



The *HIGHLANDER*

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BERLIN YACHT CLUB HOSTS 2017 NATIONALS

BUSBEY TAKES THE CHAMPIONSHIP



The HIGHLANDER

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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

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President's Perspective

It has been a month since the nationals with things becoming active at the Deaves house hold. After running an aggressive campaign you elected me President of the Highlander Class. Thank you for the opportunity to give back to a class I have enjoyed since 2000. The Louisville Sailing Club, my home fleet, has had a new member, Peter Hawkins, join and is restoring a highlander. We also had the largest turnout of highlanders for Sunday sailing this past week. What a great local start to my reign.

We, Fleet 37, have increased our efforts to take the little one sailing before racing in highlanders. Their expressions of joy are great to see. The youth are the future of the class and any effort you can make to have them participate will show rewards in the coming years. They will be buying our boats some day and we will watching their transoms. What a great nationals seeing all the kids running, having fun with each other and building relationships that last a life time. We must keep the family values as a focus of the Highlander Class. Change is difficult but we need to look at the calendar regarding the scheduling of regattas and participation in class events. We are a small class and expenses and organization of putting on an event can be overwhelming if not shared with others. How do you feel about multiclass regattas? I need your input as the board discusses our upcoming years. We are here to serve you and provide the best sailing events, on shore and on the water. Many of our best memories are created at Highlander events and we want that to continue.

Having been to another classes nationals and their national meeting it sounded like I was at a Highlander meeting. Similar issues and frustrations with attendance, scheduling and finding a host for the national events. I learned a lot as we spent a lot of time on shore because no wind. Sound familiar. Several inquiries have come to me about joining efforts. Some people say more boats makes more fun since we are all interested in sailing and partying. Let me know your thoughts, please!!

I hope to see you at a Highlander event this year and I do e-mail; (rndthistle@gmail.com). Sorry for the reference to another class boat but that's what owned first and change is difficult. Have a great time with the family and sail fast.



—Neal Deaves

Women's

By Kaity Japikse

Team GoMo Betta' had a great time kicking off a week of sailing at Berlin Yacht Club with Women's Nationals. Big storms had hit our hometown of Cincinnati the night before and unfortunately, a large tree had blocked the only road to get the boat from Mike's house. Thank goodness for 4 wheel drive because by morning, Mike decided the boat was going to make it for women's nationals and took an "alternate route" (his neighbor's yard) to get it there in time. We got weighed and measured and the boat put together and headed for the starting line of the first race.



As always, one of our biggest priorities was to get a clear start and we accomplished that in the first race. The wind was the perfect speed for our team, although a little shifty. Being from Cowan, that was nothing new so we managed fine. Coming back from the first mark, we almost forgot the starting line was closed. The team made a quick jibe and we sailed around at the last second. We counted that as our one mistake for the day and went on to finish the race in first.

Second race brought some even tougher competition than the first with very little separation between the competitors. The wind picked up a bit, but continued to be manageable. Thanks to a good tactician and forward crew, we managed to finish race two in first with Carrie close behind once again.



In the third race we started setting up for the start and momentarily forgot our strategy to prioritize clear air. We made a risky decision to sneak in right at the favored end by the committee boat. We ended up a bit early and got shut out at the last second. We got turned around and started in last place. With Carrie's scores so close, we knew we were in trouble if we didn't recover quickly. The other ladies were not giving up their positions easily and we only managed to pass one boat. Fortunately, that was just enough to put our final score at 5 with Carrie finishing close behind at 6 points and the other ladies not far behind that.

Overall, we had a great time during the women's championship and the entire week at Berlin Yacht Club. Harold, Stef and their crew set up and ran great races on the water. Lissa and John put together a fun, memorable week on shore and we look forward to the fun in store next year!





than get in 3 races with friends. At Louisville we had not sailed highlanders before the masters since our river was over the hoist area during June. I Don't Have One, the name of my boat, is not the newest or the fastest, in fact some of you wonder how it moves with all its little flaws, but sailing the masters is a good experience that all should participate in each year. All you need to be is a young 55 and bring a

Winning the Masters

By: Neal Dearves

Winning the Masters National Highlanders was fun but disappointing at the same time. Only three boats were in the scoring yet more boats were in the race with the Women's and Junior's all starting together. I look at it as a great to sail with friends but I know there are more masters around. We are an aging fleet and get tired easily but come on guys and gals. This year I had a new main sail that was made at Louisville this spring and we wanted to try it out since we never did this for a highlander and the results were great for the first try. The wind was great since David Bauer and I two man most of the time. You know as we age medium wind is appreciated at the end of the day. What better way to tune up for the Nationals

boat to the Nationals and you are in line for more fun than those other young kids. The fun we have in the Highlander cannot be beat so come join us and take away a full week of sailing with some of the best people we are so fortunate to know.



Races 2,3,7 & 9

By: Ed Spengeman

This year was much more consistent for us than in the past. Unfortunately the consistency came from bullets followed by the opposite of bullets. On Day 1 we went upwind to get familiar with the breeze and quickly determined that it was coming hard out of small coves on the left. We assumed the shoreline was going to be dead at the top of the beat, but we were surprised to see that we could carry our chute in decent pressure fairly close to land. We tried this technique on race 1 and quickly found out how close to shore was TOO CLOSE during that first downwind. We rounded in the top and came to a screeching halt as we passed the dock on shore with all of the flags. Note to self (and team), don't go past that dock on the run again!

We used that invaluable knowledge and applied it to the rest of the week as conditions seemed very similar each day. On Day 1 Race 2 we knew we wanted to go left so we were the pin most boat at the gun and then eventually flipped to port, held the fleet off and extended our lead. I believe we held that one wire to wire.



Day 2 Race 1 we had 2 general recalls, one of which we got in a sticky situation and rammed ourselves between the RC boat and Bob Bauer. Sorry Bob! Somehow I was able to stop looking over the side of the boat for damage just long enough to win that race. We used a very similar strategy to Day 1.

Day 3 Race 2 we had a terrifying incident at the top mark. Jason was ahead and coming in on the starboard layline. Steve was just in front of us as we approached from the port layline. My guess was that Steve was going to take the hole in front of Jason, giving us the small hole behind Jason to tack in and make it around. At the last minute Steve made a wiser call and ducked Jason's transom snatching up our hole, leaving us barreling at a line of starboards full speed with nowhere to go. We slam tacked onto starboard, ducked the mark, did a fast spin and rerounded clean. We kept our heads clear and peeled off boat 1 at a time playing shifts. We managed to pass Jason back and lay a lose cover to take the win.

Day 4 Race 2 we were over early, spun back, ducked the entire fleet and got forced to the right. All week I said "I don't want to get caught right at the top of the beat under that long shoreline", and guess what we did. Luckily we caught a right shift up there and salvaged a top 5 rounding. At this point the breeze is nuking and we

continued on next page...





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hauling downwind, with one capsized I might add (sorry Rick). The second beat was back and forth and during the second run we were able to pass Steve. At this point we're on a full plane with the kites up blasting to the bottom mark. After a quick mishap Jason left the door open at the mark and we walked right in. We spent the rest of the beat trying to redeem ourselves and pull out a bullet after our chute debacles earlier in the week. We didn't come to learn until later that the very moment we barged in at that mark, was the moment that Jason lost nationals in the tie breaker. Sorry Jason! I know you'd do the same for us.

The moral of the story is to never give up after you have a bad race. The life lesson for me this year is that you can get the most bullets in a series and still only come in 4th. Huh?!

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Race 8

By: Steve Bauer

By Wednesday evening we had seven races for the Nationals, making a throwout possible. We were greeted Thursday morning with overcast skies and winds 16-18 knots. The forecast was for storms later and the wind to build. After much debate between the PRO and NRC the decision was made to race at least one, maybe two. While some competitors stayed on shore, most headed out for a great day Highlander sailing.

On Herc (925) our team was sitting in a comfortable spot with points to lose and hold our overall position. We made two beats upwind before the start to do wind checks and see if there were any holes being created by the shore. Our game plan was start where we would have options and stick to the middle of the course. I adjusted the bridle height for the main to hook in when block to block and be open when the blocks were four to six inches apart. This allowed me to push boats up that were windward of us during the start and then drive out once I cracked the main. Every time I felt overpowered I had Gillian trim the jib as hard as she could to transfer the energy into a higher heading upwind. Mark played the vang to depower in the gusts and then power back up in the lulls. We stuck to the game plan of be in the middle



and focus on speed. We reached the windward mark in first with enough of a lead to sail our own race downwind, up in the lulls and down in the puffs. On the next lap Gillian and I talked sail trim for speed upwind and Mark worked the spinnaker downwind. He let me know where to go based on the pressure in the kite.

In the end, it was a great day to sail and everybody had fun, even those who stayed on shore. They said watching the races was awesome. The PRO decided to run one more race and call it a nationals. Thanks to our PRO and NRC we had nine great, safe races.





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Busbey wins 2017 Nationals Thriller

By: *Bruce Busbey*

The Highlander national championship regattas have never failed to impress and this year's event at Berlin Reservoir in North Benton, Ohio lived up to the bill. John and Lissa Bauer did an absolute fantastic job organizing and running our annual gathering. As an added bonus, John's parents Harold and Stefanie (our professional Highlander Nationals race committee) with their mark boat run by Thistle powerhouse sailor Jack Finefrock made this a world class racing event.

The weekend of measurement went well and I was able to sneak away Saturday afternoon to pick up my wife Debbie at the Akron/Canton airport. She was coming directly from a family vacation in Pensacola where they had just finished all the "leftover food" the night before. I say that because sometimes a leftover night including fish and other seafood can cause a net negative food consumption (if you get my drift). Anyway, I had everything set for a nice night for two at a local winery near our rental house. This was the perfect plan because Connie Sheets (our third) was not coming up from Cincinnati until Sunday so we had the house to ourselves.

We arrived at the winery and decided on white Sangria and pulled pork nachos which of course is what one would normally have to complement a nice white Sangria. Things

went well through the nachos and wine until we started to walk around the winery. Debbie indicated that we might need to head back to the house as she was starting to feel a bit blah. At this point I'm still thinking we can salvage our romantic one night vacation (nothing a bottle of water can't fix). Once back at the house my dreams were dashed as Debbie made a beeline for the young ladies room and alas the only hugs that night were for the porcelain god Ralph.



Sunday saw the arrival of Connie bringing a bottle of Pepto Bismal to help prop up our ailing team member. Unfortunately Debbie was having another questionable day so we were not able to get out and do any practicing on the boat. The actual racing on Monday was going to be trial by fire and hopefully we could all remain calm and collected (and not sick).



We awoke Monday to an 85 percent healthy Debbie and ready to mix it up. To our surprise Moby Dick decided to go fast regardless of what the skipper was doing as we crossed the finish line of the first race in first place just edging out Karl Felger and John Bauer. We always say to ourselves that our first race is the throwout so we had nowhere to go but down from there! The best we could do was sail the second race and hope for something even smaller than a one. Of course that did not happen, however we were somehow able to follow in the wakes of Ed



Spengeman, John Bauer and Steve Bauer around the course to glide across the line in fourth. In what became the overarching theme of the week we were then chased in by heavy thunderstorms as our RC Boss Harold made a beautiful call at the right time to get us in before the big stuff hit. The Monday night dinner was awesome Ohio barbeque with corn bread, coleslaw and beans which everyone thoroughly enjoyed under the protection of a roof!

Tuesday morning broke with a postponement in what was to be the first of three days in a row of morning delays due to storms. Shortly before lunch Harold and Stefanie were able to knock off the third race of the series. We were lucky enough to finish a close second behind Ed Spengeman with Jason Japikse right behind us in third. At this point the fleets needed to be split so acrobatics began as the RC abandoned their boat and ran into shore to run their fancy computers. While they were doing that Steve Bauer decided to jump onto the committee boat and hand out waters to anyone who looked parched. What Steve didn't know is that his dad Harold had secretly buttered the entire deck of the committee boat to discourage piracy while he was gone. So as Steve was sticking the landing of his jump he slid into the rail on the edge of the committee boat and did a half flip over it nearly launching himself into the water. Unfortunately we didn't see what had happened and only got the story after the fact by

asking Steve why his face was all bunged up. I'm sure the lesson he learned that day was don't try to jump onto boats that have been protected against pirate attacks with butter.

After a quick turnaround the fleet was split and we were back up and sailing. We got lucky again and somehow managed to sneak ahead of Jason Japikse and Gary Vinicky for the win. We quickly realized that the run of luck we were having could be partially traced to the Star Wars Tupperware (that Connie Sheets brought for our sandwiches) which seemed to have some kind of "Force" associated with them. The pizza dinner Tuesday night was the perfect complement to the awesome Casino Night. A member of the Berlin Club brought in about 9 Vegas style Black Jack tables which were all completely filled with happy gamblers winning and losing thousands of dollars. The dealers were professionally trained Highlander skippers and the winnings were then used to purchase extremely valuable prizes in an auction later that evening. Believe it or not we were able to outbid everyone for a beautiful small cutting board provided by Mark Paisley. It only cost us \$27,000. What a blast, can't wait to see how much I'll get for that on eBay. Upwards of \$40,000 maybe?

Wednesday began with the expected postponement which eventually gave way to an absolutely perfect day of wind and sun. So why



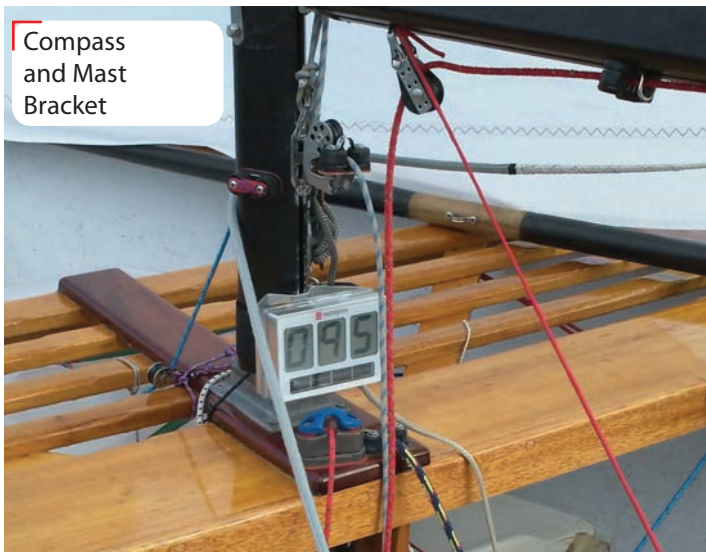
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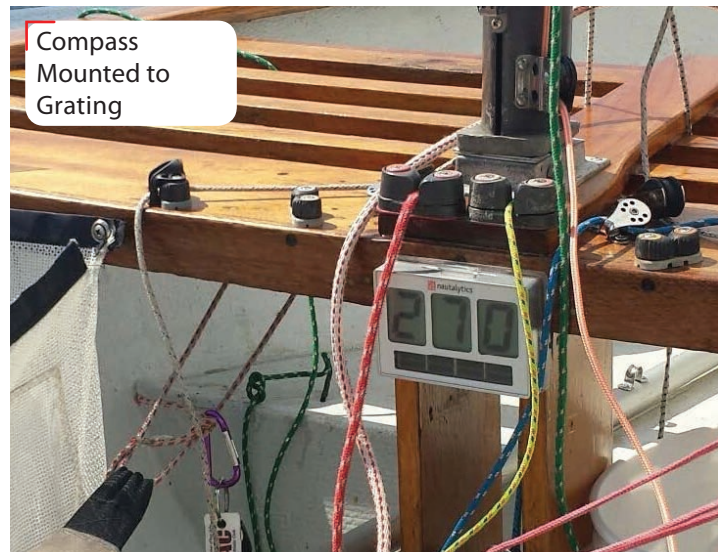
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not extend the courses from medium to extra-large? Which is exactly what Harold and the RC did. The races were long, fair and fun. And fun is precisely what Karl Felger was having in the first race of the day as he led the whole way. We once again relied on the "Force" to guide us around the course and finish in second followed closely by Jason Japikse. For those of you playing at home you'll notice that Jason's name comes into play in just about every race. And just for good measure Karl decided to win the next race as well with Jason in second and Steve Bauer in third. The seventh place we got in that race had us starting to doubt the Tupperware. But the final race of the day demonstrated to us that if you truly believe in your ability to have complete faith in the Star Wars Tupperware "Force" then everything will be all right. Ed Spengeman finished in first followed closely by Jason Japikse and us in third. All in all we were very happy with the day. Seven races completed and we were up by 3 points on Jason and 4 points on Karl.

The last day of racing began with the usual postponement followed by two more races in building winds sometimes gusting into the 20's. We were wondering if the boats would even be able to launch given the fact that the Anchorage



lawn was pretty muddy by now. But thanks to some dirty work by Joyce Spring and Mike Shayeson the Anchorage had a number of hay bales spread out to help with the launching situation. Shortly before lunch Harold was able to get the first race off. The race was extremely competitive and somehow we managed to pull off a third place finish despite having a serious incident at the leeward mark. That race was won by Steve Bauer with Jason in second. The ninth and final race of the series we had some help from Ed Spengeman and Steve Bauer as they were able to pull in front of Jason on the last leg of the race while we finished in fifth giving us a tie with Jason. Once the race was over I kept asking Debbie and Connie if they were sure we had won and after telling me yes five times they eventually both yelled at the same time an exasperated YES! It was a great ending to the week. Congratulations to Jason and Karl on a hard fought week of racing ending in an exciting last leg of the last race on the last day.

Thank you to Berlin Yacht Club, the Bauers and everyone in the Cleveland fleet who helped put on this great event. I hope you will all consider attending the 2018 Nationals next October at Lake Norman.



Races 5 & 6

By: Karl D. Felger, Highlander 2001 "Betty"

Looking back at it, double-handing the Highlander with my good friend John Bennett at the 2017 Highlander Nationals may not have been my best idea... but it sure was fun! I grew up sailing on Berlin Lake and spent many days during the summer sailing in light and variable conditions. With the Nationals being scheduled for mid-July, my thought process was to sail light and athletic... fortunately for the regatta organizers and participants, we never saw the "light" phase of the light and variable conditions.

Wednesday's forecast looked promising, and it appeared there was a good chance we'd get 2 or more races in that day. We were still in the championship hunt and our plan remained the same as the first 4 races... Find a hole at the starting line, focus on getting our bow out in front of the fleet, get in phase with the first shift and start attacking the fleet in packs. For Championship Races 5 & 6, this strategy paid off well.



In Race 5, we hung out near the pin end of the line early in the sequence (standard operating procedure for me) as we waited for the packs to start developing on the line. We noticed early that most of the boats were set up near the middle of the line, so we had to get up to them early to hold them off the pin. We got off to a clean start under the majority of the fleet, sailing off to the left hand side of the course. We played a few shifts



near the middle left of the beat, however the right side of the course came in pretty strong. Leveraging a few last minutes shifts near the top, we were able to stay in touch with the lead pack, and round just outside of the top five. The leaders gybed early, whereas we held off a bit longer and gybed underneath the fleet. John did an excellent job keeping the spinnaker drawing and communicating when he had more pressure, allowing me to drive down and maintain separation from the boats above. We rounding the right hand gate at the same time as the leader, and took advantage of the first right shift to gain the lead! Our goal from that point forward was covering the fleet, and after another a few more legs and an intense tacking duel with Bruce Busbey, we took line honors in Race 5.

Race 6 was setting up to be very similar to the previous race, except the majority of the fleet was stacked up near the boat end of the starting line, giving my team lots of runway to pick our spot on the line. Again, we started on the pin half of the line and this time caught a favorable shift to gain a significant advantage on the fleet half way up the first beat of the race. We were able to catch a few favorable puffs downwind, soaking low of our competition and extend slightly on the next beat. We a comfortable lead on the second place boat, we went into loose cover mode simple to make sure no one got enough leverage on use to jump us before the finish. With another thank you wave to the race committee, and a high five as we cross the finish line, John and I had won another race in the Championship fleet at Highlander Nationals.





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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.

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



2017 HIGHLANDER NATIONALS CHAMPIONSHIP DIVISION

Place	Captain	Boat #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Total Pts
1	Bruce Busbey	500	1	4	2	1	2	(7)	3	3	5	21
2	Jason Japikse	2006	4	(6)	3	2	3	2	2	2	3	21
3	Karl Felger	2001	2	5	4	4	1	1	(10)	4	4	25
4	Ed Spengemen	2002	8	1	1	7	(9)	6	1	5	1	30
5	Steve Bauer	925	7	3	(11)	6	10	3	5	1	2	37
6	John Bauer	885	3	2	(8)	5	5	4	6	7	6	38
7	Jay Carey	906	(10)	8	6	8	8	5	4	6	7	52
8	Neil Deaves	960	9	7	9	10	4	8	7	(12)	12	66
9	Mac Cooper	927	6	9	7	9	7	9	9	(12)	12	68
10	Gary Vinicky	2003	11	11	5	3	6	10	11	(12)	12	69
11	Bob Bauer	989	5	10	10	11	11	11	8	(12)	12	78

2017 HIGHLANDER NATIONALS PRESIDENT'S DIVISION

Place	Captain	Boat #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Total Pts
1	Jamey Carey	1002	1	2	2	1	2	1	(3)	1	1	11
2	Rick Myers	910	(8)	3	4	7	1	2	1	3	5	26
3	Jim Mylett	972	3	4	1	2	4	6	2	(5)	4	26
4	Chris Kafsky	969	(7)	6	3	8	6	5	4	4	2	38
5	Steve Merriam	961	4	7	6	3	(10)	8	6	2	3	39
6	Gary Steinbach	939	2	1	(11)	6	3	3	5	11	11	42
7	Dan Hopkins	797	6	5	8	4	5	4	10	(11)	11	53
8	Reid Vail	869	5	8	5	5	8	7	7	(11)	11	56
9	Al Chrusciel	1004	9	9	7	10	9	10	9	(11)	11	74
10	Craig Rule	980	10	(11)	9	9	7	9	8	11	11	74





The Highlander Rate Card

The Highlander magazine is the official publication of the Highlander Class International Association (HCIA), with over 750 Highlander sailboat owners. The publication is 16 pages, full-color, published quarterly, and mailed to dues paying members each Jan/Apr/Jul/Oct.

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