



# The *HIGHLANDER*

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## PRESIDENT'S PERSPECTIVE

*By: Neal Deaves*

The sailing season has started with seven highlanders venturing to Lake Eustis Sailing Club for the George Washington's Birthday Regatta. What a wonderful place to sail. Thanks Mike Shayeson for giving the class another regatta to look forward to in the winter.

There was a board meeting in Cleveland in Feb. at the Cleveland Boat Show. Some of the topics discussed were the locations of nationals for 2019 and 2020. Jamey Carey and Boyd Barnwell have arranged the Sandusky Sailing Club for the 2019 season for which many thanks go out. More about this is in this issue for your planning. We looked at the survey responses that Dick Doyne was asked to develop and no clear cut answers to any of the questions were noticeable. If you have topics to discuss please contact a board member and share your ideas. Board members are listed on the inside cover of the Highlander.

As I write this I am preparing for Mid-winters at Western Carolina Sailing Club in April. I suggest any one traveling for the first time check your trailer and boat before departing home. It has been a long winter and things tend to shift somehow unknown to me. This is from experience. Looking forward to seeing all Highlander sailors at the varies clubs that host regattas and thanks for all the work that goes into putting a regatta together. Get your boat out and have fun sailing that beautiful highlander this season.





## George Washington's Birthday at Lake Eustis

By: Jamey Carey

As we struggled to get through another seemingly endless Ohio winter we had an opportunity to play in the sun! February 15-17, 2019, as northern U.S. temps were in the single digits, seven die-hard Highlander teams from six different states descended on Lake Eustis Sailing Club for the Annual George Washington's Birthday Regatta. This event, traditionally a Flying Scot Regatta, was opened to include Highlanders thanks to semi-retired Highlander sailor Mike Shayeson who now resides in the Lake Eustis vicinity. The Flying Scots were gracious in allowing us to participate in their event, and this multi-class event was a perfect example of how successful a regatta with multiple classes can be.

35 Highlanders and 7 Flying Scots took to the water for some very competitive racing. Okay, it was the other way around, but our small family of Highlanders were certainly impressive to watch as we participated in super-close, ultra-exciting racing in all of the six races conducted. One of the coolest things to see was Steve & Gillian Bauer mixing it up in the front of the fleet with the entire family as crew. As we raised the spinnaker to set off on an exhilarating plane, I was relieved to see Steve elected to skip the kite as their family boat was wicked fast upwind! We raced in a building breeze all day, and race number three was conducted in 14-17 mph winds, capping off an exciting day for the fleet.

Saturday night our current National Champion's (James Taylor) brother (and local Flying Scot sailor) delivered to the Highlander Fleet a handle of rum in exchange for the fleet posing as the Highlander-man "mid-fling"....I

believe there's photographic evidence of our willingness to comply with this request, which I'm sure we would've been happy to do even if there was no rum involved. The Indiana Cow-Bunga crew was assigned to responsibility of guarding the remainder of the rum to ensure that it is available to be enjoyed by future Highlander generations.

Sunday morning's racing began in a little lighter wind,

*continued on page 5...*

The Highlander, April 2019







The Lake Eustis SC folks invited us to make this our "Mid-Winters". When we advised that we already had a structured mid-winters, they declared the George Wahington's Birthday Regatta to be the "Official Florida Highlander State Championships", and invited us all back for the 2nd annual event next February!

So, while #906 won the Florida State Championships, I'm confident that every Highlander team sailing with their friends and Highlander-Family in the Florida-sunshine of this mid-February event were big-winners as well. I believe the Highlander class should consider making this an annual event!

*...continued from page 3*

developed into another day of vang-on and all hands on the weather-rail, perfect conditions to end a mid-February sail with friends in race #'s 5 & 6. .

Tanya and I would like to take this opportunity to thank the Lake Eustis Sailing Club Folks for hosting this great event, and thanks to Mike and Nancy Shayeson for hosting and being "Highlander Central" for this regatta. Also a special thanks to Boyd Barnwell for allowing Tanya and I to be his teammates for the racing and partners in crime during our Florida Beach-week Spring 2019....hope to see you on the water.

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



# THE AGONY OR THE ECSTASY

## or The Wife-Crew Strikes Back

by Carol Donlan

For six days a week, the gentleman at the tiller is your husband. He is not perfect. Who is? But he has been known to take out the garbage, push the car out of the snow, and let you use the family umbrella when it's a toss-up between him and you.

Ah, but there is day seven — when this total stranger steps into the boat with the dancing boy on the sail. He is The Skipper. And you are hiked out. Your feet in the straps that you have begged him to move six inches aft. Your back aches. Your hands are slowly slipping down to the sides. But you do not notice because of the rain.

Your foul weather gear has a rip in the seat. And there you are, a Highlander Woman, proud, intense, and looking like you have just been through a Vega-Matic during Hurricane Irene.

Eat your heart out, Doris Day.

If there is ever an inter-class competition with Highlanders and hundreds of other classes, I could point out the Highlander Women in no time. We all have this interesting welt in the back of our legs from the way the coaming digs in when you hike out.

Have you ever seen a skipper hike out? I mean REALLY hike out? No. But I have seen grown women (who in their youths went through hundreds of their parents hard-earned, pre-inflation dollars on Miss TuTu's School of Modern Ballet) literally holding down an 800-plus pound Highlander — held in the boat by only those delicate toes that once bounced to "Swan Lake."

### ABOUT THE AUTHOR:

*Carol Knopes Donlan is often seen half in and half out of Highlander 110 in the Nyack Highlander Fleet 29. She and her husband, Tom, have been Highlanders since 1971. She describes herself as a crackerjack crew, bonne vivante, and sailor extraordinaire. Her husband wishes she would learn to pack a spinnaker correctly. Tom will soon join the Associated Press. Carol is a reporter on a New Jersey newspaper.*

Do you remember that tv show "Supermarket Sweep"? It amounted to a timed mass looting of the local A & P by several husband and wife teams. The team that zoomed through the store swiping the most expensive basketfull of food was the winner.

(Everybody seemed to go for the frozen turkeys first. I often wondered what people did with 15 frozen turkeys. I wondered if the losers got frostbite from standing there holding their frozen birds for 20 minutes while the prizes were passed out.)

If they ever offered a Supermarket Sweep of Tiffany's Saks Fifth Avenue, or the Land's End Catalogue to my skipper, I would be up to my Highlander Hiking Welt in compasses, cam cleats and clam cleats. (say 10 times fast). You cannot hike in furs and jewels.

The point here being that sailing the Highlander is always in the back of the skipper's mind.

Last week in the season's first gigantic ice storm, the skipper and I were driving down the New York Thruway when the windshield wipers decided to take on a fine coating of ice. The windshield soon became covered with an opaque white goo. He turns to me, "Go up on the foredeck and see if you can fix that, will ya?"

Luckily, I was wearing my Topsiders or I would have been smashed to ribbons by a milk truck in the next lane. (This reminds me, since starting to sail in a Highlander, I have been throwing luffs at cars. Very few respond with any alacrity).

This brings up a question that I'm sure has crossed every Highlander Woman's mind: Divorce. Without a tape recording of the actual incident ("look, Your Honor, after the mast snapped, he ordered me to hold up the main through the jibe mark. Then he complained that we couldn't point for beans because I was ruining the slot effect.") No one will believe what goes on in a Highlander on a typical Sunday afternoon.

I have seen the most stable of marriages weaken on the starting line; deteriorate as the spinnaker twisted during ascent; and fall completely to pieces when the wife didn't lower the centerboard during a downwind luffing match.

Personally, I refuse to allow my husband

to carry a knife in the boat.

But the wives of skippers are not the only Highlander Women. There are women Highlander skippers and hopefully their ranks will swell. And because the boat can take a crew of four, two couples often race together — skipper and wife and two former friends.

Women who crew in a Highlander without being related to the skipper deserve special mention. After all, they lose the chance of getting back at him all week for what he did in the boat.

Subtle digs like, "I'm not the one who tacked into a header" can add spice to any evening's conversation. Another favorite tactic is to make a meatloaf in the shape of a collapsed spinnaker and smirk all during dinner. Use your imagination.

In general, Highlander Women tend to be a strong breed. Quick to react in tight spots. Able to see upcoming marks in a wet fog while hiked out flat with water running down the neck of her foul weather gear. We have a sense of humor and a sense of timing (The Highlander Woman's Creed: Laugh About It Now, But Get Back At Him Later).

We know about waiting for the new den furniture and instead buying a new suit of sails. We have learned to sit in the car watching ahead for road signs and at the same time looking behind for any trouble with the boat trailer.

Someday in the Miss America competition, I'd like to see a talent competition something like this:

Miss Ohio comes out in yellow foul weather gear, a souwester crewing gloves and boots. Bert Parks looks up, shocked. "My talent is crewing, Bub," she says pushing him aside.

She takes a folding chair, sits facing the backrest and begins to hike out. Two stagehands pour water on her. She shouts about which boats are tacking and which aren't. The audience goes wild. The judges booth starts to heel.

And as the orchestra breaks into "America, The Brave" and "Brittania Rules the Waves," she pops her chute and sails off into Atlantic City. Here she comes, Miss America.

Eat your heart out Doris Day.



# Highlander Nationals 2019



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## Are You Bored With Your Centerboard?

By: Mike Perakis

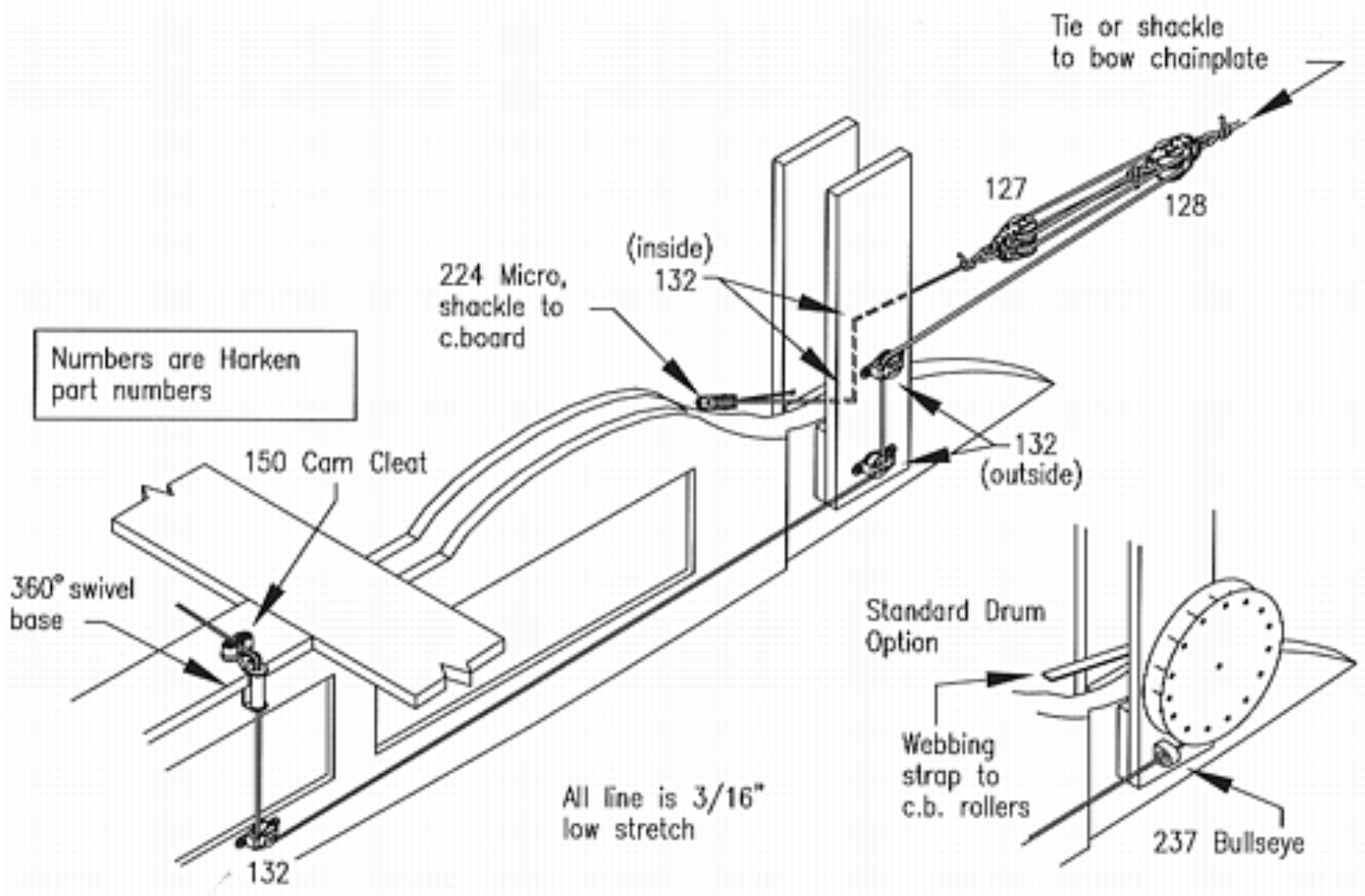
You're zipping along on Lake Not-so-Deep, sailing in the local charity regatta, battling for room at the gybe mark, spinnaker up, both hands on the tiller extension trying to keep the boat going straight when you start dragging the centerboard over stumps and what sounds like a '68 Dodge Dart. You're always on-the-ball crew grabs the pull-up line for the centerboard and starts to grunt, groan, struggle and wail, then finally gets it to move. The boat settles down, the pull on the tiller vanishes and you speed up dramatically. What just happened?

You have just experienced "playing the centerboard". The object is to "balance the

helm" (reduce the pull or push on the tiller). To do this, adjust the board. Up - to reduce a PULL on the tiller, down - to reduce a PUSH on the tiller. Only you can determine how much, based on how much the tiller is pulling or pushing. To adjust the board easily, we need to make sure the system is easy to adjust and has little friction.

Placing the adjustment in a convenient place is the first step. Under the thwart is not the best spot. On a 360° swivel cleat on the side of the trunk is ideal. This allows anyone on the boat to grab the line from anywhere on the boat.

Ease of adjustment is achieved with a high enough mechanical advantage (ratio) and low friction. I would suggest between 6 to 1 and 8 to 1 using either a pulley system or the standard drum. The low friction part comes from small line and big blocks. The smallest line you can grab is





best. 3/16" is my choice, but 1/4" is good too. Use the Harken Big Bullet blocks for all of the purchase. The drum system can be tuned up by making sure the drum doesn't rub on the stanchions (the vertical wood pieces) or anything else in the bilge, and adding bushings to the shaft where it rubs on the stanchions. Teflon or other low friction plastic bushings can free-up a drum that won't turn. Even a small square of plastic

The diagram shows the two common systems. Use the one that suits your tastes and budget. Easy adjustment makes cruising easier too!! Less work means more fun!!! See 'ya on the water.

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## Highlander 953

*By: James Taylor*

In the fall of 2016 I purchased Highlander 953. Highlander 953 was sitting in a garage in Ohio near Indian Lake. The boat was named "UNCLE WARREN" for an uncle who had passed away and left some money. It was purchase for social outings at Indian Lake. For several years it had been sitting a dry garage.

Here is a picture of the boat the first day.



I have the original bill of sale for 953. It was purchased for \$6,571.84 in 1983. The boat was a stock non-racing boat for 1983.

This is a picture of the first time my wife, oldest son and I sailed the boat in the last Sunday of 2016 at Cowan after purchasing it for the first time.

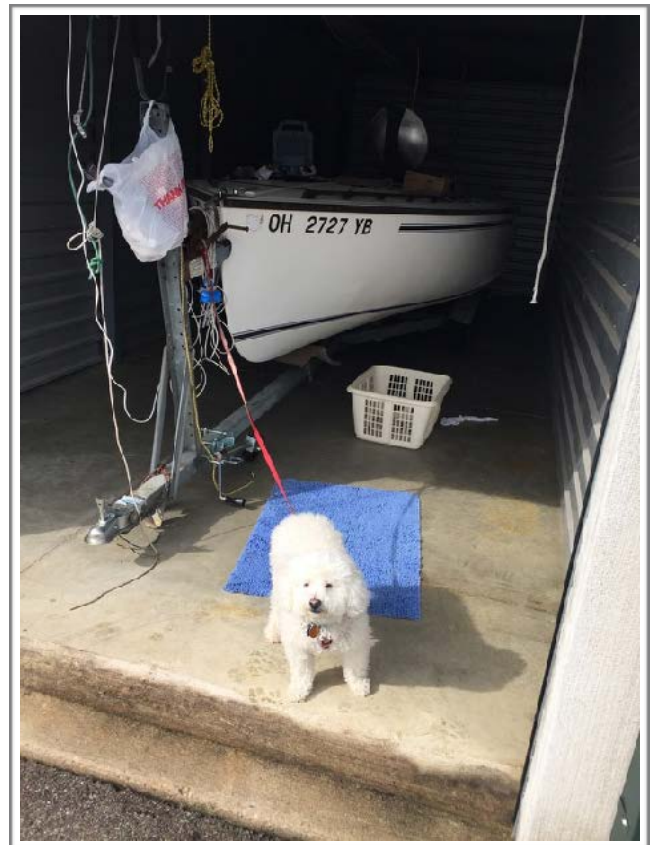


Some things to notice:

- 1) No hiking straps.
- 2) No Spinnaker bags.
- 3) Heavy Custom flex kick up rudder.
- 4) Clew board Jib
- 5) Old Fischer sails

We had a great time that fist day. Things like the outhaul breaking made for an eventful sail.

The winter of 2016/17 we rented a storage shed to work on the boat. Here is a picture of my dog guarding the shed while we worked on the boat.



Notice a few things.

- 1) There is a blue stripe at the water line. The sticker at the water line was removed that winter in the shed.
- 2) The boat sits on one of the old tee nee trailers that are narrow and high. This was replaced – story later.



First thing was taking off the hardware that needed to be removed or replaced.



The jib tracks, the associated block and cleats that went with them, gone. I used the Harken cleats to replace the guy cleats which were old Schafer cleats. The ratchet blocks were moved under the deck for the spinnaker.

The teak around the centerboard and seats were removed.

sheared off at the centerboard. Notice how dark the board is in the picture. You will also notice a new spinnaker pole purchased from APS Sailing.

Tom Allen from Allen Boat Works, built a new Jib track and cleat for the new style jib system.

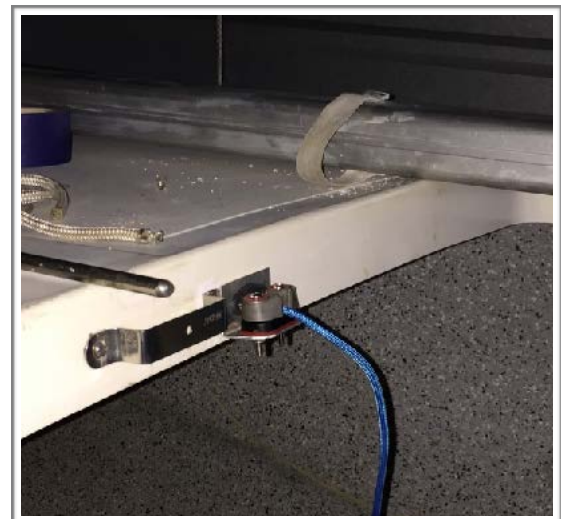


See the new hole cut to thru bolt the jib track in place. The teak was bolted to the seat with 1/4 inch bolts with backing plates. There is a clamp in this picture at the deck holding a piece of marine plywood being epoxied under the deck. Fiberglass was placed over the plywood to shield it from water, then Jib cleats from Tom Allen were attached to this piece of wood.

The original traveler for 953 was a piece of line tied under the deck. This was replaced by a 3 to 1 purchase under the deck and a cleat in the transom.



The prior owner had placed some black stain on the teak. The cross beam had all of its screws



Now it is very easy to change the traveler height adjustment and is out of the way while sailing. This is very similar to the way my lightning is set up.

The Main sheet blocks were very large and needed to be replaced. Here are the new blocks after purchase and installation. The outboard block on the boom can be detached and stored in the boat.



Notice that this is thru bolted to the seat with 1/4 inch bolts and backing plates. The jib track in front of it is attached the same way. Great Midwest also built a new rudder for 953 to replace the original kick up Customflex rudder. The new rudder is a lot lighter than the old one. It now has an aluminum tube tiller like the modern Highlanders.

The Cowan fleet let me measured a lot of things on their boats. With those measurements new hiking straps were built by Bill Fastiggi of Vermont Sails. This is a picture of the first ones being installed.



Next thing was putting a new teak cross beam in the boat. The Thistle builder from Great Midwest Yacht Company made a new cross beam. The old cross beam was cracked from the centerboard slot screws being sheared off. In order to keep the centerboard from moving, knees were added like a thistle to provide added stiffness.



A couple of things to notice here.

- 1) New cap on centerboard from Great Midwest. All teak in this picture was oiled.
- 2) Main sheet cleat has added support to make sure it does not come off. This is courtesy of another Cowan Lake Highlander sailor. They were replacing their support and had purchased an extra.
- 3) New Vang setup with a swivel on the centerboard for middle crew. Completely reconfigured vang.
- 4) Seats are still missing – they were sanded and oiled then put back in soon after this photo.

The next adventure was working on the hull. In the spring of 2017, I brought the boat home and tipped it over in the back yard.



A lot of things to be done here. Biggest things were cleaning and removing the centerboard gasket. Jamey Carry kindly gave me a centerboard gasket from one of his old boats. It was quickly installed. After the cleaning and a bit of sanding, my second son, Thomas and I Teflon coated and buffed the hull.

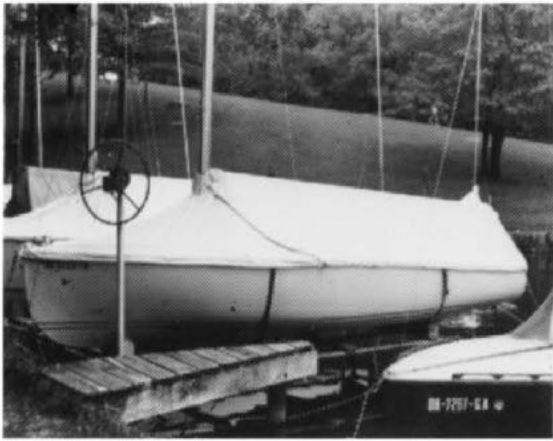
The name is gone. Hopefully you will see a new name on the boat in the spring, with all the required celebration on renaming a boat. As you can tell, we did not go to overboard on fairing. We just cleaned and polished the hull. It was in decent shape. When we were all done, the boat was sailable.

The boat received a lightly used set of the first North Dieball sails later in 2017. During Christmas of 2016 a new spinnaker was built by Bill Fastiggi for the boat.

In the spring of 2017, I was off sailing the Ohio Lightning districts on the dates for the Mad Plaid regatta at Cowan Lake. Bill Fastiggi borrowed my boat for the Mad Plaid regatta in this condition. He won the event with his second set of Vermont sails. Good start for this boat.

In 2017, we sailed the boat with old sails from Jamey Carey to determine what else needed to be done. As I mentioned before I also own a Lightning and sail that around the country. Later in the spring of 2017 I sailed in an event at the Indianapolis Sailing Club. While there I saw this boat for sale in the parking lot.





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I purchased this boat for a ridiculously low price. The boat is Number 350 with a blue plywood deck and a yellow fiberglass hull. The boat was used for parts to improve 953. The blue and yellow spinnaker that some of you saw at the 2018 Masters event came from this yellow boat. The yellow boat originally had a wood mast and at some point, that mast was replaced with an Allen mast. In the fall of 2017 the 953 mast and boom were replaced with the ones off of the yellow boat. In the process I also sold the original mast for 953 to a boat owner at Cowan who had an old crank up gold mast. The new owners are very happy! That made the "parts" boat even less expensive. If anyone would like this boat please let me know. It will be destroyed sometime this coming summer if no one takes it. Free to a good home.

The yellow boat's trailer is wider and lower

than the trailer that came with 953. After having my neighbor, who just happens to own a steel manufacturing business, check out the trailer. He told me that it looked good, but needed a paint job. I measured the bunks on Jamey Carey's trailer and had my neighbor add some steel to support bunks in the same place on this trailer as an Allen trailer. 953 now sits lower on its "new" trailer after the modifications. Paint for this trailer is on the list for 2019.

Lastly, I took the centerboard out. The Customflex board in 953 had a terrible shape to it. At the Pluckers and Pipers regatta, I asked Bruce Busby to measure this board to see if it was legal. The trailing edge was too narrow, as if someone had filed the trailing edge to a point. Over the winter of 2017/18, I worked on that board to get the shape right and legal. The picture below is after applying an epoxy primer to the board and then applying west systems epoxy with micro balloons and sanding to get the shape right. Now the trailing edge is built back up.



The board now has:

1 coat of epoxy primer as the initial coat.

2 coats of west system epoxy with micro balloons sanded to shape and fairness.

1 last coat of epoxy primer and sanded to 600 grit sand paper.

This board has proven to be very efficient at this point and is legal. Next the plan is to add a finish coat and sand again to 600 grit. At the 2018 Mad Plaid, the Class measurement devices were used to confirm that the board is now legal.

PS – I applied the first coat of epoxy primer in the basement the winter of 2017. That was a bad idea, it smelled the whole house up. My wife was not happy with me.

For the 2017 Pipers, I borrowed a bottom cover from a fellow Cowan fleet member. For Christmas

in 2017, I purchased a new bottom cover for the boat from Sailors' Tailor.

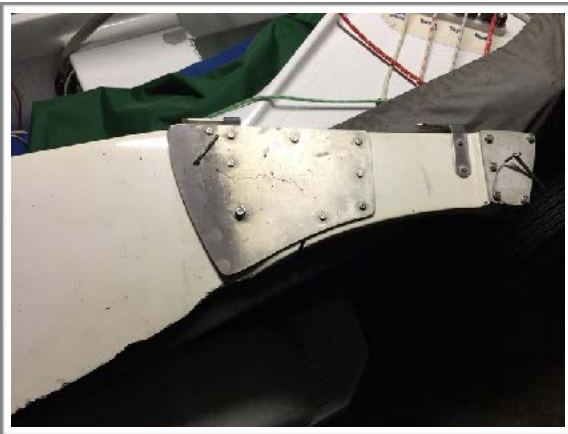
Just before the 2018 Highlander Nationals, the teak rub rail on 953 was replaced with an Allen plastic rub rail. The old rub rail looked bad and by replacing it the boat lost a few pounds. Still working on getting the boat down to minimum weight.

953 won the 2018 Nationals at Lake Norman, NC. Rehabbing the boat was a very enjoyable experience for me. I used all my experience working and racing different classes of boats to fix up 953. There is still work to be done, but it is great to see an old boat do so well. My wife always says that I am happiest when I can touch a boat, well over the last two years I have been very happy!

Hope to see you out on the water in 2019.

James Taylor

### More fun things on reuse of old parts from 953; This is the old Customflex rudder



This rudder is in for an interesting life. A good friend of mine in Florida has purchased a Highlander for the Everglades Challenge: <http://www.watertribe.com/events/evergladeschallenge/> or <https://www.sailmagazine.com/racing/everglades-challenge-an-insane-small-boat-race-down-florida> This is a nonstop endurance race down the west coast of Florida where rowing is allowed. During the event they sail through

shallow parts and he needed a kick up rudder. He has heavily modified the boat for the event and this rudder, with a lot of work, will be making the trip. The boat now has a bow sprit, mast head asymmetrical spinnaker, roller furling jib, closed off front section under the deck for flotation and more. Check out the mast head asymmetrical spinnaker and bow sprit.





Highlander Magazine  
Debbie Busbey  
104 Waterloo Circle  
Greer, SC 29650

### ADDRESS SERVICE REQUESTED



Date	Event	Hosting Facility	GP Class
February 16 & 17	George Washington's Birthday Regatta *	Lake Eustis Sailing Club, Eustis, Florida	
April 6 & 7	HCIA Mid-Winters	Western Carolina Sailing Club	II
June 8 & 9	Mad Plaid	Cowan Lake Sailing Association	II
June 14-23	Cleveland Race Week	Edgewater Yacht Club	I
June 15 & 16	Berlin Invitational	Berlin Yacht Club	I
July 13-19	Highlander Nationals	Sandusky Sailing Club, Sandusky, Ohio	III
September 21 & 22	Clam Digger	Greenhaven Sailing Club c/o Avondale Boat Yard	I
October 5 & 6	Bluegrass	Louisville Sailing Club	II
October 19 & 20	Pipers & Pluckers	Lake Norman Yacht Club	II

\*Not a HCIA sanctioned event

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