



# The *HIGHLANDER*

Volume LXVII, No. 1, January 2021

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2021 Highlander Nationals is at  
Plymouth Yacht Club in Plymouth,  
Massachusetts.  
July 25 - 29, 2021



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## PRESIDENT'S PERSPECTIVE

A new year is here. 2020 was a year of challenges for everyone. The disruption of routine, overturning of the ordinary combined with real financial and physical loss added to the hurt. My soul hurts when I consider the friends I lost to Covid directly and indirectly. I'm thankful for the support and care I received when my father and I both had Covid the first week of January. Reflecting helps me to appreciate what went well and was restorative.

2020 held many wins:

- The Florida State championships at Lake Eustis, FL.
- The Highlander Midwinters at Lake Norman Yacht Club.
- The Mad Plaid at Cowan Lake.

•Lots of local sailing including new Highlander owners.

I sailed 911 locally with my son, wife, and other sailors simply because I wasn't on the road to a regatta. I capsized once with my wife trying a tricky jibe in a narrow part of Lake Sinclair. We righted the boat, bailed out and sailed home. I share this to say, wherever you are some of the best stress relief I experienced this

past year was sailing or tinkering with my Highlander. I love that the Highlander is one design and open to rigging changes as I worked to make our boat easy for my 82 year old father to continue sailing with us.

2021 Highlander racing. kicking off the year we will have the Florida State championship Feb. 20-21, 2021 at Lake





Eustis, FL followed by the Highlander Midwinters March 13-14, 2021 at Lake Norman Yacht Club hosted by Fleet 27. The remainder of the season is being worked on by local fleets based on the guidelines each state may have in place. Tentatively, 2021 Highlander Nationals will be at Plymouth Yacht club the 3rd or 4th week of July dependent on the Covid restrictions and club requirements. I plan to attend as many of these events as possible to meet more of you and understand what challenges each fleet faces.

Our outlook for 2021: as your President, my focus is on core activities the class should organize that grow sailing in the Highlander. Key point- I didn't say racing. Racing is one component of sailing Highlanders. Our role as your board and officers is to grow the number of Highlander sailors and promote fleet sailing while maintaining the financial health of the Class which protects boat value. Please share your ideas with us. Let's explore methods, events, and community that will grow our fleets and Highlander sailing.



**Tanner Shultz, #911**  
**Highlander, The Original One Design Sportboat**



## Maybe 2020 Was Not So Bad After All

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By: *Bruce Busbey*

Yes, you read the title correctly! While the year 2020 will go down in history as a year of “interesting times”, it wasn’t necessarily a bad year for the Highlander class. In fact, it was a decent year for growth in the class with 12 new owners and 10 of those having become new Highlander Class members. With that being said, I would like to extend a warm welcome to our 10 new class members and the other 2 that will hopefully join us in the future. Please extend a welcome and helping hand to these people if you are ever in a position to do so. Our new owners are; Jim Caraway (Bayside, Wisconsin), Kevin Cook (Westerville, Ohio), Stephen Doucette (Parma, Ohio), Rick Hepp (Cleveland, Ohio), Chris Herdrich (Venice, Florida), Pete Japikse (Lewis Center, Ohio), Jeff McCauley (Virginia Beach, Virginia), Brad McCoy (returning member - Charlottesville, Virginia), Chris Rhodes (Gastonia, North Carolina), Bert Van Domselaar (West End, North Carolina), Matt Wender (Oak

Hill, West Virginia) and our 2 as yet to be members, Scott Burnett (Falmouth, Maine) and Denny Cilensek (Mentor, Ohio).

It is really great to see the interest in our awesome boat amongst many people out there who may or may not have originally known about the Highlander. I know that some of the new owners I have spoken with actually picked the Highlander based on researching the various sailboat designs available. Virtually all of them were looking for a performance boat that had plenty of room for friends and family. Of course we all know that our beloved Highlander has always fit that bill but it is inspiring to see others also selecting it (based on unbiased research).

I believe it is important going forward to maintain a strong core of members who can welcome and help new boat owners with any questions or issues that they may have with their “new” purchase. Especially in this age of technology where new Highlander owners may be in locations where access to a fleet is not possible, there is no reason they still shouldn’t feel they are a part of the Highlander family.

To that end, I have tried to spend a good amount of time helping these new owners feel comfortable with the boat and making sure they know I’m here for advice and help. My hope is that we are all promoting the Highlander in our contacts with other owners via friendly and helpful advice. One great avenue for this could end up being the new Highlander group that all current and new owners should eventually be able to access. This will create both camaraderie and strength in our class which will help become a selling point for others to choose our beloved Highlander.

Contact HCIA President,  
Tanner Shultz if you're not  
already a member of the HCIA  
Google Group! Tanner Shultz  
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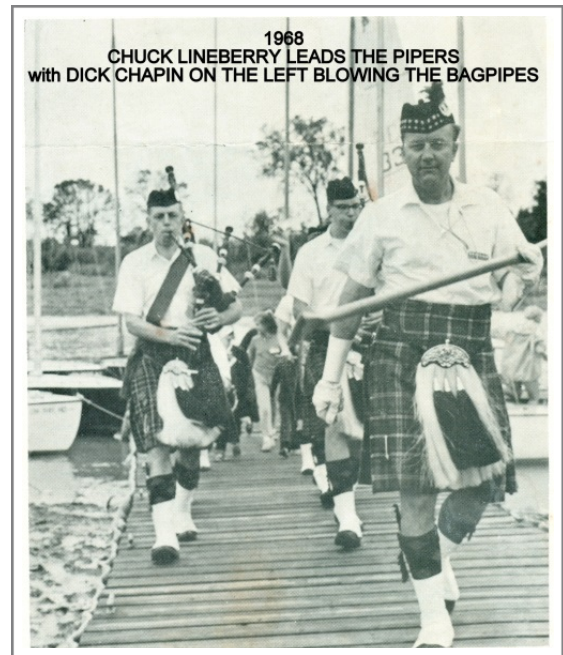
## Lake Norman Yacht Club – Annual Invitational Ice Bucket Regatta

*By Susan Rykens*

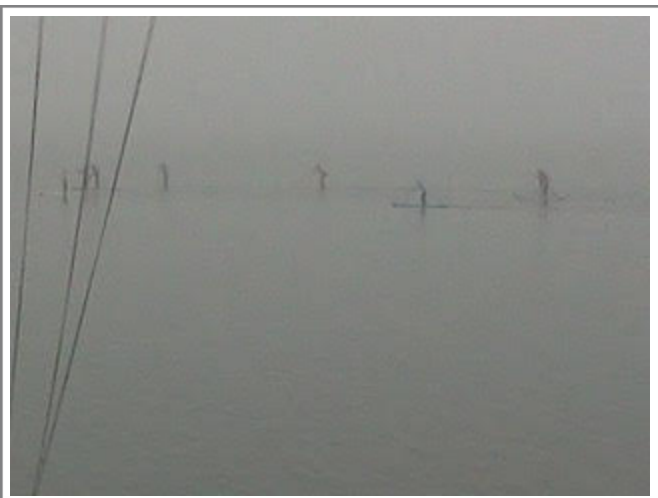
The first Ice Bucket Regatta was sailed on New Year's Day in 1986. It was organized by Chuck Lineberry, who had joined Lake Norman Yacht Club in 1961. He was an early member of the LNYC Highlander Fleet and owned 3 different Highlanders over the next 24 years: #336, #663 and #354. Chuck was also responsible for naming the annual fall Highlander Invitational Regatta "The Piedmont Pipers & Pluckers", now usually just called "Pipers". In 1985 he bought his first keelboat but we can't find any information on how or why he came up with the idea of getting sailors out of their beds early on New Year's Day in order to go sailing.

The regatta was originally open only to keelboats but as the years went by, some of the LNYC dinghy fleets also wanted to participate. As a result, a Dinghy Bucket trophy was first awarded in 1999. Although there were a couple of years that the regatta was not held due to bad weather, a majority of the Dinghy Bucket winners have been Highlander sailors.

Chuck wanted everyone to have a good start to the day, so he always made a hot breakfast before the races started. When Treez Decker took over the reins in 2015, she replaced the breakfast with a Soup & Bread lunch. People



**DICK CHAPIN, JOE ZAMMIT, ROGER DYSART, CHUCK LINEBERRY & FRITZ SPRING AT THE 1971 PIPERS REGATTA**



**BAD WEATHER IN 2010, ALTHOUGH IT DIDN'T STOP THE STAND UP PADDLERS**



were invited to bring a crockpot of their favorite soup and after they were all shared and tasted by everyone, their votes were cast and a winner declared. Sometimes it appeared that the competition in the clubhouse kitchen was fiercer than the competition on the water! (No soup competition in 2021 unfortunately.)

The LNYC Highlander Fleet always has a good showing of boats out on the water, which may have inspired a keelboat sailor to borrow a Highlander some years ago and take part in the regatta with his wife and daughter as crew. The details of what actually happened may have been forgotten but the boat capsized and skipper and crew all had to be rescued from the water. Although the keelboat sailor was often seen around the club afterwards, his wife and daughter never accompanied him.



**BECKY JONES, PAM DARNELL & CHERYL URWIN (SUE RYKENS'S SISTER) GET THE SOUP READY FOR THE 2017 COMPETITION**

The 2021 Ice Bucket Regatta had already been rescheduled from New Year's Day to Saturday, January 2<sup>nd</sup> due to inclement weather. Even then, when we arrived at the club, the chilly, foggy weather was not very inspiring but at least it was not raining. There was a hint of a possible breeze arriving soon and a couple of keelboats had already set sail out towards the Committee boat, so what else was a sailor to do? Steve and Kathy



**2011: HIGHLANDERS KATHY HESLER, PETER DOLBY, TOM RAYMOND, JON COX, RICH RYKENS, MIKE SHAW, JOHN WIGNEY, FRED JONES, PATRICK RYKENS, STEVE HESLER**



**2015: JOHN WIGNEY IN #879. HESLERS IN #1003 ON FAR RIGHT**

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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.

Hesler, along with Fred Jones, sailed their Highlander #1003 and Patrick and Sue Rykens sailed Highlander #926. The only other dinghy brave(?) enough to venture out was an MC Scow. Although Steve Hesler beat Patrick Rykens in the only race that day, it was the MC Scow sailor who took 1<sup>st</sup> place.



2020: 4 OF THE 5 HIGHLANDERS SAILING IN PERFECT WEATHER



2021: NOT AN AUSPICIOUS START TO THE REGATTA



2017: PATRICK & SUE RYKENS DRESSED FOR THE COLD ON TOM RAYMOND'S BOAT



## Teaching Learn-to-Sail

By Steve Bauer

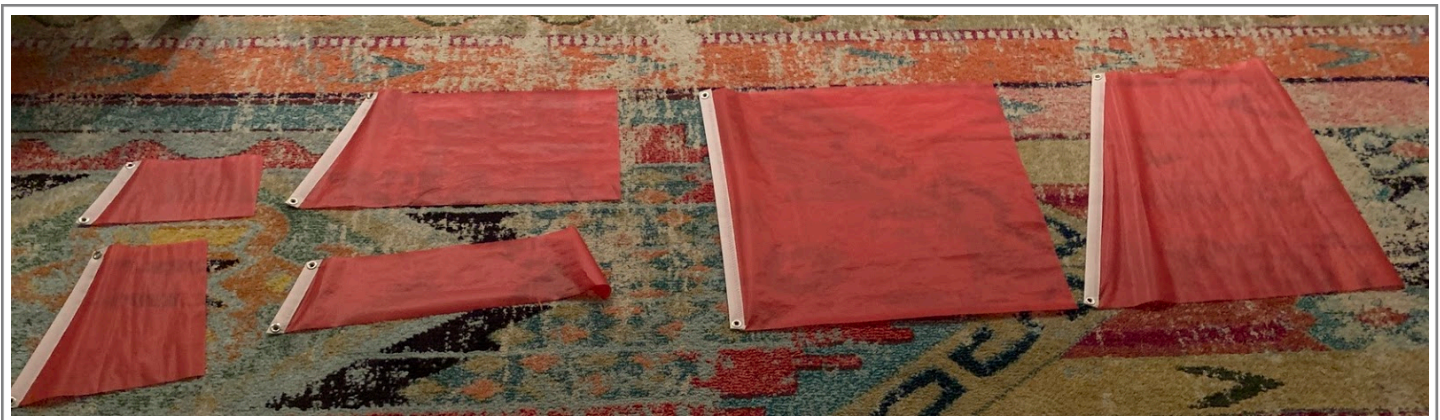
During the 2020 sailing season I was sailing almost every weekend. Unfortunately, it wasn't with my friends and family of the Highlander Class. While sailing at Atlanta Yacht Club I watched people flood the lakes to enjoy life while socially distancing themselves. Sitting on the opposite end of a picnic table one Saturday with Bryce Dryden he states, "We need to use this as an opportunity to get more people sailing."

Bryce is a long-time Thistle sailor who has won almost every regatta at one point or another. This includes Thistle Nationals twice, Thistle MidWinters East, Highlander MidWinters with Mike Perakis, and every weekend regatta on this side of the Mississippi. Growing up in Indiana at Geist Reservoir, moving to Cleveland, joining CYC, and touring the east coast in a Finn Olympic campaign made him a top one-design sailor. Now settled in Atlanta he spends most weekends around new sailors and teaching the basics. Over the last five years Thistle Fleet 48 is the fastest growing fleet in the country. We race on Saturday with no scoring, just sailing for fun around marks. He wants people sailing on Saturday with all family or new people. The new people on your boat, now off the table due to COVID.

Countless video conferences later, Bryce at the helm, taking 30+ pages of notes, a new program was born. The idea; can we take a new sailor and teach them to find the wind, rig, launch, sail around the lake, dock, and put a boat away in one day-- all while maintaining social distance and limiting exposure between people. The answer became 'yes' after a few trial runs and winds being 10 knots or less. This is a brief overview of several peoples work and dedication to growing the sport of sailing.

Goal of Beginner Program: Learn how to sail a dinghy in one day, gaining enough confidence to want to join our club, purchase a boat, and be an active member. That is the mission statement written on page one of the notes. We provided the new sailor with a boat, mentor, and a flag. They brought a life jacket, shoes, clothes that could get wet, sunscreen, and lunch. The day starts by the water with a pole (we used pvc poles about 6' long) and a flag. Most people after a learn-to-sail program still can't point to where the wind was coming from. 15 minutes is all it takes to get people, using a flag tied to a pole, to realize where the wind was coming from. As the participant holds the back edge of the flag, we discuss the symmetry of the flag when they move it to either side of the pole. At their fingertips, everyone feels the power (or

**I WORKED WITH BILL FASTIGGI SOME OF THE VARIOUS SIZES AND SHAPES OF FLAGS. WE FOUND THE FAR RIGHT ONE, A RHOMBUS SHAPE ABOUT 20"-24" WITH ONE SIDE CUT AT A 70 DEGREE ANGLE WORKED THE BEST**





lack of power) of the wind as they move around the flagpole in various positions.

Next, we need to get this boat in the water. This phase can take many shapes as many clubs have different launching areas. We have a standard ramp that you have to back down. It was a little nerve racking to watch someone back my boat into the water. People did their best when putting their right hand around the back of the passenger seat and looking out the rear window while launching the boat. Backing a trailer with mirrors seems to cause frustration with most first-time launchers. Take time to talk about what and how this works, then let them launch the boat. Remind them to take their time. We did this with several different people with a 100% success rate. People from all walks of life, most never towing a trailer before, can do this. We also stand

about 10' away just watching. This was the first time most people think about steering from the back of a car or boat. The biggest key is to ensure a new sailor feels they can launch a boat by themselves, even if it takes 15 minutes or longer.

The boats we launch have no sails on them. The boom, main sail, and anything related to the spinnaker or jib has been removed. We use the mainsheet and attach a flag to the forestay using a piece of line and the jib or spinnaker halyard. Every boat launched has a mentor, unofficial instructor, with it. Mentors now demonstrate how to step onto the boat. Keep three points of contact and your body pointed straight up towards the sky. Mentors move their

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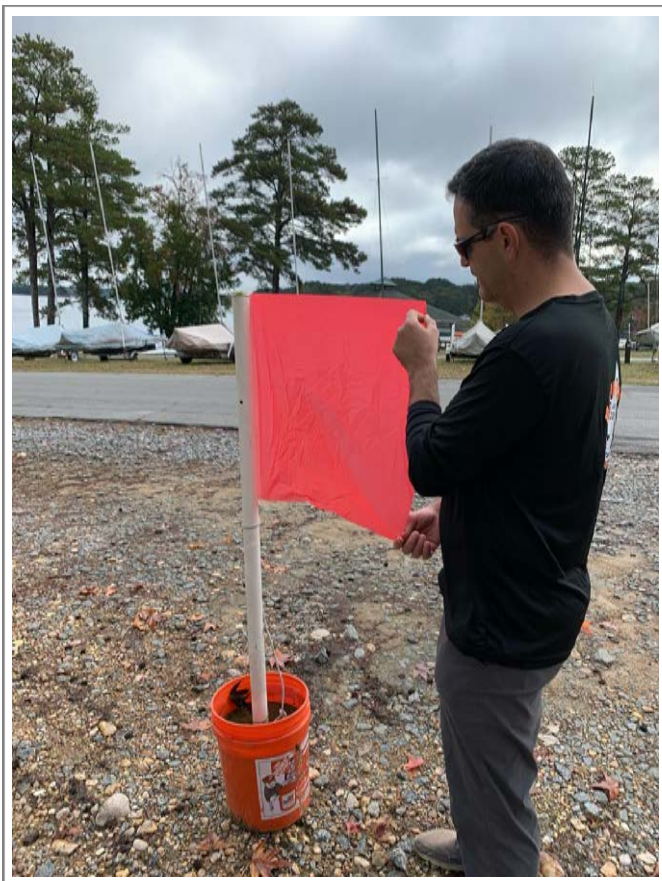
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**MAURICIO OCHOA, NEW TO SAILING, WALKS AROUND A POLE FEELING THE DIFFERENCE IN WIND PRESSURE AS HE CHANGES ITS POSITION RELATIVE TO THE WIND**

everyone feels comfortable moving from side to side and the boat heeling. Next, introduce how to put the rudder and tiller on. The new sailor watches the mentor put the rudder on and off, then they take a turn.

Once the rudder and tiller are on the boat, back to the rail we go. Discuss how to steer the boat with the tiller. Again, it's similar to backing the car down the ramp, we are now steering from the back of the vehicle. Talk about how to hold the tiller similar to a microphone. From this vantage point small wrist movements can make large inputs to the rudder steering in different directions. After the new sailor experiments with this it's time to talk about the tack. Start with the sailor sitting on the rail almost in the water. The skipper will slide back in the boat, allowing more room if you have a middle crew and starts to steer the boat into the wind. Slowly push the tiller

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weight in the boat, taking the rail into the water to demonstrate that these boats are made to heel and won't capsize. By doing this, we are getting new sailors comfortable with this concept without the sails being in the way. Time to let the new sailor try it out. There is usually hesitation, but once one person goes for it everyone follows suit. Once they get on and off a couple times, have them sit on the rail. Then the mentor can get on the boat and sit on the same side. The new sailor should sit aft in a skippers position while the mentor sits forward. Try to get the rail all the way to the water line. Just sit in this position and talk, it doesn't have to be about sailing. Get them comfortable with the boat heeling up with the deck or rail in the water. Keep talking and watch their body go from rigid to relaxed. After they relax for a bit, stand up and switch to the other side of the boat. They may need to relax again, but it will happen sooner. Keep going until



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extension more and more away. With the boat on its side try to stand with minimal change in heel. Now, square their body up facing the bow. No change of hands, steer the boat from the hip initially and ensure a straight course and control. Using the leeward leg, turn inward and take a seat. As the sailor turns have them grab the tiller with the mainsheet hand. The forward hand can now release the tiller extension and pick up the mainsheet. The back hand then drops the mainsheet and baton-twirls the tiller extension back to the microphone grip.

This may sound a little extensive and different people may make slightly different approaches. When I square up in the middle of the tack my leg that is going to the windward side first is placed forward of the other leg, making it easier to pivot into the sitting position. After watching Bryce work with several new sailors the results were amazing. By the end of this day we had 50-60 year old first-time sailors doing roll tacks in about 5-6 knots of breeze and loving it. No fear, just enjoyment.

Lunch Break!

While most of the mentors put the boom and main on your launched boats, two mentors take new sailors to a rigged laser. One mentor holds a wind indicator toward the rear of the boat the other rotates the boat in a circle, indicating the different positions of the sail relative to the boat and the wind. There needs to be a constant reminder of wind direction, mostly because the



**THE LASER FOR TEACHING THE SAIL RELATIVE TO THE WIND**

lake we were on is shifty, like a Cowan or Atwood in Ohio. Most important is knowing where the wind is coming from. Watch the boom during the jibe, it doesn't cross the boat until the sail is crossing the wind, not relative to the angle of the boat. If you know where the wind is coming from

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**MAURICIO DRIVING AND GETTING MORE COMFORTABLE STANDING IN THE BOAT**

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there isn't a surprise auto-jibe. Also explain how to trim the sail as the boat changes angles. The main is a gas pedal for the boat and doesn't need to be a full throttle all the time. Let the sail out and create a bubble in the sail to slow down. This is a good thing and illustrates control.

2:00 pm and we are going sailing for the first time. A mentor without a new sailor to work with heads off to get a chase boat while the rest head out to their boats. The new sailor gets on the boat first and attaches the rudder and tiller. Then, under some instruction from the mentor, raises the main. Talk again about where the wind is coming from and different approaches to getting off the dock. Launch off the dock and start sailing. All we have is the main and the flag on the forestay. This means the new sailor is in the skipper position doing all the work while



**WITH ISABEL DRIVING MAURICIO, HER HUSBAND, IS HER MENTOR. ONE WEEKEND AFTER HE TOOK THE COURSE**

the boom, the boat goes backward. Now we are steering from the front just like a car. Work on this a little, then let them enjoy sailing and the views of the lake.





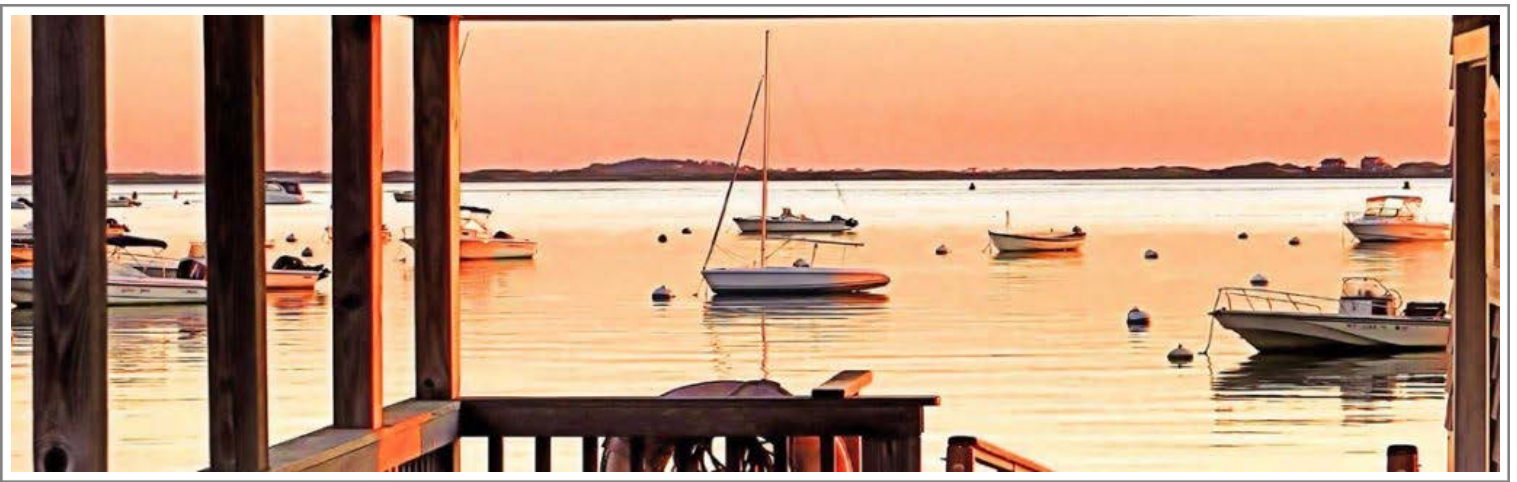
**ISABEL STANDING BESIDE THISTLE 3672; AS THE NEWEST BOAT-OWNING MEMBER AT AYC.**

Finally, dock the boat and put it away. As you're sailing in, talk about where the wind is coming from. The ideal situation is having the boat pointing directly into the wind once we reach the dock. Let the new skipper think of how to do it. Remind them it's okay to turn the boat away from the dock if they don't like their approach. Come back and try again. You may have to talk them through pushing on the main to slow the boat down, but they should be able to manage a non-destructive docking at this point.

Once at the dock, step off and let them pull the main down. They get to back the trailer down one more time to retrieve the boat. Show them how to put a boat away to be ready to use next time. Knots they should learn; bowline, figure eight or stopper knot, and a cleat hitch at the dock. Thanks to YouTube we didn't spend any time on this and decided sailors could learn at home.

Bryce has made a program that can be duplicated and used to grow sailing anywhere. His ideas are making a course where new sailors can enjoy the sport of sailing. We use the main only just to keep it simple. The flag should be the same distance up the forestay as the jib telltales. Train the eyes to naturally look where there will be a jib. We tried out eight shapes of flags with different sizes. Thanks to Bill Fastiggi for helping make a lot of them so I didn't have to. The end result is we had several new sailors sailing a Thistle with just a main, tacking with enjoyment and complete control in wind 10 knots or less. I believe the Highlander is an even better boat for this course. The entire event can be done with social distancing and following CDC guidelines. Once this pandemic is over we plan to add a social dinner to end the day. Keep sailing, growing our sport and class.





# WORD SEARCH



- CLEAT
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- JIB
- MAINSHEET
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- SPINNAKER
- WINDWARD
- COURSE
- HIGHLANDER
- JIBE
- MARK
- PORT
- STARBOARD
- HALYARD
- HULL
- LEEWARD
- NATIONALS
- SAILING
- TACK



**LANSING, MI. LAST YEAR, DUANE SILVER RESCUED A HIGHLANDER FROM THE WEEDS, GOT IT BACK ON THE WATER, AND LEARNED TO SAIL**



Highlander Magazine  
Debbie Busbey  
104 Waterloo Circle  
Greer, SC 29650

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Date	Event	Hosting Facility	GP Class
February 23 & 24	Highlander Florida State Championship	Lake Eustis Sailing Club, Eustis, Florida	I
March 13 & 14	HCIA MidWinters	Lake Norman Yacht Club	II
June 12 & 13	Mad Plaid	Cowan Lake Sailing Association	II
June 18 - 27	Cleveland Race Week	Edgewater Yacht Club	I
June 19 & 20	Berlin Invitational	Berlin Yacht Club	I
July 25 - 29	Highlander Nationals	Plymouth Yacht Club, Plymouth, Mass.	III
September 18 & 19	Clam Digger	Greenhaven Sailing Club c/o Avondale Boat Yard	I
October 2 & 3	Bluegrass	Louisville Sailing Club	II
October 16 & 17	Pipers & Pluckers	Lake Norman Yacht Club	II

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