

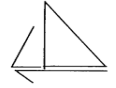


# ***THE HIGHLANDER***

*Volume LX, No. 2, April 2014*



*Farewell, Knarly*



**The Highlander**  
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The Highlander Class International Association

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## President's Perspective

As I write this final President's Column, the snow and ice is finally starting to melt in Wisconsin, and some of the 48"-thick ice on our lake is beginning to melt. I can see the first signs of renewal in nature, and it is uplifting to see the Midwinters regatta notice being issued, and rallying calls being made to attend this popular regatta. The Kafsky family is working hard to make this new regatta into a regular Highlander event, which is an encouraging sign of renewal within our class.

We have a long summer of sailing to look forward to, and certainly the signs of planning and preparation for the HCIA Nationals in July at Pymatuning Lake by Gary Steinbach and Harold Bauer are very pleasing. The organizers are already hard at work planning some great activities both on and off the water. Please make sure the week of July 19-25 is clear on your calendar, and come see many



*HCIA President, Jon McClean*

old friends and make some new ones.

We held the spring HCIA Board of Directors meeting in Dayton, Ohio in March, and I was pleased to see the depth and strength of the HCIA board. Improvements are being made across several areas of the class, and as always we enjoyed the type of debate that comes from people who care passionately about the welfare of the class. The BOD meeting as well attended and it is gratifying to report that the class continues to improve our financial health, which means we have the financial means to plan a number of initiatives to get younger sailors into the boat for example. Ashely Breidenbach and Mike Shayeson are leading this activity.

Before the BOD meeting, the 2013 Nationals Race Committee met to conduct a review of the apparent use of an illegal speed device on one of the Highlanders. Harold Bauer did an excellent job of compiling the facts, reviewing pictures, and listening to statements from the crew of the Highlander in question. His recommendation to the BOD was that, whilst the device was clearly visible, there was no evidence that the unit was used to convey speed information and no further action was required. This process was diligent and thorough, and the class has taken the opportunity to improve short-comings in the website to make sure that class rules are perfectly clear and unambiguous. It was pleasing to see a rational discussion of this event and the crew in question was invited back to the Pymatuning Nationals.

*(Continued on page 7)*



***In Memoriam***

***Norris Bourdow - A Good Captain***

*By William Price*

I first met Knarly in August 1995. I was sailing the Highlander National Championships with Crede Calhoun, who screamed at me for an entire week. While I respect Crede as a sailor and a captain, it was a rather unpleasant experience. At the end of the Nationals, Knarly approached me and said he would love to have me on his crew if I was interested. I happily accepted.

While Norris was every bit as experienced, crafty and skilled as Crede, he was a much more enjoyable skipper to have on the boat. Hardcore racers in the sailing community try to keep the boat weight down to gain an advantage on the competition. Norris preferred to sail more comfortably. He always kept a number of refreshing beverages in the cooler for captain and crew, and a separate cooler with sandwiches and chips lovingly prepared by his beloved wife, Marilynn. Rock star racers spend time in between races seriously dissecting race strategy. Norris had us singing show tunes and telling stories. This isn't to say Norris wasn't a skilled or serious sailor. On any given raceday,

he could put good old 450 up on the pointy end of the grid. Norris just dearly loved sharing a good story. I'd like to share a few of those with you now: In August 1999, another Highlander National Championship was held at Indian Lake. After dinner at the Tilton Hilton (where we ate cheese burgers as big as Carl's head), we proceeded to the Fun Place where Go Karts and The Big Swing beckoned. After eating everyone's exhaust fumes for 5 solid minutes on the race track, activity shifted to the Sky Coaster: a large metal "A" frame in which one is hoisted 150 feet into the air and dropped to swing on the end of a cable. Initially, I was not going to attempt experiencing multiple G-forces on a belly full of red meat, but Knarly wanted to go really, really badly. So I said, "What the hell! It's just a big old tire swing, right?" As we stood in line, we watched Onno and Susan Steger get suited up. Onno looked lovingly at his bride and said, "Honey, in case we don't make it through this I think we should renew our wedding vows." Susan started to get a bit dewy eyed, then On-

no finished "Because last time I was really drunk and don't remember what we said..." We nearly peed ourselves laughing as they were hauled up on their cable. Then, it was our turn. As the toothless carnie strapped us into our harness, arms linked together like an old married couple, Carl suggested we recite some vows of our own. Knarly broke out into a chorus of the theme to the T.V. show "The Monkeys" instead. Carl & I joined in, as did the crowd below. The carnie counted "3, 2, 1, Go!" A slight tug on a small red cord had us hurtling towards the landing zone of soft concrete and gravel, screaming all the while. Fortunately I pulled the right line and at the end of a blood curdling drop, we swooped gracefully back up into the heavens. Soon everyone in the fleet was chomping at the bit to ride the big swing.

I don't know why, but God help me, I love a windward spinnaker set. Too many Wile E. Coyote cartoons as a kid, I guess. For those who don't know, the windward set on a Highlander involves the forward crew gathering the spinnaker up in their arms from the basket and throwing it overhand as hard as they can in front of the boat, while the captain quickly hauls up the halyard and

*(Continued on page 8)*

**Go for it!**

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## HCIA Board Candidates, 2014-2016

<i>Position</i>	<i>Name</i>
President	Doug Fisher
Vice President	Pete Breidenbach
Secretary	Ashley Breidenbach
Treasurer	Boyd Barnwell (through 2015)
Executive Secretary-Treasurer	Cindy Fisher
Chief Measurer	Bruce Busbey
Director	Steve Bauer (through 2015)
Director	Gary Steinbach (through 2015)
Director	Jeff Curtin
Director	Mark Paisley
Associate Director	Bill Wiggins (through 2015)
Nominating Committee	Chris Kafsky
Nominating Committee	Gary Vinicky

The best surface for speed is one that has been sanded to at least a 600-800 grit finish and is kept clean. The only advantage gained by using wax or Teflon is that it keeps the hull from getting dirty. So, if you have a rough surface and you apply wax or Teflon, you will still end up with a rough surface except it will be clean. It will not be any faster than if you just washed the dirt and grime off.

Since we have had difficulties with our class-defined mast extrusions, the specifications have been modified to state the mast must be as built by the official class builder. In other words, the minimum weight restriction has been removed based on three considerations. First, when the Allen Boat Company makes a fully rigged mast using the class defined extrusion, the weight consistently ends up at about 38 lbs (compared to the old minimum of 40 lbs). Second, adding weight to the mast to bring it up to the old minimum increases cost and makes it more difficult to step. Lastly, the old minimum value was somewhat arbitrary and simply a function of extrusion die that the class provided the builder. Therefore, the new specification says the mast must be as purchased from the official class builder (who uses the official class extrusion die) and cannot be modified without first consulting the Chief Measurer for approval. Modifying does not include adding pulleys or cleats; the intent is to monitor modifications to the cross-section and construction. This way the mast will always meet the strength requirements to last for many years of sailing, and still be as light as possible to keep is easy to handle.

(Continued on page 5)

### From the Chief Measurer

## Class Specifications for 2014

*By Bruce Busbey*

Since taking over the duties of Chief Measurer, I have been working on bringing the class specifications up to date. This meant first getting them into a usable electronic format and then modifying them with the most up-to-date Chief Measurer rulings.

It took a little while but I finally have something for the class membership to review and vote on at the July AGM. From now until the AGM, a draft version of the new Highlander Specifications will be available on the class website. Simply click the "About HCIA" tab, and then click the "Draft Highlander Specifications" tab. It will take you to a page where you can view and download the re-

vised version. For those of you who would just like to read about the big changes, I'll summarize for you here.

First, I clarified and embellished the restrictions surrounding speed indicators, compasses, cell phones and radios. The bottom line here is that no speed indicators are allowed. The only two approved electronic compasses as of 2014 are the Velocitek Shift and the Tack-Tick model T060. Radio use is allowed when specified in the notice of race, and cell phones are for emergency use only.

Hull coatings containing wax and Teflon are allowed, however, any coatings which create a texture, ribs or which leach chemical agents are prohibited.



## Carbon Fiber Jib Block Brackets

*By Gary Vinicky*

I recently made a mold and then set of carbon fiber reinforced jib block brackets for the jib sheet arrangement under the deck of Highlander #965. I used a very high strength carbon fiber woven roving and a high modulus epoxy resin. The photo below shows the finished product.

Each bracket is 7.75" by 2.75" by 2.75" and weighs 132 grams or 4.66 oz (without hardware). If anyone is interested in a set, let me know. I can furnish with or without hardware.

Gary Vinicky #965  
Cell 440-567-0428

One popular change will be the allowance to carry multiple approved spinnaker poles on board while racing. However, only one pole may be used during a race. The final major revision is the rudder Z and P dimensions, which have been eliminated and replaced with a new H and P dimension. These new measurements better reflect the original intent of the rudder drawing. In addition they are much easier to measure at home or during Nationals.

Those are the big hitters in the new 2014 Highlander Specifications. Please take the time to click on the website link and review the document in its entirety. There are a number of smaller changes and rewordings not mentioned here that are intended to better clarify the requirements. Hope to see you all at Nationals and the AGM.



### HCIA Regatta Schedule, 2014

Mar 29/30	HCIA Midwinters	Western Carolina SC	Chris Kafksy, ckafsky@yahoo.com
May 18/19	Mayor's Cup	Eagle Creek SC	Kenny Chapman, chapmank@comcast.net
June 7/8	Mad Plaid	Cowan Lake SA	Doug Fisher, tapdoug@aol.com
June 14/15	Berlin Invitational	Berlin YC	Gary Steinbach, gsteinba@neo.rr.com
June 14/15	Cleveland Race Week	Edgewater YC	Gary Vinicky, gsvh747@windstream.net
June 28/29	Pow Wow	Indian Lake YC	Bill Albers, walbers@woh.rr.com
July 5/6*	Pymatuning Regatta	Jamestown, PA	Rob Spring, rspring@neo.rr.com
July 19-25	HCIA Nationals	Jamestown, PA	Gary Steinbach, gsteinba@neo.rr.com
Aug 9/10	Hoover Fling	Hoover SC	Sue Bauer, 989bauer@att.net
Sep 8/9	Harvest Moon	Atwood YC	Gary Steinbach, gsteinba@neo.rr.com
Sep 13/14	Governor's Cup	Eagle Creek SC	Kenny Chapman, chapmank@comcast.net
Sep 20/21	New England Regatta	Greenhaven SA	Jeff Curtin, ggcurtin@gmail.com
Oct 4/5	Bluegrass Regatta	Louisville SC	Erin Spengeman, redsailor876@hotmail.com
Oct 18/19	Pipers Regatta	Lake Norman YC	Steve Hesler, shesler@carolina.rr.com

\*\*\* Check often: sailhighlander.com for updates \* Not an option for Grand Prix scoring



## Executive Sec/Treasurer Update

By Cindy Fisher

HCIA MidWinters kicked off the season at Western Carolina Sailing Club. Please join me in thanking our newest fleet, Fleet 48, and Fleet Captain Chris Kafsky for sponsoring the regatta.

Sadly, our membership renewals are off to a really slow start for 2014, with only 40 new members. Please make sure to support the HCIA and get your dues in soon.

Here are some ideas to help support and grow our class as we kick off the season. I wrote most of this in a prior article, but want to get this fresh in all of our minds now that we're getting back onto the water. Let's keep some of these items in focus:

- Introduce someone to Highlander sailing this year.
- Explain how they can get a boat.
- Direct them to our great website where we have boats for sale!
- Did you know the value of your boat depends on the success of the class?

That last question probably made you stop and think, right? If you don't introduce people to sailing on your Highlander and grow the class, your boat is not growing in popularity. If the class shrinks, the value of YOUR boats also shrinking.

Look at some of the larger classes. How do they do it?

Have a boat available: Do you have Highlanders at your club not being sailed? Start there. That boat might also be for sale. This is a great way to help the boat owner sell their boat, while also getting a new member to join the class and your fleet.

Kids: Get them to crew and let them drive. Isn't that how a lot of you got into the Highlander? Did you know we have a non-profit organization, HCIA Training & Development? Details are on the HCIA website.

Committee: Recruit existing fleet members to look into youth events and get them a Highlander to use. Are there kids' camps or champion-

ships where the Highlander could be the boat they sail?

Communication: This is huge! Put out our newsletter at your clubhouse. Talk about the fun you have at regattas or club racing. The ability to take 8 people for a cruise is another great benefit of this boat.

Promotion: Publicize your regattas at your club, and look for crew from any class. You know anyone who loves to sail will see what an awesome boat we have. They may want one!

The 2014 HCIA dues have been sent. Have you sent yours back? Check with your fleet members and tell them about the benefits of membership:

The Highlander: quarterly updates on all the details, events and happenings within the class.  
Highlander Yahoo Group: You are automatically signed up for the group, and you have access to a network of experienced Highlander sailors who will help you with any Highlander questions.

Our awesome HCIA website: lots of information, including how to rig your boat, the regatta schedule, boats for sale, and photos of all the great sailing events that happened over the season. Also, your membership helps support the class you love, The Highlander. Don't wait, send in those dues today to the Executive Secretary Treasurer Cindy Fisher, 53 Juanita Ct, Springboro, Ohio 45066.

I'm looking forward to seeing everyone on the sailing circuit this season!

## The Passing of the Plucker

By Peter Dolby

Sadly we report the passing of Chuck Lineberry on January 31, 2014 aged 85. He was the fast sailing Highlander skipper of an old woody, #324, and two red glass Highlanders, #336 and #663 from way back. Chuck graduated to keelboats, campaigning a Soverel 33, *Pearl of Great Price*. He put a team of youngsters to work to win many trophies, and he pushed *Pearl* for a bullet on his last outing on Lake Norman last fall.

1965 saw the first LNYC Fleet 27 invitational, The Highlander South Atlantic. Quoting from the LNYC 50<sup>th</sup> celebratory book, "The entertainment that weekend included a pick-up musical group from the fleet. When someone



(Continued on page 7)



asked Chuck, playing bass fiddle, the name of the group, his quick response was, 'Oh, The Piedmont Pipers and Pluckers!' The phrase had such a ring to it that it would not go away." From then on, the regatta became known as Pipers.

Chuck played bass and Dick Chapin was on the bagpipes - a catchy combination! Chuck is pictured on the previous page as the drum major of Fleet 27 Pipe Band with Dick Chapin on the bagpipes. He

was adept at tossing the mace, but a photo of this feat is lacking. The picture below was taken at Pipers in 1971.

Chuck devoted his life to leaving the world a better place, persuading people to take action both at his church and at Lake Norman Yacht Club.

He organized a bulk purchase of Thunderbird prams (similar to the Optimist) to get juniors at LNYC into competitive racing. He put together LNYC's first

Commissioning ceremony, which has since been copied by other clubs for many years.

Chuck organized LNYC's spectacular July 4<sup>th</sup> fireworks display, drawing a crowd from the surrounding lake area. The kids always eagerly awaited the arrival of the fireworks barge with its spinning Catherine wheels and Chuck handing out sparklers when they came ashore.

He also instituted the tradition of the Ice Bucket regatta on New Year's Day, and he personally cooked a great hot breakfast to encourage participation.

It's folks like Chuck that add zest to life. He will remain in our thoughts and in the many stories told along the way.



FORMER CLASS PRESIDENT Fred Bauer presents trophies to Dick Chapin 1st, Joe Zammit 2nd, Roger Dysart 3rd, Chuck Lineberry 4th, and Fritz Spring 5th.

*(Continued from page 2)*

I think that it is important to mark the passing of a long time Highlander stalwart Norris Bourdow. Norris was a regular and well-loved figure on the Highlander circuit, and his dry wit and willing advice were never in short supply. Sail on Norris; many will raise a glass to you at Highlander regattas this year I am sure.

I informed the Nominations committee last year that I would serve

a 4 year term, which will expire at this year's Nationals. It's quite amazing how quickly time passes by. The nominating committee has located a very seasoned and well qualified candidate who has indicated his enthusiasm to become the next Class President, and so I will hand over the reins in the summer knowing that the class is in good hands. It has been my privilege to serve a

term as President of the Highlander Class, to make so many good friends, and to work with so many passionate sailors who have impressed me with their expertise around the board table.

Thank you for the opportunity. Fair winds to all.



*(Continued from page 3)*

the middle quickly pulls in the sheets. If everything goes right, the chute hangs in midair momentarily, fills and pops like a parachute opening and the boat launches forward. I am always excited when Knarly jibes around the mark and calls for a windward set. Sometimes a little too so... one such time happened while sailing the Mad Plaid Regatta at Cowan Lake. We rounded the top mark and Knarly asked me to get the spinnaker ready. I gathered it up out of the basket and threw it forward as hard as I could. It shot forward, then arced down gracefully and landed in a neat little ball in the water about ten feet in front of the boat. The boat fell silent and time drew out as I repeatedly looked from the crumpled ball of chute on the water to Knarly standing in the back of the boat with the halyard in his hand. Finally he broke the silence and said, "Uhm, Bill...that was not supposed to be a windward set" and hauled the chute up out of the water. I have no idea how we were able to sail on the rest of that race; anytime someone uttered the word "chute", "throw" or "Uhm, Bill," we were immediately reduced to uncontrollable fits of laughter.

Any number of phrases can send the captain and crew of Highlander #450 (and most other boats within earshot) into fits of laughter. Such as "Carl, I have an unusual request. Can you tie my shoes?" or "Look at my enormous penis!" But the one phrase that will live in infamy in Highlander sailing lore has to be "The tiller is up my ass!"

We were sailing the National Championships in Cleveland on Lake Erie. While coming upwind on the first leg of the last race, the

boat began wallowing around luridly. Oddly enough (or not...), it behaved just like a drunken sailor. I looked back, and there stood our beloved captain Knarly, arms akimbo and legs spread wide astride the tiller. During the previous tack, he had somehow managed to get the rubber ball on the end of the tiller extension twisted around and caught in his skivvy shorts. He couldn't get it free and he couldn't steer the boat. The fleet was converging on the mark, and Knarly started to shriek at the top of his lungs "The tiller is up my ass! The tiller is up my ass!" and threw the main sheet to the bottom of the boat and frantically began clawing at his nether regions. As if by magic, the boats converging on the mark in front of us parted and gave us clear passage while Carl and I howled helplessly in the bilges of the boat. It just goes to show how much other sailors respect a man who can sail with a tiller up his ass.

There are a thousand more stories like this. I have journals full of them. Norris led a very full and very colorful life. I was

proud and happy to share a small portion of it with him. Just as I am proud and happy to have called him my captain and my friend. Carl and I stayed with Knarly for 17 consecutive years as a team because we respected each other and truly enjoyed each other's company. I learned a very great deal about sailing and about life from him. I think one of the most important lessons I've learned through this journey is what it takes to be a good captain. A good captain keeps the crew happy. A good captain isn't selfish, or mean. They are generous and kind. A good captain doesn't belittle, they embolden. A good captain enriches the lives of the people around him. Norris was a very good captain. I think the highest tribute I can pay to Norris is to strive to be a good captain as well. To treat the people in my life with kindness and generosity and to enrich their lives. I can only hope to be as good a captain as Knarly. I can only hope we all will.







### Ask A Sailmaker

## Age of sails - Designed vs. Ultimate Lifespan

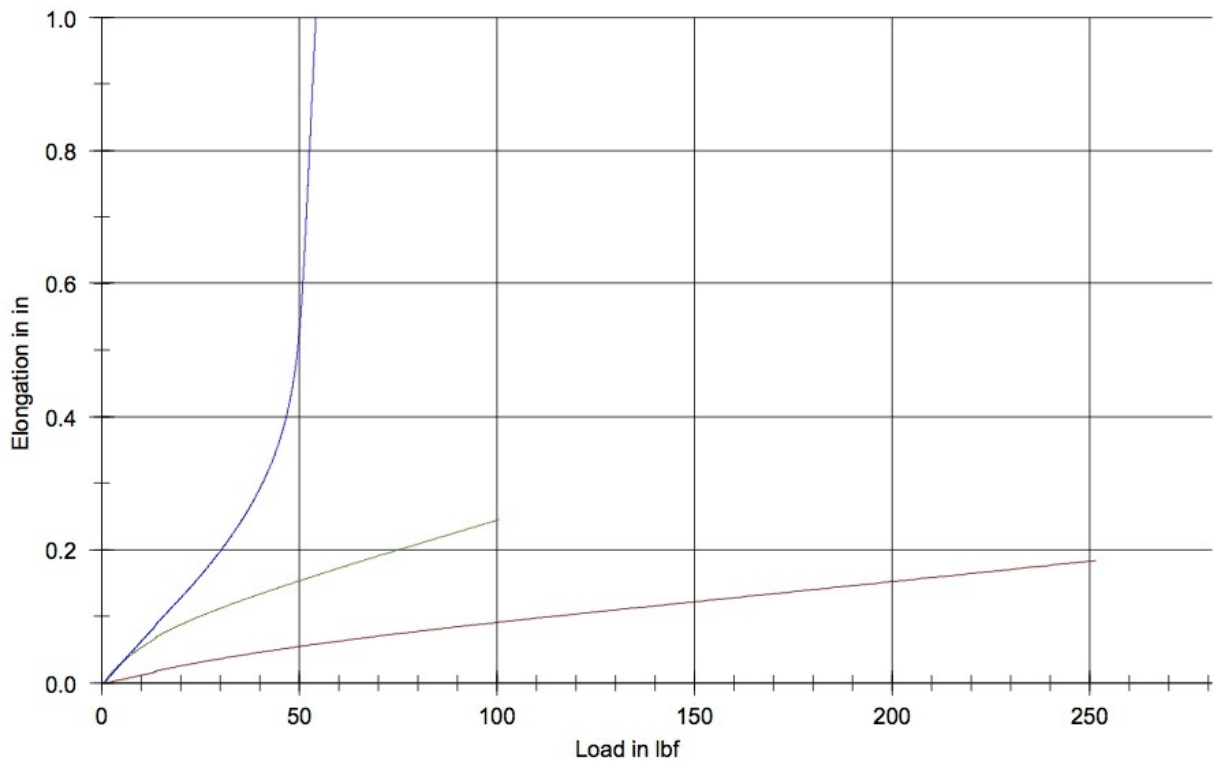
We all come to the same question about our sails before every season....are they still good, or is it time to replace them? Hopefully, I can shed some light on some things to consider in determining the health of your sail inventory.

strength in all three directions as the resin that holds the weave together breaks down. The fibers also loosen and weaken due to what we call "flex", or in simple terms, luffing.

ly, we branded this process internally as D-CUT analysis. It yielded a panel orientation that we are confident holds shape through the given wind ranges over the life of the sail. Other layouts utilize different cloth for the same intended outcome.

First, we need to establish some general guidelines and terms when we talk about the aging of sails. Good or bad, as sailmakers we are tied to class rules requiring the use of Dacron (Polyester) woven material in our upwind sails. By being woven, the cloth has three strength variables which sailmakers carefully consider when choosing a style to fit the boat of choice: Warp, Fill and Bias. Warp is woven direction that runs the length of the cloth. Fill is the woven direction across the cloth. Bias is the amount of "give" or "stretch" the cloth has across the weave, diagonally. To the right is a chart commonly used by sail designers to best match these properties. Over the course of time, the cloth starts to lose its

Direction	10 Lbs. inches	20 Lbs. inches	50 Lbs. inches	100 Lbs. inches	200 Lbs. inches	Load at 1% lbf
Warp 0°	1.1	2.5	5.4	9.0	15.2	213.5
Fill 90°	5.2	8.7	15.3	24.4	-	53.7
Bias 45°	6.1	12.7	52.2	-	-	25.0



When we match the cloth to the intended layout (i.e. either cross-cut or radial), we then simulate, through our software tools, how the sails age and conform shape-wise to the controls and dynamics of mast, boom, forestay, etc. This is the point where we fine-tune our panel layouts. Recent-

Now that we have described how sailmakers set up the sails, what can you look for as the sails age to determine if the sail needs replacement? First, consider that

(Continued on page 10)



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sailmakers talk in terms of “Designed Life” vs. “Ultimate Life”. Dacron sails have an incredible Ultimate Life. We all experience this as we collect sails that are still usable for day sailing, even if they are soft and the shape seems blown. It is pretty rare for a Dacron sail to meet its fate by ultimately failing (i.e. breaking/shredding). With that in mind, we then need to make sure that we develop an eye for analyzing the “Designed Life” of the sail. This is the shape that the sailmaker designed the sail to be.

Dacron sails tend to breakdown slowly over the course of their life. They are also somewhat “stretchy” in terms of being able to pull on your various controls (Cunningham, Outhaul, Halyard, etc.) in an effort to get the shape to work for the wind conditions

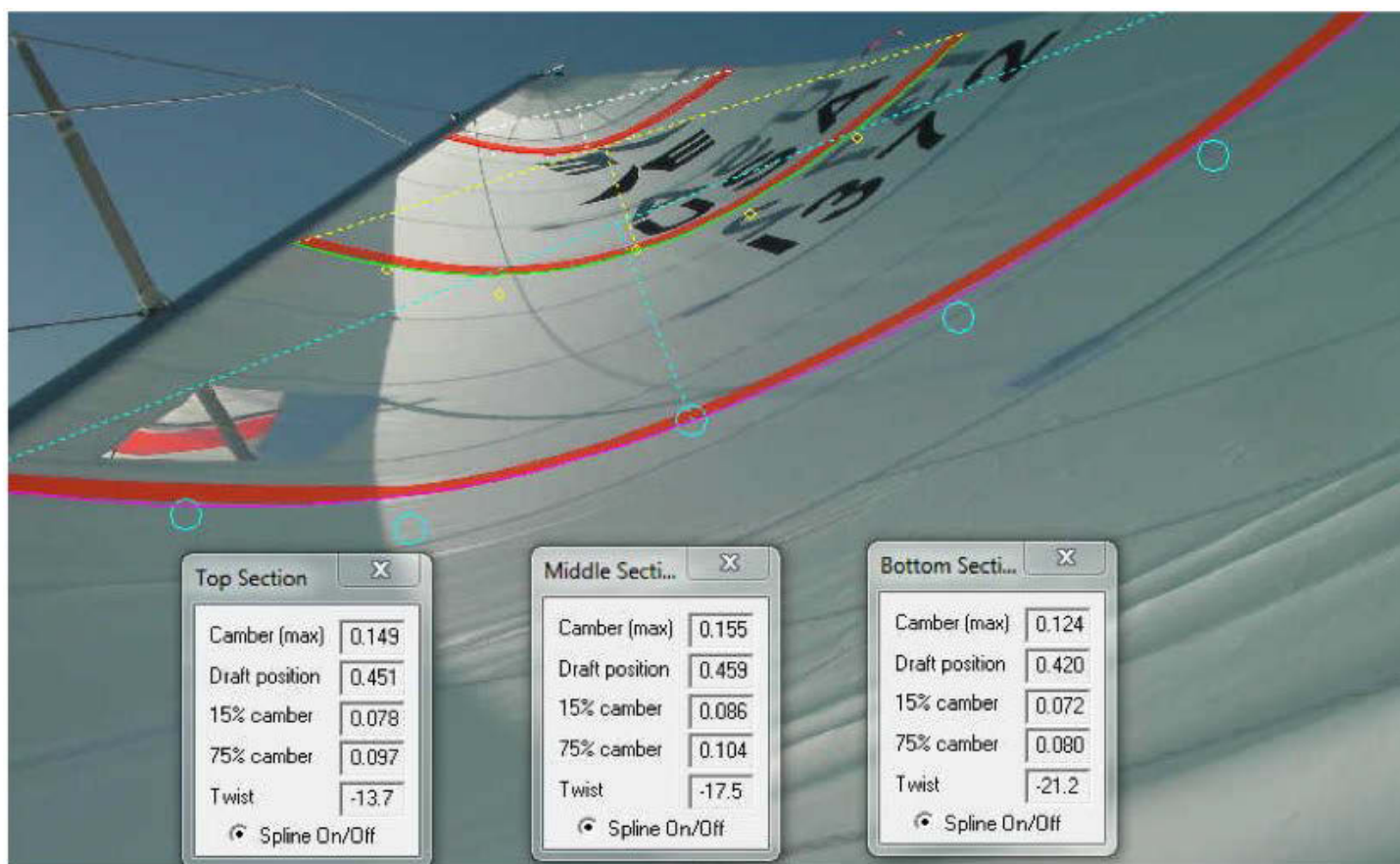
for any given day. To say that we can get a lot of use from our Dacron sails is an understatement. If you race a lot, multiple seasons is common expectation.

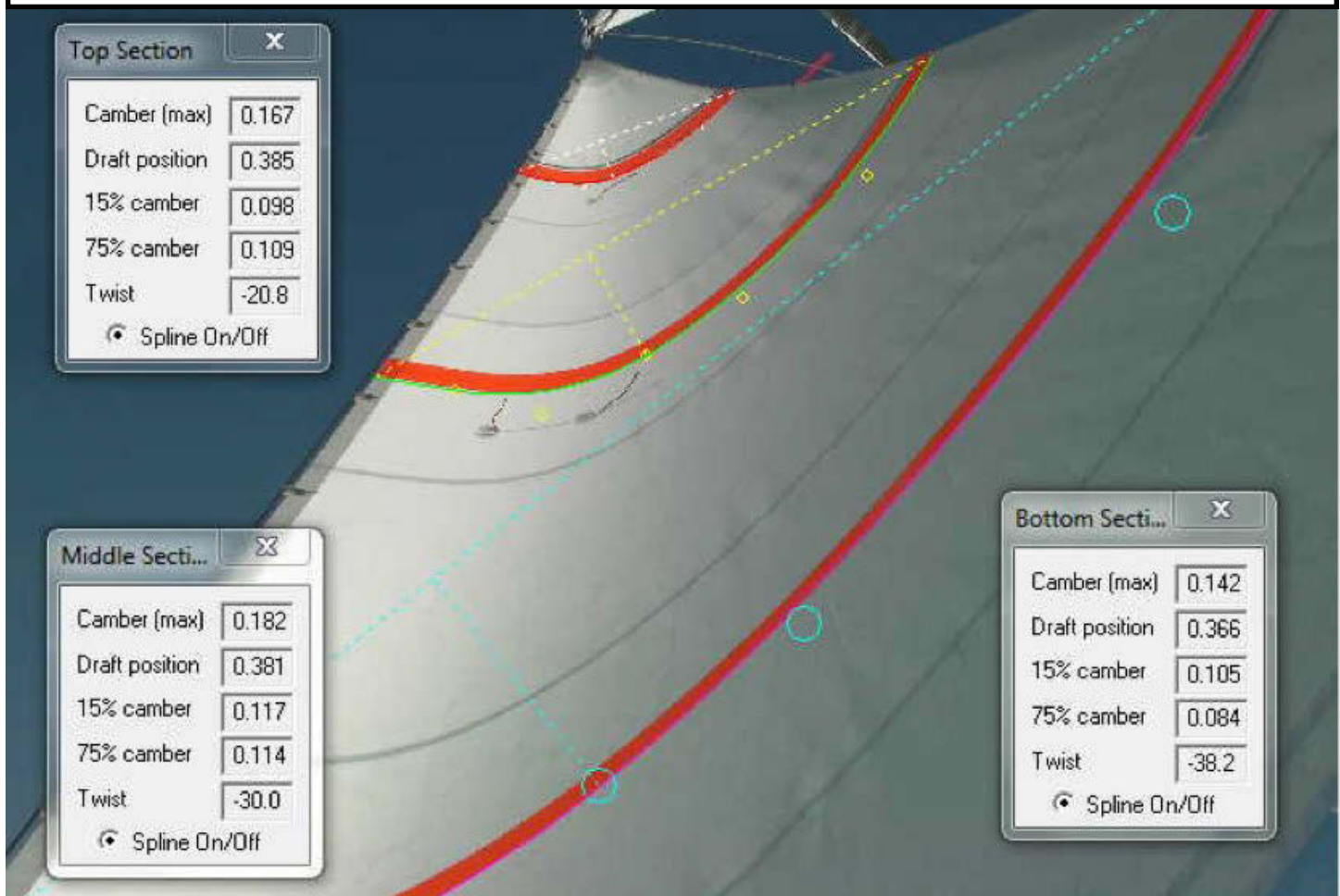
When I give sails a close look to determine if they are fresh or tired, I usually look at three things: Entry, Exit and Camber (overall depth). Sail analysis tools will factor in Draft (position of the deepest part of the sail), and I will do that with my eye too, but it is hard if the sails are not on the boat. This is why you see boats with draft stripes...it’s a way for the trimmers to make quick decisions about rig and sail set up. With our relatively static mast/forestay, the need for multiple stripes isn’t as necessary.

Entry of a One Design (OD) sail is pretty easy to check. It is the

angle the sail takes off the mast or forestay. I usually check to see if that angle is really flat or round. If it is nice and fair top-to-bottom, then no adjustment is needed to the sail or the rig. If it is really round, I’ll check to make sure that the halyard isn’t too tight and/or if the mast doesn’t have the necessary pre-bend, where applicable.

Entry typically affects the Exit. If the Entry is too round, the Exit will likely be too straight or twisted open. If the Entry is too fine, the Exit likely will be round or hooked. The exit can be tweaked with sheet tension and/or lead position, but if you find that you have to make drastic adjustments to get the leech nice and symmetrical top-to-bottom, then you likely need to make an adjustment to the Entry.





The Camber is the last thing I will check when giving a quick look. This is the relative depth of the sail. For most OD sails, the trend has been to go slightly flatter on the sails as most of the boats can power up pretty easily. This makes my quick analysis easy, since I can tell if a sail is DEEP or has an appropriate amount of overall depth. Where that depth is located (DRAFT) is the final element, but can be tweaked too, given adjustments. You can also tweak the Camber, but it is tough with a non-bendy rig and relative tight shroud settings. The images on this page (main sail) and on page 10 (jib) show an analysis we often use when we do sail scans. You'll see the variables in action.

Recently, we partnered with a company called VSPARS from New Zealand. We have their Olympic software, which can take hundreds of time-lapse photos and produce a far more accurate analysis of a sail than is possible with a single, static photo. We have used this to update our tuning guides and overall designs. Analysis technology that feeds our design effort is truly where we spend a great deal of our time.

All this tech-talk is fine. What can you physically see in the sails that might tell you that the time has come to replace them? Check the inboard end of the batten pockets. If there's significant cloth crazing, that's a sign. Look at the clew section of the jib as it tends to get pretty beat

up by the mast. Also, give the luff a good look for wear and tear, as well as boltrope shrinkage. Boltropes can be re-adjusted and give a nice quick fix, but going through that exercise is an indication that your main is approaching the end of its design life.

Got time to photo your sails? Send them to your sailmaker. Take a digital picture from mid-foot and make sure you get as much of the sail in the frame as possible. Trim optimally for the wind and make sure you communicate the wind velocity. Mainsail photos are easier than jib photos, but do your best to get a clear photo. Most sailmakers can provide you with technical feedback to help determine set up and overall sail age.



Regatta Registration Form

# The 63<sup>rd</sup> Gathering of the Clan

2014 HCIA National Championship Regatta  
July 19<sup>th</sup> – July 24<sup>th</sup>, 2014  
Pymatuning Yacht Club, Jamestown, PA



Skipper Name: \_\_\_\_\_

Boat #: \_\_\_\_\_

Address: \_\_\_\_\_

Club & Fleet #: \_\_\_\_\_

City, State & Zip: \_\_\_\_\_

Home Phone: \_\_\_\_\_

Email Address: \_\_\_\_\_

Cell Phone: \_\_\_\_\_

Crew (1) Name: \_\_\_\_\_

Skipper Age: \_\_\_\_\_

Crew (2) Name: \_\_\_\_\_

First Nationals: Yes  No

Crew (3) Name: \_\_\_\_\_

All Family Crew: Yes  No

Regatta fee      \$150 (\$175 after July 1)      \_\_\_\_\_



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Dinners

Sat: Covered dish: meat, drink & set-up supplied @ \$6.00 \_\_\_\_\_

Sun: Cookout: burgers & hot dogs, sides and drinks @ \$14.00 \_\_\_\_\_

Kids 10 and under\* @ \$10.00 \_\_\_\_\_

Tue: Barbeque and D.J. @ \$16.00 \_\_\_\_\_

Kids 10 and under\* @ \$11.00 \_\_\_\_\_

Thu: Banquet @ \$23.00 \_\_\_\_\_

Kids 10 and under\* @ \$17.00 \_\_\_\_\_

\* Kids 5 and under are free

Lunches\* Must be pre-ordered by July 20th

Mon: Brown bag @ \$8.00 \_\_\_\_\_

Tue: Brown bag @ \$8.00 \_\_\_\_\_

Wed: Brown bag @ \$8.00 \_\_\_\_\_

Thu: Brown bag @ \$8.00 \_\_\_\_\_



INVEST IN THE BEST

Our Covers Are More Expensive ...so they can cost less!

Sure our covers may cost more, but they last longer! So your cost per year of use is actually less than the cheap imitations.

6 STYLES:

- Mooring**  
Full deck over the boom (pictured)
- Trailing/Mooring**  
Full deck cover for trailing &/or fits with mast up
- Cockpit**  
Boom tent that covers from mast to transom
- Skirted**  
Available in Mooring or Trailing versions
- Rudder Cover**  
Soft flannel lined canvas

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



The Sailors' Tailor



## Regatta Registration Form

### Apparel

Small

@ \$20.00

\_\_\_\_\_

Medium

@ \$20.00

\_\_\_\_\_

Large

@ \$20.00

\_\_\_\_\_

Extra Large

@ \$20.00

\_\_\_\_\_

Double Extra Large

@ \$20.00

\_\_\_\_\_

*\* Each Skipper will receive a free T-Shirt w/ registration*

Total

\_\_\_\_\_

Make checks payable to: Highlander Fleet 12

Complete registration form and return to:

Tom Sherer

400 31<sup>st</sup> St. NW

Canton, OH 44709

To RSVP online and view other event information visit the 2014 Highlander National Championship website at:

<http://2014hcianationals.splashthat.com>



### The Classifieds

#411, 1966, Fiberglas Hull and wood decks, totally rebuilt with: composite decks, hull re-epoxied for water proofing, new antifouling bottom paint. Main, jib, and spinnaker. Wood mast not exactly to Class specs. Trailer included. Tucson, AZ. **\$2,000 OBO**. Desperate Must Sell! (520) 784 8460, [Aerobatix2@aol.com](mailto:Aerobatix2@aol.com).

#912, '83 Customflex, alum mast, boom, with easy-up halyards. Several suits of sails, including new Dieball main/jib. Actively sailed yearly. Galvanized, full mooring/trailing cover. **\$5,950**, Kirk Shultz, in NC. **704-661-0904**.

#803, 1974 D&M, FG hull, aluminum mast, teak seats, aluminum center board, good solid boat refinished and in good condition, galvanized trailer, M/J/ S. Jess Diggs, Stonington CT. **\$3,000 OBO**. [jsdiggs@comcast.net](mailto:jsdiggs@comcast.net).

#969 "Fast Eddie" 2-time Nationals winning Customflex. Fully race rigged, front of the fleet the last five years. Full set of sails, new mast, new full skirted Sailors' Tailor cover & galvanized trailer. Turn key boat, the right crew can win any regatta. \$8,000.00 Contact John Schaub for more info 317-752-2769 or [schaubco@gmail.com](mailto:schaubco@gmail.com)

## Parting Shot



*'The Source' for Highlander boats, parts and support.*

## Allen Boat Company, Inc.

370 Babcock Street  
Buffalo, NY 14206

[Tomallenjr@juno.com](mailto:Tomallenjr@juno.com)  
716 842-0800, fx 716 842-0113

### **"The Highlander" Rate Card**

"The Highlander" magazine is the official publication of the Highlander Class International Association (HCIA).

The publication is a 16-page, one-color quarterly, published and mailed to dues paid members each Jan/Apr/Jul/Oct.

#### **Ad requirements:**

One color, **camera ready**.

Format: Page size: 7.5 x 9.25"

Ad size: **Quarter Page:**

Horizontal: 7.5" wide x 2.25" tall

Vertical: 2.25" wide x 8" tall

Half Page: 7.5" wide X 4.5" tall

Full Page: 7.5" wide X 9.25" tall

Horizontal format preferred, but any need can be accommodated

**Deadline:** Due 30 days prior to issue month (Jan/Apr/Jul/Oct).

#### **Rates:** (Non-Commissionable)

Quarter Page: \$100

Half Page: \$170

Full Page: \$250

**25% discount** with a four-issue order. First time orders must be prepaid.

#### **Make checks to: HCIA**

Send ad and payment to: Mike Feldhaus, 7109 Green Spring Dr., Louisville, Ky 40241.

For details or questions contact: Editor, Mike Feldhaus at: [mikefeldhaus@twc.com](mailto:mikefeldhaus@twc.com).

### **Classified Ad Policy**

Dues-paid members: \$10 for inclusion in one issue. Non-paid owners get one issue for \$20. Make check to HCIA. Send with ad copy to, Mike Feldhaus, 7109 Green Spring Dr., Louisville, Ky 40241 or: [mikefeldhaus@twc.com](mailto:mikefeldhaus@twc.com). Forty words, with boat #, price, name, phone numbers and email address if applicable. Deadline: Dec,Mar,June, Sep 1st for following month's issue.

Cindy Fisher  
53 Juanita Ct.  
Springboro, Ohio 45066

Address Service Requested

**FIRST CLASS MAIL**

Below, Harold Bauer has a laugh thinking about why you wouldn't want to come to the 2014 Highlander Nationals at Pymatuning



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