



The *HIGHLANDER*

Volume LXII, No. 3, July 2016



'The Blind Hog' sailors enjoying a breezy day at Eagle Creek during the Mayor's Cup Regatta

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President's Perspective

The 2016 season is upon us with 2 regattas down, Midwinters and Mayors Cup, with more to be finished by the end of June. There are only a couple weekends left before Nationals so get your boat washed, hull waxed, inspect your hardware, ringy dingys, pins, sheets, lines, and halyards and get them ready for sailing.

Nationals are going to be held at Indian Lake which is centrally located in Ohio. The lake isn't very deep but we only need 5' so the depth is not a problem. Do to the recent level work done at the lake most of the stumps were removed when the lake was drained. The lake can sail like a big pond but when the wind picks up the lake can have some challenging chop. My first Highlander Nationals was 1999 at Indian Lake where I crewed for Greg Williams on 812. Greg couldn't stay the entire time, so I sailed the last 2 races with Tom Fee which we won in the Presidents Fleet. I recall it was blowing 15 plus so we picked up a third and had a blast. I am sure it going to be a great nationals this year so make sure you pack up the boat and crew & head to Indian Lake.



Support your local highlander fleet, sail local as much as your schedule allows. Take anyone you can for a sail or race, introduce anyone/everyone to sailing & to the Highlander, the boat will sell itself. When you can get a hall pass, pack up the gear and support the highlander regatta circuit. Traveling to regattas is the best & quickest way to improve your racing performance. Sailing at different lakes does raise your sailing experience & it's great to experience the other lakes and sailing venues.

So everyone take care, get your boat ready for 2016 Highlander Nationals starting on July 16th.

Travel safe... DOUG FISHER

Another Win for Team Go Mo Betta

By Aly Bauer

The 2016 Highlander MidWinters took place this year on April 2-3 at Western Carolina Sailing Club. I had the opportunity to sail with the talented Jason Japikse and the marvelous forward Mike Shayeson. The predicted winds for Saturday were 20-25 mph blowing into the club. We started out the day with leaving the dock a bit earlier than the other boats to do some compass readings and getting comfortable with the boat again. The last time 2006 had been sailed was at the 2015 Pipers and Pluckers regatta where we took home the first place trophy.

After checking the wind readings, we shortly started the first race of the day. The wind was picking up pretty quickly, probably blowing somewhere around 10-12 mph. It was a 2 lapper windward-leeward course. The pin seemed to be favored at the start of the race but we didn't quite get there in time and had a rough start near the committee boat. Around the second leg is where we usually start gaining boat by boat. We ended up with a 3rd in Race 1. The wind was quickly picking up to near 15-20 mph and the race committee decided to wait for a while and then cancel the rest of racing for the day. We had finished before the race committee had done this and were sailing around in a cove where the wind was calmer.

By the time we decided to head back in, the water was beginning to cap more and more. We had a harder time controlling the boat but made it



Team Go Mo Betta at Lake Hartwell

safely back to shore. By the time we had made it in, the lake was covered in caps and the wind was blowing at least 25-30 mph. Many tents were being blown over or close to blown over. Even our gigantic house, oh I mean tent, was starting to blown away. It was amazing to see the water with so many white caps.

We kicked off Sunday with a lighter wind than Saturday thankfully. I was worried there would be no wind but there was a nice breeze out there; probably blowing around 5-10 mph. We had two great races, both windward-leeward 2 lappers. Someone must have been watching down on us and gave us some good luck in the first race Sunday. Our biggest competition was John Bauer in 885, he was currently winning the regatta. To our luck, he had a good start but was over early which benefited us a lot. We were able to pull off a first place. We finished Race 3 with a third. At the end of the racing we were counting our



Photo courtesy: Rick Fontenot

The Highlander, July 2016





Get registered for the Highlander National Championship!

Go to:
sailhighlander.org
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or scan:



Left: Moby Dick returns to shore after a blow out on Saturday. Below: Jen Kafsky sails upwind on a calmer Sunday.

Photos courtesy of Rick Fontenot

points and our competitions points to estimate who had won. We ended the regatta with a total of 7 points and won. I would like to thank Mike and Jason for letting me sail with them again and would like to congratulate the second and third place winners. I would also like to thank Western Carolina Sailing Club for a great event as well as the race committee for some great races.



MIDWINTERS RACE RESULTS

Place	Captain	Boat #	Race 1	Race 2	Race 3	Final Score
1	Jason Japikse	2006	3	1	3	7
2	Boyd Barnwell	906	2	3	4	9
3	John Bauer	885	1	8	1	10
4	Tanner Schulz	1007	6	2	2	10
5	Doug Fisher	2005	7	4	5	16
6	Chris Hansen	927	9	6	6	21
7	Neal Deaves	960	11	5	9	25
8	Chris Kafsky	969	8	9	8	25
9	Bryan Hollingsworth	876	5	13	10	28
10	Jen Kafsky	1969	10	7	14	31
11	Bruce Busbey	500	4	12	18/RAF	34
12	Gary Steinbach	939	18/DNC	11	7	36
13	Gary Vinicky	2003	18/DNC	10	11	39
14	Robert Bouknight	755	18/DNC	15	12	45
15	Chris Miros	913	18/DNC	16	13	47
16	Mac McNeil	92	18/DNC	14	15	47
17	Steve Hesler	1003	18/DNC	18/DNC	18/DNC	54

PIPERS 50TH ANNIVERSARY REGATTA

In October 2016, Lake Norman Highlander Fleet 27 will be celebrating the 50th anniversary of the "Piedmont Pipers & Pluckers Regatta". The host fleet is already planning to mark this occasion in a number of special ways but they do need your help.

They are planning to put together a collection of photos, stories and memorabilia, so get out those old photo albums, old copies of "The Highlander" magazine you've been saving and dust off those memories in your head. Anything that can be emailed should be sent to Sue Rykens at srykens@gmail.com. If you need to mail photos or magazine/newspaper articles, they should be sent to Sue at 3717 Bodenham Court, Charlotte,

NC 28215. All hard copies will be scanned and then returned promptly to you. Sue's phone number is 704-641-8295 if you have any questions.



PIPERS 50TH - 50 BOATS LAKE

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B W H U O L M A E A R B H Q G O R
X D R S R H G R I K N X A U S H I
U L R H Q D X A Q L W T W K A C G
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- CLIPPER
- DEADEYE
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- FURL
- GAFF
- GALLEON
- HEADSAIL
- JIB
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Let's Go Sail!

By Steve Bauer

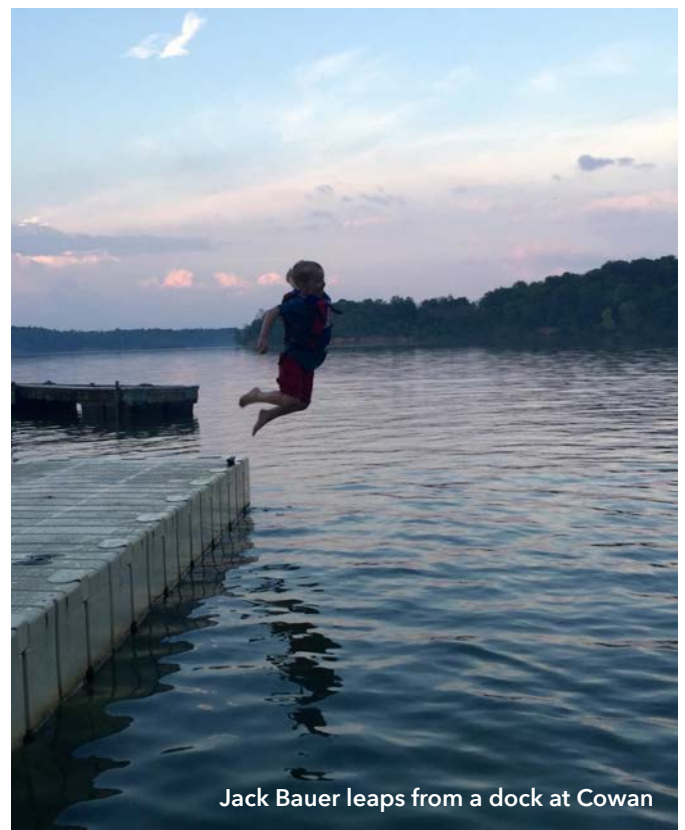
Last weekend I went out to our sailing club with the family. The forecast was showing 15 gusting to 23 kts; not looking good for my heavy weight crew of 53 pounds. Every weekend we go to a lake to be around sailboats. If we aren't traveling to a regatta, we are at our home club. On countless Sundays I've rigged the boat never to let it touch the water. There will be no wind or way too much for my wife and I to handle with a 5, 3 and 1 year old. On these days I just work on the Highlander while the kids eat lunch on the boat, giving me more to clean.

Most weekends are not what I would call perfect, but we're out there. If you go enough you will find a perfect moment in every trip. Jack and Emily are making friends at the lake and excited to get their life jackets and lunches packed up. This past weekend, like I said, was way too windy, so the Highlander was staying in its parking place. As I watched the wind rip down the lake Jack kept asking if he could bring his new friend David out sailing. I knew it was time to make something happen so I borrowed a 420 and loaded it up with three kids; Jack, Emily, and David. We went for a wild ride and the kids were laughing the entire time.

When the wind isn't too windy, the Highlander is a perfect boat for sailing with the family. It is roomy enough to still be competitive while the kids run around. Some rules we have for

racing on our boat are: 1. All throwable items must be pulled in during the start. 2. When the kids are tired of sailing for the day, we head in; it's time to go swimming anyway.

If you get to start a race and never finish you're still doing better than most. If you want your family to be into sailing the only thing you can do is go sailing. The only way to make friends at the lake is to be at the lake. It will never be a perfect day, but you will have plenty of perfect moments.



Jack Bauer leaps from a dock at Cowan





Mayor's Cup 2016 Eagle Creek S. C.

Photo Credit: Sheela Krout



**2016 Highlander Nationals
July 16-21, 2016
Official Registration Form**

SKIPPER'S NAME _____ CLUB _____
 ADDRESS _____ SAIL # _____
 CITY, STATE, ZIP _____ E-MAIL _____
 CREW _____ SKIPPER 19 OR YOUNGER? Y N
 CREW _____ SKIPPER'S FIRST NATIONALS? Y N
 CREW _____ ALL FAMILY BOAT? Y N

REGISTRATION FEE \$175 (AFTER June 1, 2016 \$200) _____

DINNERS: Saturday: Free Pizza and Entertainment!

Sunday: Hamburgers, Hot Dog Cookout _____ @ \$12 = _____
 Children 12 and Under (7 and under free) _____ @ \$6 = _____
TUESDAY: Fish Fry & Band _____ @ \$14 = _____
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THURSDAY: Banquet Dinner Buffet _____ @ \$16 = _____
 Children 12 and Under (7 and under free) _____ @ \$6 = _____
PACKAGE DEAL (SUN, TUES, THURS) _____ @ \$40 = _____
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Take a Trip with the Traveler

By: *Mike Perakis*

Imagine yourself cruising up the last windward leg at the Highlander Intergalactic Championships, you've just cruised right by the whole fleet downwind in a monster puff. Now you have to keep your lead, but, you keep getting slammed with more huge puffs. If only you had cleaned up the traveler Thursday night at home!! You can't keep the boat flat and you are passed by all the boats you just smoked. Tough day.

The best way keep the boat flat when overpowered (any time the boat tips over too much) is to de-power the main. It's huge, and the person who can de-power it the best will prosper. That's where the traveler comes in. Most boats already have the bridle traveler arrangement installed. Those with the older bar traveler would be sacrificing nothing converting to the bridle set-up. Less weight, easier de-powering, better light air performance and nothing to get the mainsheet caught on in jibes. The picture should be pretty clear. The biggest decision is whether or not to use a swivel block for the lower mainsheet block. I would recommend a non-swivel to eliminate twisting right from the start.

As usual, use the smallest Spectra line you can handle. It will pay off in reduced friction.

The cleat on the floor is the traveler height adjustment. The correct height is found in your sailmaker's tuning guide (18"-22" is pretty close).

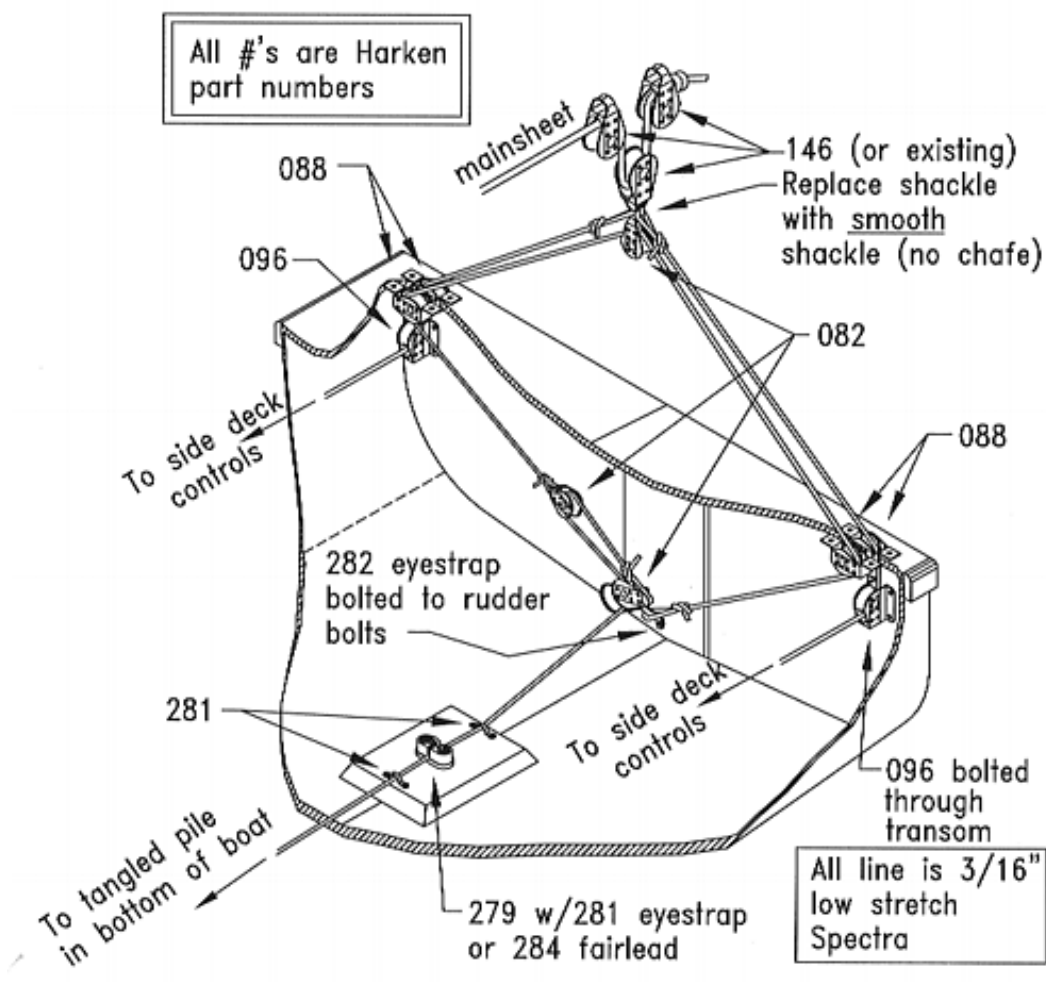
The two other lines are for the in-and-

Want more rigging and tune up ideas? Go to sailhighlander.org —> About The Boat or scan:



out adjustment of the traveler. These lead to the side decks for easy adjustment.

Using the traveler is a feel thing. When the boat starts to heel, ease the traveler first to keep it flat. If the boat flattens out, trim the traveler back in. Repeat. If easing the traveler isn't enough, ease the mainsheet. It takes some getting used to, but is well worth the effort.



Mayor's Cup 2016

By Jason Japiske

Eagle Creek Sailing Club never disappoints and this year's Mayor's Cup was no exception. The Mayor's Cup came with plenty of breeze this year. In Fact, the wind was too strong to hold Highlander races on Saturday. Jacques Zimmowitch and John Bauer headed out on time for races per the SIs, but quickly returned informing the rest of the fleet that the conditions were too much for the Highlander. In typical Cowan Lake Fleet 4 fashion, we translated that report to mean "Find more crew and go sailing!" Team GoMoBetta, which was a two man crew for



Photo Credit: Sheela Krout

the weekend (Mike and myself), quickly drafted Bryan, Travis, and Taylor from the Blind Hog (876) to go for a scream across the lake. We gathered our gear, the cooler, and promptly headed out to show the J24s just how fast a Highlander can go with roughly 900 lbs of crew weight. We did not stay out long because the wind direction was across the short axis of the lake providing very unsteady and shifting winds as the gusts dropped down over



the tree line. The rest of the day was enjoyed by the fire swapping the standard Highlander tales and general talk of boat rigging and tuning.

Sunday proved to be an excellent day for racing Highlanders. Race committee was very prompt with their start time which allowed us to sail three races and salvage the regatta after not racing the day before. Race one had the entire fleet right on the starting line fighting for clear air at the gun. Mike and I knew we needed to start strong as the winds were forecasted to build by the end of the morning potentially making the boats with 3 crew members much more competitive as the day progressed. John Bauer and crew (Gillian and Aly) in 885 were first to the weather mark followed closely by us in 2006 with everyone else hot on our tail (Bryan, Bob, Jay, and Jacques). As we set our spinnakers and headed down wind, we found ourselves in swirling winds which resulted in dropping from 2nd to 4th. Fighting to stay in steady breeze we were able work our way back to 2nd as we reached the leeward mark rounding right behind John. Shortly after rounding, there was a



Photo Credit: Sheela Krout



large split in the fleet. Mike and I stuck to the right side of the course, while John and Bryan when hard left. Initially, we thought we were in the golden position and would round the weather mark clear ahead. As pond sailing would have it, John and Bryan found great wind and a very favorable wind shift on the left side of the course resulting in no position changes on that leg of the course. The same was true for the following spinnaker run. As we rounded the leeward mark to head for the finish, John split with us taking opposite gates. RC had set up a combined start/finish line which left us with a relatively short beat to the finish. As we crossed the line, John beat us by not much more than a couple of feet.

Race two began shortly after the finishing of the other 2 fleets on the race course. Right before the start, the wind shifted hard to the left encouraging most of us to run down the line to the pin end to try for a port start. As the gun went off, we were at the pin without the ability to point high enough on starboard to clear the line or tack. We had no other option but to jibe around and take everyone's transom. In the long run, this wasn't all bad. As the fleet sailed off on port looking for an opportunity to tack, we were already on the lifted tack with clear air. The wind began to build during this race requiring us to start laying into the control lines to accommodate our lack of a 3rd. The strong left shift held for most of the weather leg putting us a few positions behind the leader. As we set the pole and came around the offset, we noticed the



Photo Credit: Sheela Krout

boats in front of us were having a hard time carrying their chutes as the wind had not shifted back to neutral yet. We delayed our spinnaker set which allowed us to pass a couple boats and get right back in the fight for first place. It was a battle right up to the finish line, but this time GoMoBetta came out on top.

For the 3rd race, RC did not wait for the following fleets to finish prior to getting our sequence in motion. Winds were gusting to about 15 at this point which had us fighting through the puffs and taking advantage of the lulls while heading upwind. Jay Carey and crew (Boyd and Jo) in 906 turned up the heat on this one leading a lot of the race. We were never far behind, losing a little on the upwind and gaining a little on the downwind. As we approached the final leeward mark rounding we were nose to nose with Jay when the wind started to swirl. We decided to drop our spinnaker early to be more adaptable to the ever changing winds. As the spinnaker came down, Jay eased out ahead of us only to find a hole in the wind nearly coming to a stop as we sailed by and rounded the mark for the finish. After the swirl, the wind filled in again with another hard left shift. We



Photo Credit: Sheela Krout



anticipated this shift coming and made the educated guess to round the ride side of the gate. As the pond Gods would have it, we picked up a large left shift and screamed to the finish on a tight reach. As we crossed the line we were informed by race committee that there would be no more racing. After looking at the clock, we realized there was plenty of time for RC to hold one more race, but given the building winds and crew situation, we did not complain and headed for the dock knowing our scores of 2, 1, 1, would give us the win, but it was anyone's game for second place. As the scores shook out it was Jay in 2nd and then Bryan to round out the top 3.

Once again ECSC put on a great event with great food, live music, plenty of beer, and lots of firewood. We are looking forward to returning in the fall. We look forward to seeing the Highlander family at Mad Plaid at Cowan in June, Nationals in July, closing the season with 50 boats at the Fiftieth Pipers on Lake Norman (and a couple more regattas in between).

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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. The ad should be a minimum of 40 words. Please provide the following information: boat #, price, name, phone numbers, and email address.

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2016 Schedule of Events

Date	Event	Host Club or Venue	GP Class
April 2-3	HCIA MidWinters	Western Carolina Sailing Club	II
May 14-15	Mayor's Cup	Eagle Creek Sailing Club	I
June 11-12	Mad Plaid	Cowan Lake Sailing Association	II
June 18-19	Cleveland Race Week	Edgewater Yacht Club	I
June 18-19	Berlin Invitational	Berlin Lake Yacht Club	I
July 2-3	Pymatuning Regatta	Pymatuning Yacht Club	
July 16-21	Highlander Nationals	Indian Lake Yacht Club	III
August 13-14	Hoover Fling	Hoover Sailing Club	I
September 10-11	The HM Regatta	Atwood Yacht Club	I
September 17-18	Governor's Cup	Eagle Creek Sailing Club	I
September 24-25	Clam Digger Regatta	Greenhaven Sailing Club c/o Avondale Boat Yard	I
October 1-2	Bluegrass Regatta	Louisville Sailing Club	II
October 15-16	Pipers & Pluckers	Lake Norman Yacht Club	II