out' and John hadn't had a race worse than fourth to this point, which was very impressive on his end.

The RC reconfigured the course with the big left hand shift. They take us to the left of the land mass and create a race track that utilizes that left side pressure, but with any right hand shift, it goes goofy again.

Our strategy doesn't change, we need to keep tabs on John and not have a bad race. We get off the line nicely and work our way up the left side. John and Barret get off the line really well and swap tacks with us. A huge group comes in from the right to mix it up and make the racing tight at the top.

As we approach the top mark we are somewhere in the middle of a seven-boat pack, but we decided to gybe set and hook into the upwind 'righty' by getting to port gybe right away.

This move proves to be the call of the event at this point, as we sail over a huge pack and work our way into the lead. From this point, we just simply manage the numbers and stay in front.

Remembering what happened to Barret the race before, we took no chances and covered, all the way to the finish.

Incidentally, Abby was all over the puffs on the run. She recognized that they weren't moving that fast and that if we were to take advantage, we needed to put the pole forward



Neal Deaves, Ray Kleinhelter, and David Bauer in #960.

and reach up to the puff, rather than waiting for it to hit us. This was an all-star discovery; something we used for the balance of the day, which was very much needed in the last race.

Race 9. by Barret Rhoads

Going into the last race team Skip Dieball had a stranglehold on the national title. With wins in races 7 and 8, the only way that Dieball could lose would be a catastrophic meltdown. We were counting points. Dieball had 13, Bauer 16 and team Mad Cow (our boat) was hanging on with 18.

John Bauer led for the majority of the final race, with 952 in close pursuit. Skip had a bad first beat, and was near the back of the pack around the first weather mark. This left a glimmer of hope for Mad Cow and Bauer. However, our hope was short lived as a perfectly executed jibe set by team Dieball jumped them right back into the thick of things.

On the second beat it was a two-way duel between 952 and 1959. A few lucky shifts and we were able to edge them out to take the lead before the weather mark. By this time Skip had closed to third place and was making up more ground as Mad Cow and Bauer sparred with one another.

We clung to our lead on the run and final upwind, winning the final race of Highlander Nationals 2011 and ending up third overall. John Bauer took a second in the final race, as well as overall for the week. Mr. Dieball was third in this race, but overall for the week he was the National Champion.

Congratulations to teams 1001 and 1959 and all of our competitors for an excellent week of sailing!



The Doug Fisher team in #2005 had a strong series.



Edgewater Highlander Nationals 2012

Wouldn't Fifty Be Nifty?

By Gary Vinicky

We here at Fleet 14 will have our hands full in trying to top the Highlander Nationals 2006 event, in Cleveland, but we are gearing up to do just that.

That year we had 40 Highlander teams register for the event. Our goal and the Highlander Class goal for 2012 is to get to 50 or more teams registered.

Again as in 2006, we will have on-line registration where you can view, on a real-time basis, all those who have registered. I was told by some back then that they would check the site ten times or more a day to see who was coming to the event.

Soon, we will have that site up and running so keep a look out for information about that at the HCIA site, sailhighlander.com, in News and Events. Fleet 14 is blessed with several IT professionals that make it easy for us to do such things.

Here at Cleveland Highlander Nationals there is a lot to do after the racing of the day is over. Look for a list of suggested items/events for evening activities for your free evenings.

One of the items that we plan on bringing back is getting a block of Cleveland Indians tickets in the bleacher section. In 2006, this was a big hit and was sold out. Let us know if you are interested in doing that again as that information will help us secure enough seats so we don't leave anyone behind.

If you attended this event in 2006, let me know what you liked or did not like. Your feedback will be appreciated and put to use, to improve everyone's experience this time around.



This shot of the Cleveland lake front is really two, taped together, then put into jpg format. Gary Vinicky shot it, at some risk, hanging out of the window port on the top of Cleveland's K-Corp Tower where they service navigation lights and flag pole.

One of the areas where we know we need to improve will be the supply of kegs of beer at Whiskey Island. We had to shuttle kegs back and forth between Edgewater (EYC) and Whiskey Island Marina (WIM) last time, and I admit we lost the handle on that one. I think we will have this covered much better than we did in 2006.

The format for this event will follow the same or nearly the same traditional format as in many recent Highlander

national, with measuring on Saturday and Sunday followed by a tune-up race on Sunday afternoon, then the Opening Ceremonies, AGM and Cocktail Party/BBQ.

The qualifying races will be on Monday to split the fleet with the balance of the racing completed by Wednesday.

Tentatively

scheduled for Thursday morning are the Women's, Master's and Junior Nationals.

The week's events will be completed with the awards banquet on Thursday evening. Hopefully Mother Nature won't mess with us and allow all of this to happen before Friday of that week.

Keep an eye out on the HCIA web site for the Notice of Race and updates on events as things evolve.

An important item that will help

make this Nationals a success, as it did in 2006, is the concept of camping at a location that is practically in downtown Cleveland. I don't think that this has been done (permitting camping) by any other local host group since 2006.

Once again, Wendy Park is permitting 'Special Event Camping' for the 2012 Highlander Nationals. Check out WendyPark.Org .

However, things have changed at Whiskey Island/Wendy Park since 2006. Whiskey Island is no longer our private little paradise.

The weekends are crazy with bands on Fridays, Saturdays and Sundays. There is standing room only (hundreds of people) at the Cropicana (formerly, the Sunset Grille) when the bands are playing.

There are several corporate events in Wendy Park each week as well as several weddings during the summer. During the week there are hundreds of volleyball players that play in a sand volleyball league during the weekday evenings.

Because of all of this other activity, there will be a nominal daily camping fee per tent, to pay for security while we are out sailing and to have throughout the

(Continued on page 12)



Cleveland Nationals 2006 winner Ed Spengeman and crew.



Palmer Is Women's Champion

By Joyce Spring

Since the first Women's Nationals in 1999 at Indian Lake, the winner has received a trophy but there has been no perpetual trophy. After winning the Women's event at Pymatuning last year, I decided to change this situation.

The Highlander executive committee granted permission to proceed so I researched the winners and their crews since 1999. Then the layout was designed and I recruited my husband Rob and our friend Brian Wind for their expert woodworking skills.

Together we created a large Mahogany wood plaque with individual name plates surrounding an original artist's sailing scene on an oval etched mirror.



Joni Palmer with Joyce and Rob Spring.

(Continued from page 11)

night. Campers will also have access to the Whiskey Island Marina locker rooms and showers for the week.

By the time you are reading this you should have already been receiving information about this event. I have paid attention to how an old Highlander marketing stalwart did it in 1999. Don Wright knew how to market.

Hopefully, you won't get too blasted by e-mails and such, but I hope I can keep up the energy to get close to what

Growing up on Atwood Lake, the Spring family had two wood Highlanders. They were meticulously maintained through each winter and their beauty was unmatched. Just as original Highlander boats were made from mahogany, this trophy reflects that tradition of the Clan. The new Women's mahogany trophy was named the same as those boats 124 and 505: *Maids of Mahogany*.

Upon arriving at Rock Hall, we had no idea the Women's event would be the catalyst for a long awaited sailing reunion for us to sail again with Joni Palmer. In the early 1980's the three of us lived in Southern California and sailed together in a variety of competitive events.

During the week of the Championship series, Rob commented that with Joni living so close by, in Annapolis, why not call her to see if she would consider sailing in the Women's regatta at the end of the championship series. She willingly accepted. So what if she had never been on a Highlander, it was an opportunity to sail together once again.

On the day of the Women's Nationals, the sailing conditions were challenging at best. The first race was in a somewhat steady but light breeze. We crossed tacks with Debbie Busbey,

Don did for the 1999 Nationals at Indian Lake. Let me know if I am keeping up to his standards or not.

So, spread the word; especially those of you who were here in 2006. We are blessed with an awesome sailing venue that can generate its own wind due to the thermals generated by the city infrastructure, when inland areas don't have wind.

The sailing takes place within a half mile of Edgewater Yacht Club/Whiskey Island, just outside of the

Cindy Fisher, Charlotte Bauer and Ellie McClean and eventually narrowed our pursuit to the red boat skippered by Abby Freeman with Jeff Eiber and Skip Dieball crewing. At the finish line our boats were really close, with literally, probably just a couple of inches between us. Abby got the first and we were second.

The next two races were sailed in ever decreasing breeze. We obviously



The beautiful, new Women's Championship perpetual trophy.

knew our challenge in the next race was to beat Abby. It was again a very close race with the lead changing numerous times. Fortunately at the end of the second race we crossed first and Abby was second.

The third race had the same light wind and in fact we ended in near drifting conditions. The series was not decided until the last long slow agonizing beat to the finish. The lead again changed several times just on that last beat! Our tenacity was finally rewarded as Aunt Ruby crossed the line first. We were thrilled to win this event and look forward to our next opportunity to sail together.

Cleveland Break Wall. We are planning to, pretty much, have the same race committee that we did in 2006.

Fleet 14 is comprised of a solid group of dedicated members that always comes through. We are presently the largest one design class in the EYC racing program and I hope that this 2012 Highlander nationals will make us the largest one-design event held at EYC/WI in recent history.

So get out there and spread the word. Come to Cleveland in 2012!



Steinbach, Master of Masters

By Gary Steinbach

After a not-too-inspiring week, I was not really sure I wanted to spend another afternoon on the water.

We started out being blown off the water on Sunday. The Nationals series started well for us but then progressively went down hill. But after a pep talk from my wife, Elaine, and my good friend John Duckworth, sailing the Master's on the Chester River seemed like the right thing to do.

Thursday afternoon was hot, but at least there was a light breeze to keep us moving. We started the first race near the pin with Brian Hollingsworth and Mike Shayeson. The line was heavily biased and Brian and Mike found themselves over early leaving us with a clear start.

We led most of the race until the last

leg when Tom Raymond, assisted by super crew Jeff Eiber, played the shifts perfectly to take the gun. Mike also passed us to take second.

The wind was starting to diminish by the start of the second race. We were lucky to catch a 40 degree shift at the gun. We were clear to tack immediately while our competition was locked together at the pin. Once again we took a substantial lead.

The wind was shifting to the left and the PRO called for a course change. The windward mark boat picked up the mark and re-

bate ensued on whether to hold a third race. The PRO solicited opinions from the fleets, Master's and Women's competitors, while the course was re-set.

Due to the lateness of the day Elaine



Highlander partners Elaine and Gary Steinbach.



No, we don't know how many skippers it takes to weigh a Highlander, but thanks to all who helped with measurement.

set it about a quarter mile left, well after the fleet had rounded the leeward mark.

For some reason the leeward mark boat never heard the change order and failed to notify the fleet. At least one boat retired at this point.

We held on to win the race, leaving Tom, Mike, and us tied with 4 points each. We held on the tie breaker.

The wind continued dying as a de-

wanted to stop so she could get ready for the banquet. The vote went against her and we started the third race.

Somehow we got our best start of the week. It became obvious that Mike would be our competition this race.

We spent the entire race between a loose cover and hunting for wind. In the end, Neal Deaves and his crew found more than us to take first.

We maintained a comfortable lead ahead of Mike until the last half of the last leg. Mike closed rapidly until at the finish line he had to duck us on a port-starboard cross at the pin.

That gave us the win for the series and definitely gave three Master's sailors, (60, 60, and 6?) a high for the week. We made it to the banquet just as they were starting to serve.



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A "Fierce" Friend Passes

At the passing of long-time Highlander veteran Betty Failing earlier this summer, this note was put together for Chattanooga's Privateer Yacht Club newsletter by Brainard Cooper. We appreciate Brainard sharing this with us.

She seemed eternal; but of course, in the end, she wasn't.

But for about 30 years Betty Failing was in many ways the face of Privateer



Our Highlander friend Betty Failing.

Yacht Club, sailing in every Sunday race she could, as well as taking her Highlander to distant regattas regularly. Her unmistakable white hair appealed to photographers of both local newspapers in Chattanooga, so her photograph appeared frequently in articles about sailing on local sports pages.

At Betty's funeral, following her death at the age of 90, the Reverend June Johnson, Betty's daughter-in-law (married to son Kent Failing) remarked that the word she always associated with Betty Failing was, "fierce."

Certainly that would describe the single-minded dedication she brought to every Highlander race she ever sailed. It would be hard to think of someone who sailed more races during her active years with us. Following her death, those of us who had known her only as a competitive sailor, were not at all surprised to learn that in prior years she had been a championship horsewoman, no doubt bringing

that same fierce dedication to that sport as well as to ours.

When she and Frank joined PYC in the mid to late 1960s, their boat was a 16' Javelin. At the time, Privateer was primarily a Snipe club with a small fleet of Flying Scots and a smaller one of Columbia Contenders. But in about 1968 Frank St. Vincent came to Privateer with a Highlander; Betty was an early convert to this 20-foot speedster.

Within a year or two there was a very active and growing fleet of Highlanders at PYC, racing every Sunday afternoon, with their sailors traveling to regattas all over the eastern U.S. frequently bringing home trophies, Betty more than most.

A fixture at the Highlander Nationals, she was the "first-ever" female skipper to win a race at the national championship. Sailing in that regatta at a time when female skippers weren't as commonplace as they are today against some of the better sailors in America, including very famous sail makers, she finished fourth, a result so impressive at the time that a trophy was established for the Highlander Class to be awarded each year at Nationals for highest-placing female skipper, an award known as the Betty Failing Tro-

phy.

Here at home, she was the perennial Highlander fleet champion and was awarded the Brainard Cooper Memorial Award in 1976 as our "Yachtwoman of the Year." Another high point in her sailing career was in 1981 when she and others in Fleet 33 brought the Highlander Nationals to PYC, but by the time the regatta was held here again in 2003, the years had put an end to Betty's competitive sailing.

As she began to sail less, Betty was able to spend more time in other long-time interests such as birding, traveling to places like Costa Rica on birding trips, and in leading water aerobics classes at the retirement center on Signal Mountain where she lived after husband, Frank's death.

When told of her daughter-in-law's memories of Betty as "fierce," long-time crew Ed Chapin laughed and said, "That's exactly right. I only saw her "not" fierce once; for about two or three seconds up on Lake Erie when she fell out of the boat. She never let go of the tiller extension, so we rounded up with everything luffing.

After I pulled her back in, it did take her a couple of seconds to regain her composure, but regain it she did. We had been nearing the finish of that race in second place, and she was able to regroup so quickly, that we lost only two boats, finishing fourth."



Charlie Smith's back yard project.

Perseverance Paying Off!

Just like Betty Failing was "fierce" maybe the word to describe Charlie Smith in Tucson is "persevering."

Charlie has been working on his \$155 Highlander for over two years, virtually, by himself and he's getting closer. Follow the photos on p-15,16.

Okay.....you're in the middle of the desert, say, Tucson, Arizona, like Highlander owner Charlie Smith. It's just you. You're wanting to continue work on your Highlander rehab, but you've got to get the boat turned over with the hull up, to begin refinishing the bottom.

We've featured "Tucson Charlie" Smith before in an article or two in The

(Continued on page 16)



The Classifieds

No Classified ads for this issue. Check "boats for sale" at: sailhighlander.org

Pipers! Boat Load Of Fun

By Patrick Rykens

October 15 and 16th are the dates for the 47th Pipers & Pluckers Regatta at Lake Norman YC at Mooresville, NC.

In the light of the current political and economic scene, the Highlander fleet at Lake Norman is announcing we are holding all regatta costs at last year's levels. No budget cuts and no new taxes!

The Regatta is open to all Highlanders whether liberals, Tea party members, foreigners or even if they are English.

For the 2011 Pipers kilts, bagpipes and drums are optional; but we do insist that fenders should be inside the boat when sailing.

The 2011 registration fee is only \$28 (late registration is \$33), less than one fill of your gas tank. On Saturday night our rib dinner with all the fixings is only \$12 per person, with our now infamous "crab racing" taking place soon after dining.

We also provide "free" Highlander

ale. Friday night dinner for early arrivals is \$5 each, Saturday and Sunday lunches will be \$6, and Sunday breakfast is a deal at \$5. Plus, as usual, we have ample free camping with full facilities on site.

Pipers Regatta is the best bargain of



A memorable scene from the 1983 Pipers Regatta.

the year. Please come and sail. Help us beat last years turn out of 22 boats.

Notice of Race and Registration is posted on the Highlander web site and at www.lnyc.org, under Documents.



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Ad requirements:

One color, **camera ready.**

Format: Page size: 7.5 x 9.25"

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

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(Continued from page 14)



Ta Da! Hull is over; bottom coat is on.

Highlander magazine as he's had his rehab job underway for a couple of years. To deal with single handedly doing boat turns, he built the trapezoid-like frame work pictured here.

He sent a dozen or more photos of the boat suspended by a harness device, which, over time he used to slowly maneuver his Highlander into the desired position.

After seeing the boat dangling from the hoist, being turned ever so carefully, the final photo in the series shows that he

made it, and the boat was lowered down onto a cradle to begin hull work.

I emailed Charlie that his persistence was impressive and his ingenuity was, well; simply ingenious. His response indicates that he was indeed pleased with his engineering effort. He wrote.....

Yep, designed the whole thing and the only help I had was from one person holding one of the legs while I attached the bolts for the frame. Actually I am quite proud of the feat!

The frame is constructed with Grade 8 Bolts and UniStrut Telaspar, 1/4 inch thick. Quite sturdy! The last boat I rebuilt eight years ago was a

24 foot American which I lived on and sailed the Gulf from Texas for two years before buying an Ericson 32 in California. My girlfriend agrees with the persistent part!

Currently the boat is upside down on a cradle so I can refinish the hull as follows:

Completely Epoxy coat the entire hull to prevent the possibility of blistering. Then it will receive a coat of Interlux 2 part Epoxy Primer and barrier coat before applying Interlux Perfection 2 part epoxy white color coat.

Then a multi season bottom paint will be applied to allow the boat to sit in a deep water slip as needed. I have many of the rigging plans but would truly appreciate detailed photos of any of the following items: Main Sheet Traveler, Jib Sheet rigging and the center board mechanism. Feel free to include my E-mail in the magazine. I am probably way over-building this boat but that's just the way I do things. Aerobatix2@aol.com.



Ed, Ben, Erin Spengeman and Ben Stock. Erin, coordinator of Nats 2011, waves thanks to the dozens of volunteers who made the Rock Hall event such an enjoyable experience.

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