



THE HIGHLANDER

Volume LV, No. 4, October 2009



Photo by Skip Dieball

Making the cover this issue are Jacqueline and Ernie Dieball, two of the major instigators for the Highlander Class holding the 2009 nationals at North Cape Yacht Club. The consensus among competitors and shore crew alike was that they couldn't have directed us to a more hospitable location. The racing was well run, intense, and held in varying conditions to challenge a range of skills. HCIA takes the 2010 championship to Lake Pymatuning, PA.



The Highlander

Official Publication of
The Highlander Class International Association

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President's Corner

Becoming your HCIA Class President brings to mind Miss Piggy's musing on "assuming the awesome power of command." Of course, in my view, there is nothing to command in the Highlander Class. I feel like at best I can continue and enhance our traditions, and will really be counting on everyone's help and support.

Serving on the HCIA board in recent years, it has been a pleasure to be close to outgoing president, Jamey Carey's spirit and enthusiasm. We are all certainly grateful for the service of the Mojo team. Hopefully the economic distress in the Wilmington area does nothing to dampen this formidable team's progress.

When Jamey called me I was more than a little surprised when he asked if I would consider this office. I'd guess he didn't know what happened when I became fleet captain at Edgewater (more later).

However, being retired I really wanted to waste more time on hobbies. Knowing how much the board members have contributed in time and talent over many years, I would feel very selfish not to at least try.

For a little background regarding my Highlander experience, I bought my first boat from Ray McLeod as a kit in '74, #797, for \$3,300. I had it completed enough to put it in the water by late Fall.

I sailed it twice with a fellow who sailed Lightings and everything went smoothly. A neighbor of mine, a large Irish guy, wanted to sail with me. We had no actual experience between us.

We left from Neff Road, Cleveland's eastside public launch ramp, with a south wind headed north. We planed out of the break wall, and it was so cool until I realized we had to turn around to get back.

I asked him to pull the jib down. He crawled onto the deck. He froze there when he felt the spray hit him in the face, experiencing the death grip on the toe rails.

When I pushed the tiller, the rudder came right out of the water and we rolled into the lake: at least the guy could bail water. A small fishing boat towed us back. I was now aware that I

was not going to learn this stuff alone.

My Mom knew a guy with a Highlander at Edgewater, Bronis Vidugerous, and I joined there the following Spring.

What a great group Fleet 14 had; three national champs, Busbey, Southam, Wood, and then two guys who had been third. To finish fifth in a club race was an accomplishment. After the racing guys would just sit down and talk boating till we dropped. Great stuff.

Oh, on the fleet captain thing mentioned earlier, I proposed windward/leeward courses with a leeward gate, and also a separate finish line. It freaked them out. They grouched that sailboat courses were triangles. I am quite glad to be at Berlin now.

On the 2009 HCIA Nationals scene, North Cape Yacht Club treated us like we were respected, long time members. I mean everyone, in the marina and club, was quite accommodating.

The sailing was just out of my range, but really quite fun. I enjoyed the remarks of our new champ, Skip Dieball. He basically asked us to encourage the rest of the class to come to these events. If we don't use and enjoy these facilities they will be taken over by other factions.

He's right, we really must increase activity at all levels, to ensure the prosperity of one-design sailing into the future, it is not guaranteed.

I guess this was the first time in a while we have had what I'd consider pros in our regatta. Ernie Dieball was so professional that he did the dishes with his wife Jaqueline, while we ate. I would like to see all the winners of races do the dishes at Nationals.

And I'd like to close with a tip of my hat to Tyler Andrews, the first boat to finish that was not skippered by a sail maker. But we welcome one and all, and we encourage all of you, at every level, to do what you can to encourage more boat owners to sail and race at home, and on the road.



Dan Hopkins



Bauer Bests Cowan Crowd

By John Bauer

I had the privilege of sailing with my parents at the Mad Plaid this year. As we were driving to the regatta we were talking about past winners of this event and about the odd circumstances and conditions in which many of them have won. Often these 'unusual conditions' were the result of days that had little to no wind and the racing went on anyway; where a boat would go from first to last and back to first again within a single leg of the race. This year's Mad Plaid proved to be just like that.

Saturday morning, we woke to an almost no existent breeze. But we went out anyhow, hoping that the air would somehow build and we would be able to get in a couple of races.

At the time of the first start it was apparent that we were not going to get the wind that we were hoping for. Instead, this was going to be one of those Mad Plaids with odd conditions like we were talking about on the Friday night drive to the Cowan Lake.

The wind would come and go, but when it came it was spotty. It was enough to move just a few boats of the fleet at a time.

In the first race we were fortunate to have the breeze early in the race to have a nice lead. However, that proved not to be the best place for the finish, when everyone from behind now had the puff and we didn't. We watched most of the fleet pass until we were able to find a little puff to bring us back up to a fifth.

By the third race we started to catch

on to the idea of not leading early in the start. Well, it seemed like that anyhow.

By the first windward mark we had made certain that all the boats in the fleet had safely rounded and were on their way to the jibe mark before we rounded. Once we rounded the windward mark it was time for our little Mad Plaid puff.

This little zephyr was kind enough to take us to the jibe mark and on to the leeward mark, all while passing the entire fleet. This little puff stayed with us long enough to carry us to the finish for a win.

Of course Saturday evening the Cowan group put on an exceptional party as they do every year. Bud Anenburg's special 'drink of choice' and the pulled pork dinner were just two of the highlights of the evening. If nothing else, I would go to this regatta for these two reasons alone.

When Sunday came around after a great Saturday evening, it looked like we were going to have a little more wind for this competition. In fact we were able

to get three more races off, all of which had nice breeze.

While the final results show that we won the regatta, we were not the fastest or most consistent boat on the water this weekend. Bruce Busbey sailed better and more consistent than anyone out there.

He would have won the regatta had circumstances outside of his control not forced a crew change upon him. Bruce decided to retire from the last three races of the series where his crew had changed on Sunday. This is only one reason from a very long list that Bruce was awarded the sportsmanship award for the weekend.

As we were driving home we were once again talking about how the Mad Plaid regatta is won under odd circumstances and conditions, only this time all of that "oddness" resulted the first place Mad Plaid honors going to, "us."



John Bauer in a quieter moment in the action at Cowan Lake.

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Bauer Best at Berlin Too!

By Karl Felger

The Berlin Invitational Regatta is a slight misnomer. Well, let's just say it's not in any way exclusive. "Everyone" is invited; and that's just fine with me.

In all, 13 Highlanders showed up for the 2009 BYC Regatta, braving what was predicted to be a rainy, overcast weekend. But much like listening to me talk about tactics, the weather "persons" were wrong again, and after a quick downpour in the morning the clouds opened up and the sun began shining; and then the breeze started to crank.

I had the esteemed privilege of sailing with the Most Current Reigning Defending Highlander National Championship Skipper, Mr. John Bauer, and the always smiling, Lissa Charnock.

Saturday afternoon was a picture perfect BYC day: freaking nuclear! It was blowing west to east down the heart of the lake, and to our good fortune (I'll explain) the race committee set a Modified Olympic course, allowing for something the Berlin Highlanders don't do quite often enough in my opinion; reach.

This worked out to the pleasure of John's dad, Harold, especially as the fleet rounded in a tight pack at the first weather mark of the day. We, on board "Aunt Ruby," hastily put up the spinnaker



Bauer team riding just a little too low.

ker and there were also on board two trends of thought about the wisdom of that action. One was from the perspective of Lissa, who being new to Highlander sailing, didn't appreciate the vast "size" of the spinnaker on a tight reach. The other side of that coin was the attitude of John and myself, who having sailed the Highlander on Berlin Reservoir many times over with very little opportunity for much 'reaching,' said, "what the heck," or something like that.

Well, to make a long story short, we got hit with a big puff and promptly capsized, with competitors Harold Bauer and Jamey Carey hooting and hollering as they sailed by under full control. If any of you happen to know of John's "Type A" tendencies, this was actually a good thing as he stated, "The boat needed a good bath anyway."

After righting the vessel, and bailing eleven billion gallons of water out, we were ready for the next start after taking a DNF. This was around the time John told me this wasn't the first time he capsized this year; all I could do was shake my head and smile.

Getting back in gear, we were able to grind down the leaders Harold Bauer, Ken Hopkins and Gary Steinbach to take the bullet in the second race. This was a euphoric feeling, and that euphoria grew even further as during the skippers' meeting, we were made aware that due to a change in US Sailing's Racing Rules of Sailing, the regatta would be scored 'with' a throwout, so we were back in the ball game.

The third race was much the same and we were able to fend off the same cohorts and take another bullet. Now

about this time, most of the Fleets had begun to feel "beaten like a rented mule," and some had decided to take their throwout and call it a day. This led to only three Highlanders remaining for the fourth and final race of the day at Berlin. I'm hoping this will become a new tradition: we need more races.



Jamey Carey and crew were too busy on this reach to do much 'hooting.' The seven-time Larry Klein award winning, Team Mojo, got close but team "Aunt Ruby" won on a tie breaker.

With only three boats on the line, we still managed to be 45 seconds late for the start (cheeky shenanigans anyone)? Jamey Carey was able to hold us off and take a first place, and Ken Hopkins was not far behind, and mind you, Ken was sailing with his fantastic kids on a day when there were puffs in the 20 mph range, and he had a combined crew weight of about 300 pounds. And that crew was smiling the entire time. And for those of you wondering, John finally let me put the spinnaker up by the end of the day.

Saturday evening's festivities consisted of the famous BYC cocktails and hors d'oeuvres. The spread was huge, and this was before dinner. And after a few rum punches and whiskey sours, everyone was feeling rather social. After dinner, the fun continued with sailors telling stories (mostly lies) and the camaraderie flowing (along with the beer).

Sunday we awoke to what the Europeans like to call "Light and shight," meaning there was minimal breeze from an unstable direction (east, northeast).

(Continued on page 5)



Spengeman Tops at Pow Wow

By Ed Spengeman

This year's Pow Wow Regatta at Indian Lake regatta proved to be another memorable event. The first major hurdle for my wife Erin and myself, was prying our new three-month-old son, Ben, out of our arms long enough to attend this weekend's activities. Clearing our heads of baby thoughts and replacing them with racing wasn't easy.

Luckily they had plenty of beer on tap when we arrived and that helped to ease the separation anxiety. It wasn't long before we were knee deep in riveting conversation and more beers. That carried on well into the night.

As always we were awakened by the sound of rustling leaves in the trees above our tent. We're no stranger to the "Indian Lake effect." This is where you lay inside your tent for an additional hour postponing your long overdue potty break to listen to the sounds of what must be great breeze, only to climb out of the

tent to find a drifter. I fall for it every year.

With little breeze to work with we made our way out to the course. This year was especially informative as we had the chance to carry GPS units onboard each boat. While we only had one race in the light air conditions, it was still very interesting to see the different paths each boat took.

The GPS units told you more information than you could even wrap your head around; like VMG (velocity made good), highest boat speed, average boat speed, distance traveled, time spent on each tack, etc. It's definitely cool to see the tactics you carefully formulated in your head, end up looking so goofy on paper.



L-r: Top team, Justin Busbey, Erin and Ed Spengeman.

Out on the course we struggled through a messy beat and a big cluster at the weather mark only to hit the run and start using our brains for a change. Some boats were going low and sticking

along the shore line not looking too bad at times.

With the wind coming out of the Northwest we decided that the new breeze would logically be coming from

the left side of the run, which at this point had turned into a tight reach and later a beat. We stayed high and watched as the puff literally sat in place for minutes without moving (if that's even possible).

Halfway down the leg we decided to go with our gut and brain and go get the breeze. We ended up tacking and digging "way" left. When we tacked back we were on a straight shot to the mark and got to watch as the guys well below us struggled to get up to the mark. We went on to take the bullet in the only race of that day.

Later, on shore it was fun to see just how ridiculous that move looked on paper. It was also fun to guess who had the best boat speed on the course, once you negated the fact that the GPS units were still onboard as we paddled hard to make it back to the hoist.

(Continued on page 6)



Photo by Anne Hollingsworth

Ben Spengeman's first regatta was earlier in June at Cowan Lake where Bryan Hollingsworth attempted to sell him a "fixer-upper."

(Continued from page 4)

After a few lead changes Ken Hopkins, sailing "Mother Ocean" took the bullet for the day, with Jamey Carey and Team Mojo finishing second, with our crew in Aunt Ruby finishing third. This was enough to put us in a tie with Jamey and Team Mojo for first place in the 2009 BYC Regatta with the throwout. We won the tiebreaker of having the most first

place finishes (our two to Jamey's one).

All in all it was a great regatta; good turnout and a wonderful time had by all. Trophies were a wonderful collection of pictures taken by Gordon McDowell and burnt onto CD's that he mounted on a plaque. I encourage everyone to think of these creative trophy ideas in the future. You can view these pictures on my Facebook page in the

BYC Album.

Next year, I think we should strive for twenty-plus boats at this regatta as you can't find a better place or better people on the whole circuit. I want to thank John Bauer for having me aboard, as it's always a pleasure to sail with him, and I'd like to also welcome Lissa to the fleet and congratulate her on putting up with me for an entire weekend.



Trailer Trauma: Got Lucky!

By Neal Deaves

I'd like to share with you some things to be thankful for in my world. First is, a pair of eyes looking over me from above.

You know, sailing is fantastic with friends like the Highlander Class, but getting to Nationals this year was a little bit of a 'different' experience.

David Bauer and I had come from the



Photo by Mike Feldhaus

Neal Deaves' tailgate sustained a nasty gouge.

Louisville area, and had 95% of our journey in the rear view mirror as we reached Toledo. However, while finding several pot holes in the road in that area, everything 'in back' broke loose, (not really, just the trailer).

Somehow the hitch pin holding the receiver to my truck disappeared and the trailer, with #960 aboard, was suddenly in the adjacent lane with the mast perpendicular to the trailer, one more lane to port. This was not the normal appearance in my rear view but I thought, "don't hit the brakes hard."

The boat repeatedly pitched to port then starboard but there was one wheel on the road at all times. As we slowed to a stop the trailer caught up to the truck and the tongue went into the tailgate.

We put some duct tape on the gouge in the truck, jury rigged the trailer back onto the hitch, and secured the mast. We proceeded to North Cape Yacht Club and immediately to the restroom to relieve the pressure of what had just happened.

As I reflected on what could have happened, I was counting my blessings. While still unnerved about the reality of what had just occurred, contemplating the tragic potential of what "could have," started to

sink in. We were very, very fortunate.

I'd like to say thanks to Bryan Hollingsworth for building a low-ride trailer with really 'beefy' safety cables and full sized tires. Thinking about my old trailer, had it faced the same challenge, it would probably still be in Toledo along with my boat: in many pieces.

And here's a bit of 'fiscal' advice to all; read your insurance policy for trailer and boat coverage. Be sure you learn what is covered and what is not. As it turned out, mine was not as extensive as I would have liked.

Still, the good news is, no one was hurt and we sailed an exciting series of races and enjoyed the week, the water, the people and North Cape Yacht Club.

At the series' end, David Bauer and I trailed the boat home with many stops to inspect the trailer to see if the welds done at North Cape were holding and once to adjust the spring on the starboard side.

Oh, I'd like to thank everyone at North Cape and from many other locations for their help and their suggestions as to the type of on-site repairs we needed to accomplish, to get things in order so that we could sail that week, and then make it safely home.

I'd like to also take this opportunity to congratulate the Dieball sailing family (Dad Denny, and sons Ernie and Skip) for 'cleaning our clocks,' and to all of the many others who were involved in hosting such a wonderful week of sailing at North Cape Yacht Club.

(Continued from page 5)

Saturday night brought a metric ton of food and the equivalent of alcohol. Some souls went back out on sunset cruises, some stayed on shore and partied, while just a handful of outcasts decided that they needed to smoke cigars at a picnic table.

Now a picnic table on the shore is great and a picnic table on the sandy beach is even better, but what if you could put this picnic table in the water? I'm not going to name any names, but only a family with a last name that rhymes with "shower" would have this type of ingenuity...yet another example of why consumption of alcohol and cigars should be done only under strict supervision of a parent or adult.

Sunday we awoke to actual breeze

and it built the entire day. It definitely turned into a three-on-the-rail type of day. To quote our crew, Justin Busbey, "I don't remember much of races two and three, only that we won."

Fast forwarding to race four we were in the lead a lot of the race, and as we got to the top of the last beat I watched as "Buzz" missed the hiking straps completely and fell out of the boat. I recall looking him in the eyes and sending the mental message of "well...I've got this string and a stick in my hand...what do you want me to do about it."

I blew the sails and the boat came to a screeching halt and I yelled the most helpful phrase I could think of at the time, "Swim!" I was confident in his aquatic abilities after our little dip

in Eagle Creek earlier in the year at the Mayor's Cup, so we just sat on the boat waiting for him to return.

Looking back on it, I realized that Buzz wasn't very familiar with the concept of hiking straps from day one, due to the years of physical abuse he experienced on Moby Dick (Boat #500). Zing!

We wrapped up our regatta with all bullets, which was a first in my sailing career. While it sounds impressive, to those of you who weren't there, the secret was that John and Steve Bauer's boats both showed up on Friday missing a third crew. When the breeze kicked in hard on Sunday they struggled to maintain upwind speed. If they had had full crew the results most definitely would have been different.



Youthful View

HCIA Nationals: First Impression

By Ellie McClean (10 years old)

It all started with a phone call. I was at a friend's house and it was about 10 a.m. I had just finished having a sleep-over when my mom called. I knew she was calling because I had to go home.

Once the phone call was over my friend's mom told me the good news. I was going to the Highlander Nationals. Not only was I going to the Nationals, I was going to be crewing with Jamey and Tanya Carey and Mike Shayeson. I was going to be a "Mojo for a week" and I was so excited.

I came straight home and packed my bag as quickly as I could. My mom drove me four hours with my little brother, Oliver, and little sister, Daisy. I could tell when we got near the host yacht club because there were so Highlander signs everywhere.

When we arrived I was amazed at how many boats there were and also at how big they were. We saw my dad and Jamey and Tanya and then I went for a sail on the Mojo, #1002. It wasn't very long, but it was just to check that everything was okay on the boat. When we came back I said goodbye to my mom, brother and sister. Once they left, my dad, Dan and Boyd Barnwell, and I went out for some dinner.

The next day was the practice race, but since Jamey, Tanya, and Mike had been sailing so long, we did the Women's championship too. Tanya was helming and we got two second places, She did a very good job and it made me laugh when she told Jamey to "shut up."

After that we went out for dinner and then we came back and went to bed. I really did not like sleeping in a tent with three men because two snored and one kept farting; it was gross.

The next day it was an early rise for me. We got dressed and went straight out for breakfast with Bob Thobaben, another Highlander sailor from Cowan Lake. During breakfast I realized that it was the first day of Nationals. We got back and I met Jamey, Tanya, and Mike at the boat. We took the cover off and put the boat in, and then we were off.

Oh, it was fun! There were three races on that day and after that, I was happy to come in.

Even though sailing is fun it is always nice to come on shore again. Then again, it was the same routine; we went out for dinner and then back to the tent with three smelly men.

On the second day we went out sailing and I loved it even more. Jamey told my dad that he suspected that I was a "plant" on #1002 to learn all of Jamey's secrets. I don't know about that, but I did learn some new words.

Also through the Nationals I learned the starts were hectic and my favorite spot on the boat is up on the front deck where I could lie down and make the boat go fast downwind at the same time. Upwind I really liked to hike to help keep the boat flat.

On Wednesday evening we sailed a big yacht with some local sailors, and I was allowed to helm for some of the time. That was pretty wild and I really liked it that the big yacht heeled over so far.

Probably, the most important thing that I learned was about teamwork and how it is so important on a boat.



Ellie McClean, Dad, Jon, and Dan Barnwell sailing at North Cape just prior to competing in the '09 Junior Championship

One evening after the day's racing Tanya and I found tons of pretty sea shells (well lake shells I should call them). I gave them to Oliver and Daisy because they could not stay.

The final day was probably my favorite (Continued on page 15)



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HCIA Nationals Scoreboard, 2009

<u>Championship Division (* = throw-out)</u>									
Pl	Skipper, boat	R1	R2	R3	R4	R5	R6	R7	pts
1	Skip Dieball, 2001	1	1	2	1	1	5*	2	8
2	Ernie Dieball, 1001	4	3	1	3	6*	4	1	16
3	Tyler Andrews, 969	2	4	4	2	3	3	5*	18
4	John Bauer, 1959	5	2	Dnf*	7	2	1	8	25
5	Steve Bauer, 885	3	5	5	5	7*	2	7	27
6	Ed Spengeman, 2002	6	7	6	4	4	10*	4	31
7	Bruce Busbey, 500	7	8	8	6	8	9*	3	40
8	Jamey Carey, 1002	9*	6	3	8	9	6	9	41
9	Adam Probst, 999	10	13*	9	12	5	7	6	49
10	Gary Steinbach, 939	8	14*	12	11	10	8	11	60
11	John McClean, 906	14*	11	7	13	12	13	10	66
12	Neal Deaves, 960	11	12	10	10	11	12	14*	66
13	Norris Bourdow, 450	13	10	11	14*	13	11	13	71
14	Doug Fisher, 812	12	9	Dnf*	9	Dnf	Dnf	12	72

<u>President's Division (* = throw-out)</u>									
Pl	Skipper, boat	R1	R2	R3	R4	R5	R6	R7	Pts
1	Pete Breidenbach, 955	1	1	2	4*	1	2	4	11
2	Gary Vinicky, 965	2	5*	3	2	3	4	2	16
3	Joe Volkert, 1005	3	2	6	1	10*	9	3	24
4	Bob Bauer, 989	4	11*	4	7	6	3	1	25
5	Dan Hopkins, 797	6	3	7	5	5	1	Dsq*	27
6	Jeff Curtin, 937	7*	6	5	3	2	7	5	28
7	Bob Thobaben, 656	8	10*	8	10	9	6	6	47
8	Jon Horenstein, 859	11	Dnf*	Dns	6	4	5	9	49
9	Bryan Hollingsworth, 876	5	4	1	Dns*	Dns	Dns	Dns	52
10	Chuck Smith, 1000	13*	7	10	11	8	8	8	52
11	Bill Bousfield, 666	9	8	9	9	11*	10	10	55
12	Craig Rule, 980	10	9	12	8	7	11	11	56
13	Al Chrusciel, 1004	12*	12	11	12	12	12	7	66

<u>HCIA Junior Championship</u>				
Pl	Skipper	R1	R2	Pts
1	Tyler Allen	2	1	3
2	Abbie Probst	1	4	5
3	Brad Steinbach	4	2	6
4	Mark Vandevender	3	3	6
5	Ellie McClean	5	Dnf	11

<u>HCIA Women's Championship</u>				
Pl	Skipper	R1	R2	pts
1	Sarah Paisley	1	1	3
2	Sue Bauer	3	1	4
3	Kayleigh White	4	3	7
4	Tanya Carey	2	6	8
5	Cindy Fisher	6	4	10
6	Laurie Dieball	5	5	10
7	Julie Bauer	7	Dnf	15

<u>HCIA Masters Championship</u>				
Pl	Skipper	R1	R2	pts
1	Denny Dieball	1	1	2
2	Tanya Carey	2	2	4
3	Neal Deaves	5	3	8
4	Ken Hopkins	3	6	9
5	Norris Bourdow	4	5	9
6	Gary Steinbach	8	4	12
7	Peter Breidenbach	7	7	14
8	Bryan Hollingsworth	6	Dns	17
9	John Horenstein	9	8	17
10	Craig Rule	10	9	19

<u>Special Awards</u>	
Sail-A-Gair Trophy	Highest finish in first Nationals. Ernie Dieball.
McLeod Trophy	Highest finishing all family boat: Bruce, Debbie, Justin Busbey
Piglet Trophy	President's Division, best all family boat. Joe, Norma, Jay Volkert
Corpus Christi Trophy	Berlin Yacht Club
Larry Klein Trophy	(2008 season), Overall points winner: Jamey Carey
Bahama Mama, Chapin Award	No qualifiers, not awarded.



Highlander National Champions '09

Skip Dieball, Laurie Dieball, Andy Nixon

As we sometimes do, we cover the HCIA nationals by asking individual race winners to do a little play by play of their victories and to offer any other insights they'd like about the Highlander Nationals experience.

Race #1, Skip Dieball.

For my team (myself, wife Laurie and good friend Andy Nixon), we were pretty anxious for the first race of the series. Due to some babysitting constraints, we unfortunately missed the practice race, though we did make it out with our three-year-old on board (btw, she 'loves' the Highlander).

The breeze for Race 1 was nice. It was just right of east, which is a nice direction at NCYC. The velocity generally increases closer to 1-2 p.m. and goes to the right slightly. We noticed a lot of left hand shifts, so we wanted a nice conservative start (middle 1/3) and lead the group to leeward back from the left.

Our strategy worked great. We were just ahead of a strong group consisting of Ty Andrews, Ernie Dieball and Steve Bauer. We had good pace upwind and I was pleased with how we executed the first beat.

The runs on this first day were a lot

of fun. The waves were two to three feet and the wind was 10-12 mph; a perfect mix. We were able to extend a bit downwind as Laurie did a great job of keeping up with the 20-30 degree apparent wind angle changes with the surf.

We kept tabs on the fleet and maintained a nice loose cover to win the opener. We were quite pleased on many levels. First, we were able to shake some of the cobwebs that we recognized the day before. Second, we learned a bunch about the boat on this first race that no doubt would help us through the remainder of the regatta. Last, our crew chemistry was clicking. Having never sailed as a team together, this was important.

Race #2, Skip Dieball.

The breeze built just slightly from



Photo by Harold Bauer

Coming in for the day; North Cape facilities were top notch.

Race 1 and as expected, the wind ratcheted to the right very slightly. Learning what we did from the first race, our general strategy was to be more center of the course. Local knowledge had me nervous that the left side of the course would see the breeze increase later than the right.

We had another good, conservative, middle-of-the-line start where we paced with John Bauer to leeward and Ty Andrews to leeward. Ty tacked off early and we continued with John and Ernie Dieball to leeward of him. We all continued for quite a while when we decided to head back toward the middle of the course to stick with our strategy.

Toward the top of the beat things got a little jumbled as there were some subtle shifts from both directions. We fell a little out of phase, but managed to get around without incident.

As with the first race, we had great communication and speed in the building waves. It must be the years of sailing a Finn in front of NCYC that make me very comfortable. We extended quite a bit, which allowed us to keep a loose cover on John Bauer with his crew/dad Harold and Sarah Paisley. They sailed a strong race and showed that they'd be a force.

Race #3, Ernie Dieball.

My Team of Crissy Corley, Jim Allen and me sailed okay in the first two races,

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Photo by Harold Bauer

L-r: Judy, Ernie, Denny, and Skip Dieball; a winning family for sure at HCIA Nats.



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trying to get used to each other as we had not sailed together before. We posted a couple of top five scores, but believed we could do a little better as we seemed to have good speed against the regular cast of characters and the gang on #2001, who was tearing it up.

A great breeze (12-15 out of the E-NE) continued for race three, and we got off the starting line pretty nicely.

The goal was to be close enough to the leaders that we may have something go our way. We were able to stay on Skip's heels up towards the second weather mark and round right behind them. Just before we set the spinnaker at the offset, we noticed #2001 having problems and doing a little Lake Erie perch fishing with the kite.

Being able to take advantage of this situation, we set and gybed right away to get on the favored path towards the finish. Skip's team finally got their spin set and gybed towards the finish. It was neck and neck all the way down, but we were able to squeak by #2001 and take the gun; a nice way to end the day and keep us in the hunt.

Race #4, Skip Dieball.

The morning breeze for Day 2 set up similarly to Day 1; very light in the morning. PRO Dave Shaffer (NCYC's own) is very much in tune with the winds on the Western Basin and he predicted both Day 1 and Day 2 mornings perfectly w/an AP on shore. The beauty of it being so light in the summer mornings at

NCYC is that we'd likely get a great seabreeze in the afternoons. This was the case and provided some great sailing conditions.

Having a 1,1,2 on the scorecard, we were going to continue our conservative approach; mid-line type starts with decent speed and working our way up the left center.

This formula worked well much of Day 1, until later in the afternoon when the breeze clocked a little to the right. This usually happens 2-3 p.m., so with that in mind, we felt comfortable with playing the left middle.

Our upwind speed to this point had been pretty good. Our downwind speed had been exceptional. This is a credit to the hard work of Laurie Dieball and Andy Nixon. Laurie communicated pressure in the spinnaker and kept the pole moving with my wave riding. Andy had eyes out of the boat calling lanes, breeze and waves. It was fun sailing downwind and we really started to click as a team.

Race 4 was fairly uneventful. We played the middle, Tyler played the right and Ernie played the left. There were a few close crosses with Tyler and he was really starting to turn it on at



Photo by Mike Feldhaus

L-r: Crew, Andy Yonek and skipper, Al Chruscial.

knowing that any race win is a great race...but this race was ours. We had nearly every shift nailed both upwind and down and as a result we finished with a substantial lead. The breeze had picked up a little for this race and we played a lot more mainsheet and vang upwind.

We found a new gear, which was nice. We found that in this 12-14 knots of wind that if you pull all the vang you can, then back it off by 10%, you don't kill the mainsail with too much bend, while maintaining great twist in the upper main sections.

Downwind, this was probably one of the best races too. The wind and waves matched perfectly and I could hear a few hollers from the crowd as they surfed the Western Lake Erie waves.

Our technique wasn't anything exotic. I focused on identifying the surf point on the boat, which is just in front of the shrouds (this is different in every boat), then working that section of the boat around the waves. Sailing waves downwind is like skiing moguls. You never want to sail up a wave.

With that in mind, I would pivot the shroud section up or down the wave and find the cleanest exit. When I coach, I always say, "it isn't about the wave you

this point in the regatta. His speed was really good upwind and we were fortunate to stay in front of him on the second beat.

Race #5, Skip Dieball.

This was one of our better races. I say this fully



Photo by Anne Hollingsworth

A familiar cast of HCIA characters enjoy conversation and a few brews.

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are on, it is about maintaining that quick speed to the next wave.” We were able to do this and I felt like we were completely in sync with every wave.

Sometimes it gets frustrating surfing the waves and falling out of a rhythm. When you are in that rhythm, it is a whole new level of speed. We had it in Race 5 and felt confident in how we were sailing; maybe a little too confident perhaps?! Race 6 had us OCS, which would put our resolve to the test.

Race # 6, John Bauer.

After winning race number 6 of the Nationals, there was some time to reflect, especially on what had become more exciting as the race progressed; especially at the very end.

This was one of those races where things started off right. We got off the line well with clean air and no boats around to interfere with tactics. This certainly was the way to start a Nationals race.

Skip Dieball had been our gauge for how well we were sailing, and while Skip had been racing a very consistent regatta up to this point we noticed that he had some difficulty with another boat during the start. This seemed to be a pretty big setback for him and we then realized that ‘we’ would have to be our own gauge for this race.

We were able to keep our lead around the course with a little bit of distance between us and the second place boat for most of the race. Sometimes the gap between us and the second place boat

would close up and we would have to work to open that distance up again.

At least, the race seemed to go that way until we rounded the windward mark for the final time to make the last downwind leg to the finish. We rounded with a little bit of distance between us and the second place boat, Ernie Dieball with Tyler Andrews, and my brother, Steve Bauer, to follow.

As we were trying to maintain our lead by staying on the waves and with the puffs the best we could, I turned to watch Steve get a little puff while riding a big wave. He was riding this wave so well, that he flew right past Ernie and us by a boat length.

Now the lead that we had built was spent, and we had to work for every inch to get back in front of Steve in order to win the race.

As we approached the finish line all of the top boats were looking closer and closer together. We were beside Steve and heading for the pin. While Steve made his approach to the finish

toward the boat, Tyler Andrews and Ernie Dieball were right there within a boat length too. We were just hoping that our guess was correct and that the pin end of the line was indeed favored. However, just as things couldn't get any closer, a new player came onto the scene. I looked back



Photo by Mike Feldhaus

Bob and Harold Bauer helped with measurement. The Class salutes the dozens of volunteers who made Nationals possible.

to see that Skip Dieball had worked his way back through the fleet and he was coming up from behind; fast.

Our idea of plotting that the pin end was favored, in the end, paid off. We finished a hair in front of my brother Steve, with Tyler Andrews a hair behind him. Ernie followed closely behind them with Skip still coming on strong from behind.

Had there been more distance on the last leg, with the speed that Skip had, the results in race six could have been very different.

Race #7. Ernie Dieball.

This was the final day and we were sitting in third in the standings, a few points behind Team Tyler Andrews (969). We needed to have a good day to try to move up.

After a brief postponement, PRO Shaffer sent us out in a very light Southwesterly breeze. The forecast was light breeze, but very unsettled as we had weather cells in the area. We might get in only one race on this day, so the pressure was greater to do well and move up.

We got a fantastic start, setting up just below #2001 and #969. Our “Red Rocket” really likes the lighter breeze as we were often higher and faster than the boats around us. With our breeze lightening up and most of the fleet heading the other way, both #2001 and #969 tacked back towards the right. We got a bit of a

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Skip and Laurie Dieball with Andy Nixon in a calmer moment.



HCIA 2010 Nationals, July 24 –30.

Pymatuning, Here We Come!

By Harold Bauer

The 2010 Highlander Class International Association National Championship Committee would like to invite all Highlander skippers, crews and their families to Jamestown, Pennsylvania for a week of sailing, fun and sun at the Pymatuning Yacht Club on beautiful Pymatuning Reservoir.

The 2010 National Championship will begin Saturday, July 24 with registration and measurement. Championship racing will begin Monday, July 26 and continue through Thursday, July 30 with the awards banquet Thursday evening. Junior, Master's and Women's Championships are also being scheduled.

Pymatuning Reservoir is located on the border between Ohio and Pennsylvania approximately 30 miles south of the shore of Lake Erie. The lake is sur-

rounded by Pennsylvania and Ohio state parks and the shoreline is natural and unspoiled.

The sailing area is large and open and often gets the afternoon sea breezes from Lake Erie. Because of the low horsepower limits, the lake is free of loud power boats and personal water-



Photo by Harold Bauer

The grounds at Pymatuning offer opportunities for any number of possible pre or post-race activities; from corn hole to picnicking.



Photo by Harold Bauer

The patio scene at Pymatuning YC looks perfect for HCIA Nats 2010.

craft making it a quiet place to spend a summer vacation.

Situated on the southwest shore of the reservoir, the club facilities are of the modest "do it yourself" type that most Highlander sailors come from. But

their boats in the water or just wait for the crew.

The clubhouse is set in a cool, shaded area overlooking the lake and the sailing area. There is a large covered porch on the front of the building that is perfect for race viewing, and the after-the-race discussion and liquid refreshment hour. And the swimming area might be just the ticket for a quick dip after the races before heading off to the showers.

Camping will be available on the club grounds and a list of motels and state park cabins and campgrounds is available. Sailors are advised to make their reservations early as this a popular family camping and fishing destination.

Food service is not available at the club however there are restaurants within 10-15 minutes. We are planning to have

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lift and waited it out for "something better to come."

As luck would have it, a nice breeze line came down on the left side, headed us and we tacked clear ahead of the fleet. The wind got a little more dicey at the weather mark and most of the boats converged there.

We were able to get around first and gybe to stay in the breeze. Jim did a great

job of keeping us in the breeze and Crissy was amazing, keeping the kite flying in really tough conditions.

The RC changed the course on the subsequent upwind legs and we were fortunate to be the lead boat as the wind made huge oscillations, and made our sailing a little easier.

Taking the gun at the finish was great as it was the final race and we achieved our goal of moving up the last

day. I'd like to offer special thanks to Jim and Crissy for sailing with me and my Dad, Denny Dieball, for helping get the Red Rocket ready for the regatta.



Lodging: 2010 HCIA Nationals

State Park Cabins and Campgrounds

Motels

Cianci's Motor Lodge
Greenville, PA
14 mi from PYC
(724) 588-8550

Day's Inn
Meadville, PA
16 mi from PYC
(814) 337-4264

Quality Inn
Meadville, PA
16 mi from PYC
(814) 333-8883

Motel 6
Meadville, PA
16 mi from PYC
(814) 724-6366

Holiday Inn Express
Meadville, PA
16 mi from PYC
(814) 724 6012

Green Acres Motel
Kinsman, OH
8 mi from PYC
(330) 876-4501

Bed & Breakfast

Hidden Hollow
Kinsman, OH
4 mi from PYC
(330) 876-8686

Vickery House
Andover, OH
8 mi from PYC
(440) 293-6875

Pymatuning State Park
Pennsylvania Bureau of State Parks
1 mi from PYC
1-888-PA-PARKS
<http://www.dcnr.state.pa.us/stateparks/recreation/cabins.aspx>

Pymatuning State Park
Ohio State Parks
P.O.Box 1000
Andover, OH 44003-1000
1-866-644-6727
<http://www.ohiodnr.com/parks/parks/pymatuning/tabid/781/Default.aspx>

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some of the meals catered to the club during the week. More information will be available in the next issue of "The Highlander."

Travel to Pymatuning is easy via interstate and U.S. highways. Travel times will range from two hours from the greater Cleveland area to nine hours for the Louisville, Carolina and East Coast fleets.

Our hosts, the officers and members of the Pymatuning Yacht Club are pleased and excited to be having our National Championship Regatta at their facility. They have offered to provide race committee and rescue personnel for this event.

The National Championship Committee is also excited and very proud to host this event at the Pymatuning Yacht Club. We are looking forward to seeing you there in July.

Editor's note: This area of Ohio and Pennsylvania is a very popular summer destination for state park visitors.

Make contact early to book your stay.



Photo by Harold Bauer

Pymatuning's Independence Day Regatta has proven to be very popular with a number of Highlander sailors especially several boats from the Berlin Club. Harold Bauer and the entire Nationals planning committee urge you to plan now to attend.



First Impression - Nats '09

The Curtin Crew Will Be Back

By Jeff Curtin

Now 'that' was a blast.

I met our Highlander Magazine editor Mike Feldhaus during the check in on Saturday, at Nationals at North Cape Yacht Club on Toledo Beach. He was stalking around trying to get candid photos as folks put their boats together.

We had a pleasant chat about how we felt pretty sure we would find someone on the race course to race against. Our greatest fear was the race committee would be waiting (at the end of the day) for us to finish. As Mike was moving on, to visit and shoot pictures, he mentioned the opportunity to write an article for the magazine.

I quickly declined, as did my sailing friend Mac. I guess we do not consider ourselves as good article writers, and crewman Greg had never sailed in a race before. Greg declined the article idea as well but I thought to myself that he might provide a great "first impression of sailboat racing" story.

Greg didn't really know what he had gotten into yet. My planned, third crew member bailed out on me seven days prior to Nationals. I needed someone. I called Greg, and I told him we were staying at a nice yacht club on the shores of Lake Erie but I forgot to tell him it was camping.

I later learned he thought we had rented rooms at a yacht club. Nevertheless, we had a blast camping. That was the best time. Everything that I was hop-

ing for turned out as I had imagined.

We camped right at the sailing club, and had the opportunity to sail in a really well organized regatta with a great group of people. The weather turned out just right.

And just in case any of you reading this, think that a "nationals" would be intimidating; well, think that no more.

The Highlander National championship is easy to enter, superbly organized, and a well thought out event. If you are new, everyone will help you do whatever it is you need to do. We had a great time and we are coming back next year.

Our sailing fun started on Sunday at the practice race. The mild breeze was good for us to try and get organized.

I had not checked out the idea of racing in the Masters Championship. We had a long discussion on our boat during the practice race about how old you need to be to qualify for the masters competition. I am the old guy, 61 and Greg is close behind at 58, and we put the speedy youngster, Mac, at the helm. He's a spry 50. It was great to be on the water.

Later, at the picnic, Harold Bauer cleared up the age question for the Masters Race, which is 55 years old. I think next year we might enter. There seemed to be plenty of us "older" folks on their starting line making for a good, fun race.

Monday's postponement was the best I'd ever experienced. We lulled around the green grass in the shade of the big mature trees along side the water at the North Cape Yacht Club with our boats all along side the canal entrance to the docking area from the main lake.

We ate our box lunch at the picnic table and after 1 o'clock sometime we got started and had three races in a building breeze. Each race

seemed to have more breeze than the last. We were happy the race committee didn't have to wait for "our boat" to finish and we were happy to race in the Presidents Division on Tuesday.

Tuesday's races had it all for us. We felt that we did really well. We had never had the boat surf before. We didn't catch too many rides but the few we did surf were fun. I think the race committee said we had 12 or 15 knots of breeze. It was a great day of racing, with 13 boats on the starting line for three races; it was just too much fun. We were very pumped looking at the results board to see we were in the top five of our division after Tuesday.

Wednesday turned out with a milder breeze for the one race and we finished the Nationals with a 6th in the Presidents Division, which is better than we ever expected.

Write it down, we're coming to Py-matuning for next year's nationals. We had a blast.

From all of our "first HCIA Nationals" crew aboard "AL," Highlander #937, (Mac Cooper, Greg Whitehead, and me, Jeff Curtin), to everyone who helped put together a great fun vacation, our sincere thanks. We'll be back.

Oversight Correction

By Norris Bourdow

During the trophy presentations at the 2009 nationals, I became too involved with the many matters that, at the moment, required time and attention and as a result, I forgot to award the "Larry Klein Trophy" to Jamey Carey and his "Team Mojo" crew for 2008.

This is a very important trophy in our class recognizing the overall points winner for the entire Highlander racing season, and I know how important it is to Jamey. I am so sorry for this omission, and I wish to congratulate Jamey, wife, Tanya, and Mike Shayeson on this prestigious award.

In addition, at the awards banquet, I also neglected to introduce Jamey Carey as our outgoing president and also overlooked presenting our 'new' president, Dan Hopkins; even after we had pre-arranged these introductions.

To all; please accept my sincerest apologies for these oversights.



Photo by Mike Feldhaus

Jeff Curtin, Greg Whitehead, and Mac Cooper make ready.



The Classifieds

#959: Customflex, 2 mains, 2 jibs, 1 spinnaker. New Sailor's Tailor mooring cover, fully race rigged. Trailer included. **\$4,500.** Internet pictures available. Ralph Heuschele (952) 884-5944; r.Heuschele@earthlink.net.

#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: jschach@ameritech.net.

#759: 1973 Durabilt. Alum mast & boom. Jib, main, spinnaker in good condition. Full deck cover. Trailer included. New blue paint on hull with red boot stripe. **\$2,500, obo.** Call George Seiple: **614 451-4758.**

#790: 1975 fiberglass D&M, purchased as a project boat however she is still in sail ready condition. New North main, used clew board jib, all riggings, and trailer. Includes extra materials intended to be used to bring her up to speed (which includes float bags). \$2,000. **Tadd Schwarz,** (216) 536-1354, HSchwarz@JBandR.com.

(Continued from page 7)
ite. Because of poor weather, we did only two races, and those were the junior's and women's. I participated in the junior's race. I liked being skipper but I did not like my Dad telling me what to do.

In this race I sailed with my Dad on Boyd Barnwell's boat. After that we came in and put #906 on her trailer and packed her all up.

Then we went back to our tent and we put on nice, well the nicest clothes we had there. Then I put flowers in vases for the banquet. For dinner we had a roast and it was delicious.

#396: Built approximately in 1965. Disassembled and partially rebuilt with new plywood and fiber-glassed deck. Includes sails, spinnaker, hardware, mast, boom, rudder, tiller and paddles. Includes trailer. Has been garage stored. **\$950, OBO, Bob Zednik 440 283-8332, 216 741-6440, or email to bobz@parmahobby.com.**

#916: Customflex, excellent condition; red hull to waterline, white below; aluminum trailer; 2 sets of sails, one set competitive; bride traveler, in-board jib leads, aluminum tiller, skirted mooring cover, trailer mooring cover, rudder cover. **\$5,290.** David Lies (317) 464-8255 weekdays or liesdavid@sbcglobal.net.

Aluminum centerboard, excellent w rollers & bails, needs some finishing, straight & true: \$500. Rudder, tiller, D&M, stainless head, excellent: \$200. Make best offer: Wood boom, good condition original hardware; mahogany seats, very restorable; wood mast needs help but restorable. Other parts and rigging. **Amy Henry,** 937 244-4097, ahenry@wittenberg.edu.

See additional ads at: sailhighlander.org.

After that was an awards ceremony. When we were getting our trophy I couldn't stop smiling I was so happy. The next morning it was an early rise and we left straight away.

The Highlander Nationals was a great experience for me and I can tell you something: it will not be my last one. I really appreciate Jamey, Tanya and Mike allowing me to be part of Team Mojo for the Nationals. I learned a lot from these three people.

"The Highlander" Rate Card

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

Ad requirements:

One color, camera ready.
Format: Page size: 7.5 x 9.25"
Ad size: Quarter Page:
Horizontal: 7.5" wide x 2.25" tall
Vertical: 2.25" wide x 8" tall
Half Page: 7.5" wide X 4.5" tall
Full Page: 7.5" wide X 9.25" tall
Horizontal format preferred, but any need can be accommodated

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

Rates: (Non-Commissionable)

Quarter Page: \$100
Half Page: \$170
Full Page: \$250

25% discount with a four-issue order.
First time orders must be prepaid.
Make **checks to: HCIA**
Send ad and payment to: Mike Feldhaus, 7109 Green Spring Dr., Louisville, Ky 40241.
For details or questions contact: Editor, Mike Feldhaus at: mikefeldhaus@bellsouth.net

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Bryan Hollingsworth
410 Holiday Road
Lexington, KY 40502

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FIRST CLASS MAIL

New, 'Old' Sail Maker Joins Highlander Clan

In June of 2009, the sail loft that occupies 5556 Edgewater Drive in Toledo set course on a new direction. It wasn't something that any of the players there wanted, but business is business and as such one of the options was to set sail with a new brand, Dieball Sailing.

While we might be a new brand, the sail loft has roots that date back to 1966.

Originally, Greiner Sails until 2001, the loft was guided by the crafty hands of John Greiner. John grew up sailing Nippers, Interlakes and Thistles through the 60s and 70s. He worked closely with Vince DeMaio and Customflex outfitting many new boats with Greiner Sails.

John switched gears after his impressive victory in the famous Mackinac

Race. The bigger boat orders complimented the one design orders and John produced thousands of sails before selling his business to Skip Dieball in 2001.

Skip operated the loft as Greiner Sails throughout 2001 and later joined the North Sails group as a manufacturing partner. For four years the two companies forged a great relationship.

Business practices in sail making are always changing and because of that, Skip moved his of-



Andy Nixon of the Dieball Sailing loft, getting it just right.

fices, in Toledo and Cleveland, to the Quantum Sails group, working again in a manufacturing partnership. From 2005 to 2009, Quantum Sails Toledo produced thousands of One Design and Offshore sails. The number of classes which this office serviced grew to 15, which included all the Sandy Douglass classes.

In June 2009, Quantum Toledo found itself with another fork in the road as the company looked to transition its manufacturing partners to sales offices.

At that point the Dieball Sailing brand was born. Still in Toledo and still working in the same core sail making segments, Dieball Sailing is proud to be a partner of the Highlander Class. Our talented sail making group enjoys building sails and we hope that you consider us the next time you are making a sail purchase.

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44 year-old
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