



# The *HIGHLANDER*

Volume LXIV, No. 2, April 2018

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1970 NATIONALS, HOSTED BY LAKE NORMAN YACHT CLUB, WAS VENUE TO 66 BOATS. IN ATTENDANCE WAS RAY MCLEOD, PLACING 5TH OVERALL.



LAKE NORMAN, N. C., SITE OF 1970 HIGHLANDER NATIONALS

**Highlander Web Page**  
www.sailhighlander.org

**Webmaster: Boyd Barnwell**  
boydbarn@aol.com

**Editor: Gillian Bauer**  
herc925@gmail.com

**President: Neal Deaves**  
Crestwood, KY

**Executive Secretary-Treasurer  
Debbie Busbey**  
Greer, SC, debbiebusbey@aol.com  
P: 864-244-6433

**Secretary: Erin Spengeman**  
Louisville, KY

**Chief Measurer: Bruce Busbey**  
Greer, SC, sail500@aol.com  
O: 864-254-3394 H: 864-244-6433

**Growth and Promotion: Karl  
Felger**  
Cleveland, OH

**Builder: Allen Boat Company Inc.**  
370 Babcock St., Buffalo, NY 14206  
716-842-0800, tomallenjr@juno.com

**Directors**

Jeff Curtin (2018)

Westerly, RI

Mark Paisley (2018)

Hallowell, MA

Gary Steinbach (2019)

Massilon, OH

Rick Robertson (2019)

Avon Lake, OH

**Nominating Committee**

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Debbie Busbey, Crew

Connie Sheets, Crew

## PRESIDENT'S PERSPECTIVE

*By: Neal Deaves*

The winter has been harsh to many but the joy of sailing is just around the corner. Mid-winters is coming up and I hope your boat is prepared for the season. Personal note, many of the boats in Louisville have experienced the water with an early start as the Ohio River engulfed the Louisville Sailing Club. Take a look at Facebook to see for yourself. As the season approaches we need to insure we travel to out of town regattas and support our fellow Highlanders. It takes a lot of work and time to host a regatta and those that do this for the class should be rewarded with a good turnout. What better time to enjoy the company of fellow sailors than eating good food and telling stories of the day sailing. The highlander is a family boat with room for all and work for anyone interested in giving a hand.

We need to be thinking of locations for the future Nationals as we need this determined before the current Nationals at Lake Norman this October. If your club or fleet is interested, many of us are willing to help with the planning and organization of the event. We may need to tie in with another fleet or event in order to continue have great sailing regattas for the class. Just looking for ideas as to promoting the class and participation at the local and national levels. Get out and sell the class to other sailors looking for a good class with the comfort of a big boat and the responsiveness of a small boat. The feeling of the tiller and mainsheet in your hands is the best feeling. You can enjoy that every time your on the water either racing or daysailing. This is a great boat we have so get out and enjoy the 2018 season. See you on the water!!!!

THE HIGHLANDER BOARD OF DIRECTORS IS ACCEPTING APPLICATIONS TO HOST THE 2019 AND 2020 HIGHLANDER NATIONALS. YOU CAN CONTACT ANY BOARD MEMBER. WE WOULD LIKE TO SECURE THE LOCATION PRIOR TO THE 2018 SAILING SEASON AS TO PROMOTE THE DATE EARLY. REMEMBER OUR NATIONALS THIS YEAR ARE NOT UNTIL OCTOBER 2018 AND WE NEED TO GET THE IDEAS FLOWING. PLANNING AHEAD MAKES PLANNING EASIER FOR ALL. WE NEED YOUR HELP TO ENSURE PARTICIPATION AT ALL REGATTAS AND CLASS ACTIVITIES.



Ray McLeod, age 86, a lifelong Lake county resident, died peacefully Sunday, February 11, 2018, with his immediate family by his side at TriPoint Medical Center in Concord.

He was born January 29, 1932 and served in the US Navy during the Korean War.

Ray was a lifelong member of the Painesville Elks Lodge #549, a founding member of the Middle Bass Island Yacht Club and a member of the National Association of Marine Surveyors. Mr. McLeod owned and operated Douglass & McLeod Inc. from 1951-2014. The company manufactured and sold the world-renowned International 14, Highlander, the Thistle and the DM 22 sailboats. The business transformed into a company focused on repairs, winter storage, a retail store front and surveying. A marina was also added. Douglass & McLeod pioneered the use of fiberglass manufacturing the boats in the 1960s. This revolutionized the sailing industry as we know it today. Douglas & McLeod was the forerunner of Tartan Yachts.

Ray was most content and at home on the water with family and friends. Traveling, fishing, and being at the boat works or in the "shop" were his favorite pastimes. Ray lived large, lived well, lived long, and most importantly, was loyal to those fortunate enough to call him a friend.

Ray is survived by his daughter, Heather (McLeod) Rini, son-in-law, Christopher Rini; and Grandchildren Jack and Anna Rini. Ray was preceded in death by his parents, Ray McLeod Sr. and Helen C. McLeod; and sister Maxine "Mickey" Nicely.

A celebration of Ray's Life will be 2 p.m. to 4 p.m. Saturday, March 17, 2018 at Brunner Sanden Deitrick Funeral Home & Cremation Center, 8466 Mentor Ave. Mentor, OH 44060. A memorial service will be 4 p.m. Saturday, March 17, 2018 with Military Honors at the funeral home. In lieu of flowers, donations may be made in his memory to Hospice of the Western Reserve.

Published in The News-Herald on Mar. 11, 2018



# 2018 Nationals Schedule – Lake Norman Yacht Club, Mooresville, North Carolina

**October 20th to 25<sup>th</sup>** is the week for the 52<sup>nd</sup> Pipers Regatta and the 2018 Highlander Nationals. Our proposed plan of events is shown below. Please note that this is not the official NOR which is still being finalized.

## *Saturday October 20<sup>th</sup> :*

900 to 1600 Set up and Measurement of boats. Measurement will be significantly streamlined in 2018. Friday afternoon measurement will be available, but no measurement opportunities are available after Saturday.

1600 Competitors Meeting at Clubhouse

1800 Cookout at Clubhouse.

## *Sunday October 21<sup>st</sup> :*

1000 to 1300 Masters/Womens/Junior Racing (all racing at same time)

1300 to 1700 Warm Up Race

1800 Welcome Dinner at Clubhouse followed by “Pipers Crab Racing”.

## *Monday, October 22<sup>nd</sup>:*

1000 to 1600 Pipers Racing (3 races) which also act as the Nationals pre-split qualifiers for the Championship and Presidents divisions.

1700 to 1830. Light appetizers at Clubhouse with “Highlander Games” and local brew tasting.

1830 At leisure

## *Tuesday, October 23<sup>rd</sup>:*

1000 to 1600 Pre-split racing if still needed and /or Nationals Racing (3 races max)

1630 AGM at Clubhouse

1800 Pizza Night at Clubhouse.



*Wednesday, October 24<sup>th</sup>:*

1000 to 1600 Nationals Racing in split divisions – 3 races max

Evening at leisure

*Thursday, October 25<sup>th</sup>:*

1000 to 1400 Nationals Racing in split divisions as needed – 3 races max

16:00 to 20.00 Awards, Cocktails & Dinner at the Clubhouse.

## *Four issues rarely seen on Lake Norman:*



**BIG WAVES TO HIDE YOUR COMPETITION**



**UPSIDE-  
DOWN  
RACING**



**UNCONVENTIONAL WAYS TO LAUNCH YOUR BOAT. WE HAVE TWO RAMPS PLUS A HOIST.**



**MERMAIDS:  
ESPECIALLY  
ONES BEING  
IGNORED BY  
THESE HAZY  
MALES**



FROM THE ARCHIVES



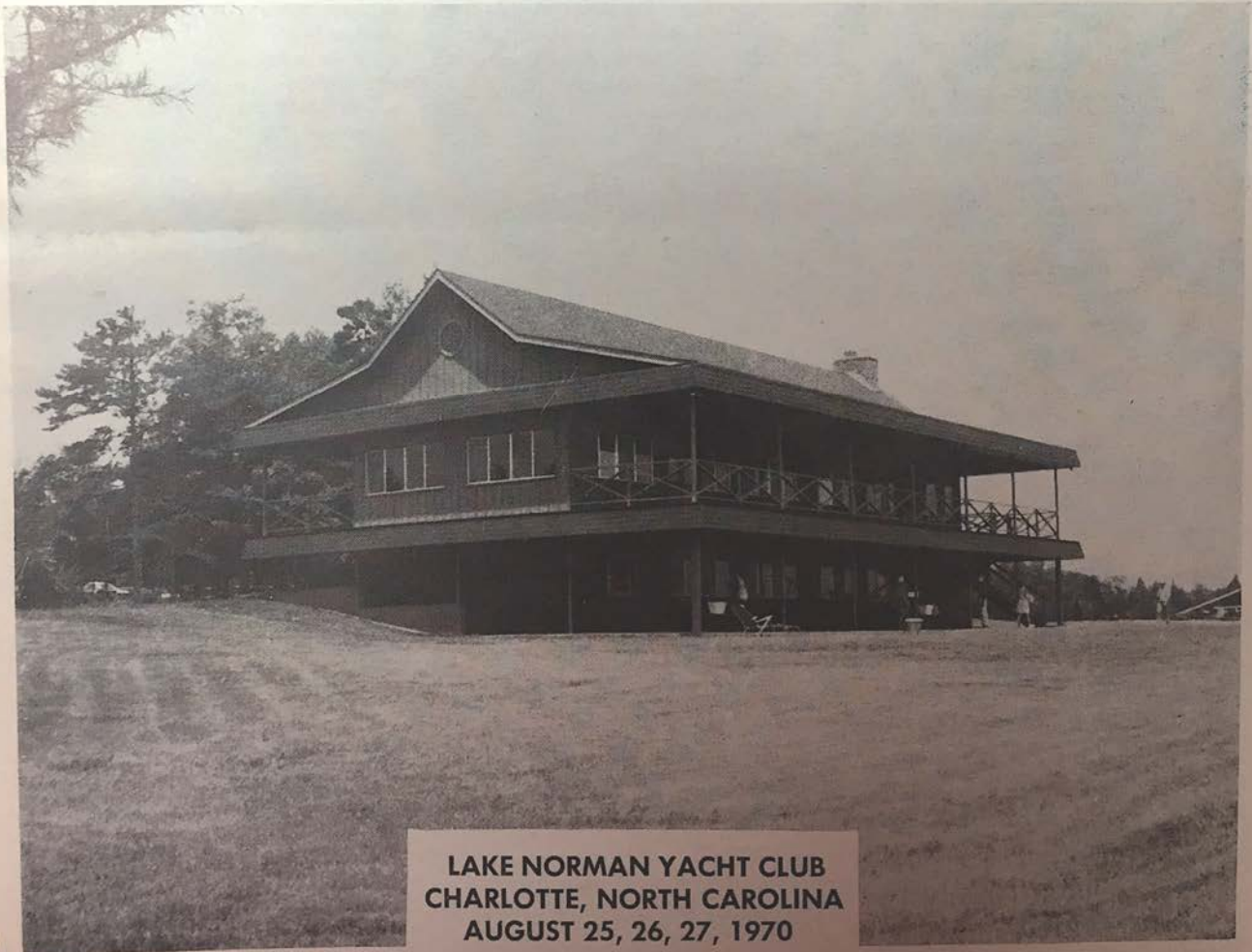
# The Highlander

VOL. XV -- No. 4

NEWS BY HIGHLANDERS FOR HIGHLANDERS

JULY, 1970

## 1970 NATIONALS



LAKE NORMAN YACHT CLUB  
CHARLOTTE, NORTH CAROLINA  
AUGUST 25, 26, 27, 1970

WILLIAMS, BRACKEN, ODELL, BAUER TOP REGATTA CIRCUIT



FIRST RACE — DIVISION II

TOM SMITH, No. 420

We started our first race of the series in Division II. As I remember the wind velocity was 8 to 14 m.p.h. and not swinging more than 10 to 15 degrees.

The starboard end of the starting line favored by 10 degrees. As the gun sounded we were on the line at the committee boat, good position, we beat toward the weather mark and favored the right side of the course. We were in first place, but noticed Herm Groezinger was driving his boat a bit harder than us and was giving us a bad time.

As we approached the weather mark with all hands hiking hard, my son's hiking strap broke and he tumbled backwards into the water. After making a quick jibe we shot a landing at him. He grabbed the bow and quickly worked his way back to the shroud, yelling, "Get going, Dad."

We dropped six or seven boats in this maneuver and rounded the first mark in seventh place. We quickly jibed back and dropped below the lead boats. After a short tack, we jibed back and used our good angle to the next mark and picked up five boats. We jibed the second mark in second place and reached toward the third mark just behind Herm. It was a close reach and Herm was not about to let us around him, so we decided not to get too far off the Rhumb line. We made a few attempts to weather and leeward of

HIGHLANDER NATIONAL REGATTA RACE RESULTS

Pos.	Skipper	Boat No.	Club	1	2	3	4	5	Tot. Pts.
1	Tom Smith, 420, Hoover			1	8	3	1	10	22 1/2
2	O. E. Wood (Gene), 200, Edgew'r			4	7	6	2	4	23
3	Hal Williams, 407, Mentor Harb...			2	3	4	4	13	26
4	Bob Busbey, 500, Edgewater			2	4	1	6	16	28 3/4
5	Ray McLeod, 642, Mentor Har...			4	1	2	18	5	29 3/4
6	Earl Remen, 525, Hoover			11	11	5	1	2	29 3/4
7	Chuck Klein, 355, Hoover			3	5	3	13	7	31
8	Jim Smith, 247, Edgewater			6	3	2	12	15	38
9	Jim Culbertson, 161, Edgewater			7	2	4	15	14	42
10	Romeyn Everdell, 346, Duxbury			3	5	7	10	18	43
11	Dick Chapin, 576, Lake Norman			17	12	10	3	3	45
12	Herm Groezinger, 607, Hoover			5	9	10	4	17	45
13	Fred Bauer, 494, Atwood			10	11	9	17	1	47 3/4
14	Dick Bracken, 135, Nyack			8	1	1	7	†	50 1/2
15	Jim Tidball, 52, Atwood			12	9	15	7	8	51
16	Lynne Andersen, 622, Buffalo			1	8	8	17	22	55 3/4
17	Peter Dolby, 17, Lake Norman			14	6	8	5	25	58
18	Bill Reynolds, 276, Buckeye			10	10	13	20	9	62
19	Fred Clifford, 571, Lake Norman			7	15	12	5	24	63
20	Jim Dawson, 162, Hoover			6	13	5	20	20	64
21	Bill Higgins, 401, Edgewater			5	4	‡	16	6	65
22	Roger Dysart, 2, Lake Norman			19	2	14	23	11	69
23	Jim Carey, 171, Cowan Lake			14	22	12	9	12	69
24	Dick Gallmeyer, 612, Indianapolis			12	7	17	3	†	73
25	Wes Pignolet, 600, Mentor Harbor			20	10	6	11	28	75
26	Jerome Powell, 626, Duxbury			9	12	7	21	27	76
27	Al Klingler, 110, Nyack			9	13	11	14	30	77
28	Ken Runyan, 491, Cowan Lake			8	17	17	9	26	78
29	Jim Boudrie, 516, Buckeye			23	18	18	8	19	86
30	Joe Zammit, 310, Lake Norman			21	16	28	6	23	94
31	Bill Balough, 634, Atwood			15	†	13	11	22	95
32	Don McDaniel, 398, Nyack			11	18	15	22	†	100
33	D. A. Young, 529, Severna Park			13	23	14	24	29	103

(continued on page 7)



—Photo by Allen Culpepper

Bob Busbey, 500, took fourth over-all, shown just after start of second race. Bob won the third race in Division I

him with not success. As we approached the third mark we were still in second place. After rounding the mark we split tacks with Herm and picked up a favorable wind shift. When we crossed on the next tack we were in first place.

The wind held and with clear air we managed to stay in front for the remainder of the race.

\* \* \*

SECOND RACE — DIVISION I

RAY McLEOD, No. 642

With the light airs we found the pin end of the line to be favored, so we took a position about three-fourths of the way down the line. Joe Zammit and Chuck Lineberry were below us. At the gun we immediately tacked to port and could easily cross the fleet. Thirty seconds later we had a big shift which forced us back to starboard and could consider ourselves in 25-to-30th position. Fortunately, this was only temporary and the shift came back reestablishing our original position.

Approaching the weather mark, we had 161 (Culbertson) and 612 (Gallmeyer) ahead of us. We passed Gallmeyer on the second leg with the spinnaker,





NATIONALS RESULTS (continued from page 6)

Pos.	Skipper	Boat No.	Club	1	2	3	4	5	Tot. Pts.
34	Dick Freund	492	Lake Norman	22	29	25	2	1	111 3/4
35	Don Thrasher	561	Edgewater	23	19	9	26	2	112
36	Will Granger	644	Mentor Harbor	18	14	11	*	3	114
37	John Kaulfholz	343	Atwood	22	17	20	15	7	114
38	John Mautz	325	U. S. Army	15	21	23	19	4	115
39	Chuck Wasie	393	Edgewater	‡	20	20	8	5	121
40	Betty Failing	548	Privateer	27	15	18	21	8	122
41	Frank St. Vincent	589	Privateer	13	31	23	14	10	124
42	Joe Monnier	503	Indian Lake	16	25	16	18	16	124
43	Ken Hopkins	333	Cowan Lake	25	24	24	12	7	125
44	Ernest Freeland	507	Indianapolis	24	21	25	13	12	128
45	Neil Brown	640	Privateer	21	14	21	25	17	131
46	Roland Reichel	440	Tri-County	‡	27	19	10	11	135
47	Ron Meredith	444	Edgewater	20	16	22	30	14	135
48	Roger Queen	493	Privateer	17	20	24	24	20	138
49	Ted Leinbach	470	Lake Norman	24	19	19	26	21	142
50	Tom Mann	345	Lake Norman	26	23	29	25	9	145
51	Merrill Gattis	509	Lake Norman	25	26	26	27	15	152
52	Bill Breidenbach	156	Indian Lake	18	22	21	29	†	157
53	Frank Duerr	424	Louisville	31	†	26	22	13	159
54	Allan Blair	375	Hoover	26	30	22	29	19	159
55	Chuck Lineberry	336	Lake N'rm'n	16	6	*	*	*	159
56	Gene Leslie	416	Buffalo	27	24	27	28	22	161
57	John Yeager	342	Edgewater	28	‡	16	19	†	166
58	George Maul	353	Lake Norman	30	*	28	23	19	167
59	Hirtreiter	369	South Shore	19	28	33	32	24	169
60	Joe Volkert	566	Cowan Lake	28	29	30	16	†	170
61	Austin Swallow	83	Lake Norman	30	32	27	27	23	172
62	Rudy Ralston	418	Lake Norman	29	28	†	28	26	177
63	A. L. Bush	584	Virginia Island	31	27	34	31	25	181
64	Walker Duvall	12	Kingston, Ont.	29	26	31	*	†	188
65	Roland Pixley	457	Lake Norman	†	25	32	30	*	188
66	Ralph Sinzinger	616	Indianapolis	†	30	29	31	*	193

\*Did not start. †Did not finish. ‡Disqualified.

our new '70 North jib sheeted to 10 degrees, and medium full North main, crew weigh 525 pounds, was good and the boat felt alive and moving. Roger Dysart, No. 2, and Jim Smith, No. 247, stayed close on the first beat; we did some loose covering, but stayed on the right side of the course near the east shore, which paid off.

Jim Smith stayed close on the spinaker reaches and tended to sail higher than we did, but we maintained about an 8-10 boat length lead to the leeward mark. We covered the Smith-Dysart combo on the second beat and rounded the weather mark with the same lead. However, Smith hit the mark and had to re-round and Dysart moved into second place. We took the middle on the run as Smith again went high and Dysart low. It was easy to cover on the final beat as the two challengers stayed pretty much together. Our lead at the finish had opened up to two minutes and we watched Dysart edge Smith for second place.

\* \* \*

THIRD RACE — DIVISION I

BOB BUSBEY, No. 500

Having previously had to recover from buried positions in each of the first two races because of shifts shortly after the start, we decided to start the third race in the middle of the line regardless of what might appear to be a favored end.

carried the chute on the third leg, closing on Culbertson.

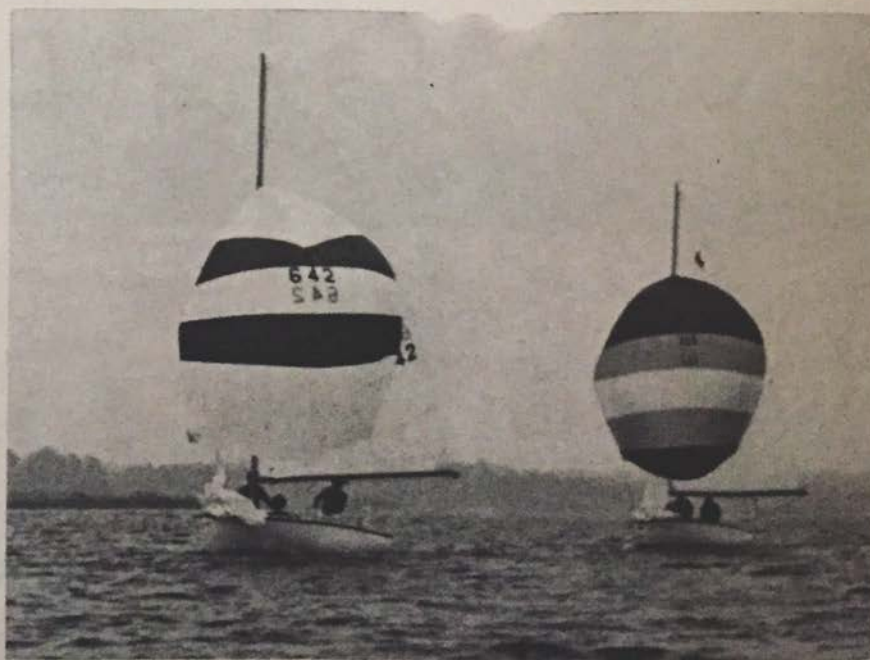
After splitting tacks we broke free from Culbertson about three-fourths up the weather leg and gained the lead. We kept a loose cover on 161 for the remainder of the race opening up some distance only to see it partially closed on the last beat home. Hal Williams (407) was picking on us also, which was the reason for the loose cover to try to be in a position to protect ourselves from either boat breaking through.

\* \* \*

SECOND RACE — DIVISION II

DICK BRACKEN, No. 135

The start was the key to success in this race. We started on top and as far as I could tell were never headed. The air was northeast 5-10 and typically shifty at the start; we chose the pin end and were there on starboard at the gun after hanging around the middle of the line until about 1:30 to go. After starting, virtually everyone immediately tacked to port and we were on top of the whole fleet with clear air. Our boat speed with



—Photo by Allen Culpepper

Ray McLeod, 642, leads Jim Culbertson, 161, in second race. Ray won this race and finished fifth over-all





—Photo by Allen Culpepper

Earl Remen, 525, Herm Groezinger, 607, and unidentified Highlander squeeze around weather mark in fourth race. Remen went on to win this beat.

The theory was that the middle-of-the-line start would put us, regardless of shifts, at least in the middle of the fleet from where we had confidence we could work our way up to the lead.

The race developed beautifully as planned. We came off the first weather leg about sixth, gained on the leaders, and took a two-boat-length lead by rounding inside at the first reaching mark. Not much change on the next leg.

A more healthy lead was built up on the second beat and we rounded for the final run with about a forty-yard margin

over Ray McLeod and Gene Wood.

The margin held on the run but we really sweat nails. That leeward mark seemed half way to China!

Final beat to finish was a covering pattern. Best sound of the day, winning gun! (Second best sound: *Wind* whistling through the rigging.)

\* \* \*

#### THIRD RACE — DIVISION II

DICK BRACKEN

Another good start, with clear air on starboard about five boat lengths from

the favored pin end, put us in striking position right away in this race. Along with Romey Everdell we held this short starboard into the west shore of the lake, then tacked to port and held that all the way across the lake to the favored east shore. Dick Chapin, Gene Wood, Jim Smith, Larry Klein and Everdell seemed in good shape, but about two-thirds of the way to the weather mark we took the lead for good. The air was lighter now, 5-8 knots, but we were still moving well. Much of the time I had two of the crew in the bottom of the boat to minimize boat motion.

We were around the weather mark first with Chapin about eight lengths back. Our chute was set instantly by my wife, Gerry, and crew, Jay Moran and Ken Fisher, and we opened up a big lead, probably 75 yards. As the wind backed halfway down this leg we doused the spinnaker and close-reached to the jibe mark. The third leg was a broad spinnaker reach, and Chapin almost caught us by going high where he found better air. Rounding the leeward mark we had about a four-length lead, we covered Chapin on starboard tack for a while but then broke off to cover the rest of the fleet, headed for the east shore on port. We never saw Chapin again, but once again, had to beat Jim Smith who was moving very fast. Larry Klein followed us and Smith around the second weather mark.

On the long spinnaker run we had a big lead and just stayed between Smith and the leeward mark. We covered Smith on the final beat as no one else was a factor, and finished three minutes ahead.

\* \* \*

#### FOURTH RACE — DIVISION I

EARL REMEN, No. 525

This was a very light-air race, entailing a shortening of the course during the race. During the noon hour, I sat on the club house porch for at least 30 minutes observing wind patterns on the lake. It seemed apparent to me the club house shore, as well as the leeward starting mark, was favored.

I started near the pin, had to tack toward the middle of the lake for clear air, but tacked back on starboard again as soon as possible, staying near the club house shore. After a while it became apparent that Jim Carey, who was ahead of me, and myself were the only ones following this course. The remainder of the fleet was either favoring the center of the lake, or the opposite shore. Jim Carey tacked a little before the lay line, but I saw wind coming down the lake, so I continued on the same tack for some dis-



tance beyond the lay line. I ended up having to reach for the first mark on pretty good air, rounding third, with Carey fourth. The rest of the race is hazy in my mind, except for the finish. About 100 yards from the finish I was still running third, trying to take the second runner to leeward. The wind was varying in direction and we were all on a close reach heading for the center of the line. I dropped back to clear astern and close-hauled up to meet it. I got to the wind just in time to get enough acceleration to cross first.

I used a two-week old North jib, cut

for inboard leads; a one week old Thomas main with a zipper and a large shelf, and a Hard spinnaker.

In this light air my zipper was always open, my outhaul was loosened until the shelf was as large as possible and the down-haul was tightened only enough to eliminate major wrinkles. Since this made a very baggy sail, I sailed the whole race without any further adjustments.

In order to keep the boat moving I sacrificed pointing ability for speed and sailed with a little looser jib sheet and with the end of the boom directly over the corner of the stern. My jib leads

were at the inside edge of the seats.

I sailed the boat the same way in the last race of the first division in which we were fortunate enough to come in second, in another very light-air race.

\* \* \*  
FOURTH RACE — DIVISION II

TOM SMITH, No. 420

The air was light, at the time Division I started and we noted the starboard end of the line was favored. However, the air was spotty and swinging 25 degrees and it looked to me as if the port end might prove better for the Division II start. When the gun went off, we were just behind Gene Wood and two other boats at the port end, so we decided rather than to tack, we would hold our starboard tack and foot below them. This proved to be successful and we approached the first mark in third place. By the time we rounded, the air had let down and we started toward mark two trying not to point too high.

Gene was just above us and decided to try his kite. This did not work out too well for him and we were able to slip below him and round the second mark in second place.

It was on this third leg that the air really dropped and the drifting match started. Dick Chapin was in front of us and at the first sign of a header we tacked. This was a mistake and by the time I realized it, Gene was back in front of us. We tacked back and made our way to the right side of the course, then tacked for the mark and wondered how we were going to fare, because by now we had caught up to Division I. The Race Committee hailed a shortened course signal as we approached the mark.

I am not sure what our position was as we rounded the third mark, but we decided to go low and hope for the best. After what seemed like an eternity we had drifted into first place and just as we approached the finish line, a very slight breeze lifted us across the line.

As soon as the gun sounded three of us went overboard for a cool dip, leaving my wife on board looking very envious.

\* \* \*  
FIFTH RACE — CHAMPIONSHIP DIVISION

FRED BAUER, No. 494

It became apparent before the start that the starboard side of the course was favored, so we started a few seconds late and right under the committee boat, tacking immediately to port and continued out for several hundred yards. Our main considerations during the entire race were keeping the boat moving and in the general direction of the mark while keeping our air clear. About half way up the first leg, after tacking several times to



—Photo by Allen Culpepper

*New Class Treasurer Herm Groezinger with Road-Runner spinnaker*



# HIGHLANDER TIPS & TRICKS

## KARL FELGER, QUANTUM SAILS

### RIG TUNE & TRIM

#### MAST DYNAMICS

Tune your mast to match the mainsail's luff curve and the sailing style of your team.

- Loose lower/middle diamonds will mean the sail is too flat, and vice versa
- Upper diamonds are reflective of crew weight, effectively depowering the mainsail with less tension.

**PRO TIP:** *When it comes to the luff curve, overbend wrinkles indicate that the mainsail has reached a point of maximum flatness.*

#### CONTROL THE DRAFT

The draft of the sail is managed by adjusting one or more of the “controls” on the boat. Core controls include:

- The **outhaul** is used to control the depth of the draft.
- The **cunningham** is used to control the location of the draft.
- The **boom vang** is used to maintain the shape of the mainsail when eased and to induce mast bend.

**PRO TIP:** *Vang sheeting allows the sail to be eased without powering up and to be trimmed without depowering.*

#### Classified Ad Policy

If you would like to place an ad in the *Highlander* magazine, the cost is \$10 per issue. Make check payable to HCIA.

Send with ad copy to Debbie Busbey at 104 Waterloo Circle, Greer, SC 29650. You can also email the ad to her at [debbiebusbey@aol.com](mailto:debbiebusbey@aol.com). The ad should be a minimum of 40 words. Please provide the following information: boat #, price, name, phone numbers, and email address.

**Deadline:** Dec/Mar/June/Sept 1st for following month's issue.





## GEARING UP

Adjusting the trim of the sails is like shifting through the gears of a car.

- 1st Gear: Stop & start mode
- 2nd Gear: Acceleration mode
- 3rd Gear: Speed mode
- 4th Gear: Point mode
- 5th Gear: Heavy air mode



***PRO TIP: The “slot”, or space between the jib and mainsail, should be open to allow the air to properly flow around the mainsail.***



# STARTING

## DO THE HOMEWORK

Doing research before the start will lead to consistently better finishes.

- Get out early and identify any wind patterns.
- Adjust your control lines to maximize your speed and height.
- Identify which end of the line is favored.

***PRO TIP: Getting a good line sight and starting towards the middle of the line will minimize risk on the first beat.***

## PUNCH IT

Starting is unpredictable, so keep it simple.

- Find a routine that suits your style and level of competitiveness.
- Control your speed and momentum to cross the starting line less than five seconds after the start.

***PRO TIP: At the start you want to be sailing in clear air, at top speed on the favored tack.***

# ON THE COURSE

## CLIMBING THE LADDER

The primary goal of the beat is to minimize your risk while maximizing your return.

- Sail in clear air with the highest velocity.
- Sail the closest angle towards the next mark.
- Sail with the majority of the fleet.

***PRO TIP: Winning teams lead the fleet back to the middle third of the race course when possible.***

## GET LOW

Downwind sailing is about sailing lower faster.

- Pole height and angle should be set so the clews of the spinnaker are parallel to the water and rotated away from the main, respectively.





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#### **Skirted**

Available in Mooring or Trailing versions

#### **Rudder Cover**

Soft flannel lined canvas

- Fabrics finished to our specifications
- Strongest possible flat-felled (Levi) seams
- More reinforcements than other brands
- Attaching hardware provided
- Designed for competitive sailors by multi-class National Champion Bob Rowland
- Manufacturing & stocking Highlander covers since 1972



**The Sailors' Tailor**

Visa/MC orders call Sandy : (937) 862-7781 For fabric samples, pictures, and prices: 1480 West Spring Valley Paintersville Rd., Spring Valley, OH 45370

- When running, trim the spinnaker with as little curl as possible.

**PRO TIP: Heel the boat to windward to keep the spinnaker out from behind the main and reduce the wetted surface in the water.**

## REACH MODE

Reaching is a great way to extend your position on the boats behind you.

- Pole height and angle should be set so the luff of the spinnaker is tight enough to pull the draft forward and the pole is perpendicular to the wind, respectively.
- When reaching, trim the spinnaker so the luff curls all the time to ensure proper flow on both sides of the sail.

**PRO TIP: Steer the boat deeper in puffs to keep the apparent wind angle constant.**

## BOAT HANDLING

### THE FORCE IS STRONG

Boat handling is all about feeling the balance between the rig, boat, and water.

- Sail with neutral helm, hiking and adjusting sail trim to maintain balance.
- Tack in the flat spots
- Gybe when the boat is going the fastest.

**PRO TIP: Have the middle crew placed along the back edge of the centerboard and consolidate the skipper and forward crew on each hip.**





Highlander Magazine  
 Debbie Busbey  
 104 Waterloo Circle  
 Greer, SC 29650

ADDRESS SERVICE REQUESTED



Date	Event	Hosting Facility	GP Class
April 7 & 8	HCIA MidWinters	Western Carolina Sailing Club	II
May 19 & 20	Mayor's Cup	Eagle Creek Sailing Club	I
June 9 & 10	Mad Plaid	Cowan Lake Sailing Association	II
June 16 & 17	Cleveland Race Week	Edgewater Yacht Club	I
June 16 & 17	Berlin Invitational	Berlin Yacht Club	I
TBA	Pymatuning Regatta*	Pymatuning Yacht Club	
September 8 & 9	Atwood Harvest Moon	Atwood Yacht Club	I
September 15 & 16	Governor's Cup	Eagle Creek Sailing Club	I
September 22 & 23	Clam Digger	Green haven Sailing Club c/o Avondale Boat Yard	I
October 6 & 7	Bluegrass	Louisville Sailing Club	II
October 20-25	Pipers and Nationals	Lake Norman Yacht Club	II & III

\*Not a HCIA sanctioned event

Visit [www.sailhighlander.org](http://www.sailhighlander.org) for up to date schedule information