



# The *Highlander*

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## *The Highlander*

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## *President's Perspective*

Well the summer has truly arrived, even in Wisconsin, and the Highlander season is now well underway.

A number of HCIA regattas have now taken place, and of note Bill Wiggins won the Midwinters from Bruce Busby, Mike Shayeson, and Rob Spring. Bruce and Mike sailed consistently, however an OCS hurt Rob Spring. At the Mayor's Cup in Indianapolis, class Elder-statesman Jamey Carey returned to dominant form winning 5 from 6 races. It was a pleasant surprise to see a fellow (previous) European, Jacques Zimmowitch in 947 giving Mike Shayeson a run for his money. The conditions at this regatta were testing and it was a real tribute to the design of the boat that other classes didn't take to the water, due to light airs.

At the time of writing this column, preparations for the Mad Plaid at Cowan Sailing Club are now in full swing. This is a popular regatta and it is good to see such enthusiasm from our friends at CLSA. For me Cowan always will be a small slice of heaven, and a place I hold fond in my heart.

It is good to see initiatives now being executed to attract more youth into the class. This, together with the various strategies to get old boats from the bone yard or laying unused in barns back onto the water are vital ingredients in ensuring the success of the class. Karl Felger is championing a program to attract younger sailors to join us, with a blend of reduced entry fees, or

even free of charge entry for skippers and one crew member under 25. This, together with fuel and accommodation reimbursement for eligible teams, shows that the class is using its improved financial condition well and investing in the future. Please help us to spread the word to younger sailors because once they sail a Highlander other boats either look too under powered, or too painful to hike. You decide which classes I am referring to!

I am spending much of the summer in Newport, Rhode Island, with Skip Dieball and Jeff Eiber. We will compete in the Etchells World Championships at the end of June, and I am very grateful to the help we have had from members of the Highlander family, in particular Mac Cooper and Jeff Curtin from the Rhode Island fleet (47). Mac had stored the boat and Rib for us, and has often been with us to support our efforts. We have had many expressions of support from fellow Highlander sailors, so thank you all. In 2015 we will travel to Hong Kong.

I am looking forward to the Highlander Nationals in Pymatuning in July. I am sailing 906 with my good friend Boyd Barnwell, and know we had a great time the last time we sailed at Pymatuning. We have entered 906. Have you entered yet? Please do so promptly so we can make this a really memorable regatta.

Cindy Fisher has located a new publisher to upgrade the HCIA magazine to color, and I'd like to take a moment to mark the hard work that Cindy puts into the class, often behind the scenes, and very often unnoticed by most of the membership. People like Cindy are what makes the class a special place to be part of, so when you see her at the next regatta please take a moment to thank her. I know it will make her blush, but that's OK!

I look forward to seeing many old friends in July, and hopefully making some new ones too.

— Jon McClean





# Springtime is Just Around the Corner

by Bruce Busbey

By the time you read this article you are probably either preparing to head off to the 2014 Nationals at Pymatuning or have just gotten back from another great Nationals event. Either way I'm sure the 2015 Nationals are the last thing on your mind. So I'm hoping that this article will plant a seed with you that will grow and be ready to be harvested by April of 2015.

That's right, the 2015 Highlander Nationals will run from Saturday, April 25 through Thursday, April 30. We're going to have beautiful weather down here in South Carolina with temperatures in the high 70s and winds between 8 and 15mph. For those of you who have not yet made the trip down to the Midwinters at the Western Carolina Sailing Club you will be asking yourself, "Why not?"

We have a big beautiful lake with clear blue water (water color and clarity may appear different in person) and a



*Bruce Busbey says come on down south, it's over this a-way.*

fantastic clubhouse and grounds. There's plenty of camping available on the premises as well as hotels, restaurants, and grocery stores close to the club. We have a great PRO lined up and will have plenty of post-race refreshments each day to help enhance the stories from the races.

By now you are hopefully asking yourself, "Where do I sign up?" or "Seriously, April?" For those of you who actually might be thinking about 2015 but need more convincing please take a look at some of these pictures. If they don't sway you to come

on down for some Southern GRITS (Great Racing In The Springtime) next year then maybe cash will work better. That's right, for the first 15 skippers who email me (sail500@aol.com) stating their intentions to attend (and who actually do attend), I will knock off \$25 from the registration fee and will lock in the early bird price. How many regattas pay you to attend?

Please do come on down and join us for the first ever Springtime Nationals. You will have a great time and be able to thumb your nose at all those Northerners sailing in the cold rain.

*I promise not to use my outboard motor for the racing.*



*Chris Kafsky and family are already on their way.*



# When to Foot and When to Point

*Originally by Bruce Goldsmith (submitted by Bruce Busbey)*

*While reading through some of my racing literature I ran across an old article written by Bruce Goldsmith. For those of you who don't know of him, he was twice a Lightning World Champion, a Thistle National Champion, a Flying Scot National Champion, and twice a gold medalist in the Pan Am games. Therefore, I think it is safe to assume he knew his stuff. Hopefully you will find something here that can be tried the next time you race! Enjoy.*

Maybe you have wondered what happened to the boat that was right next to you for most of the way up the windward leg, but all of a sudden was at the mark way ahead of you. You know you did not do anything drastically wrong, but what did he do that was so drastically right? Just how did he get away?

Your "boat speed" was good, you hung in there for most of the weather leg, only to be on the outside of 8 boats that "just squeezed around the mark" ahead of you, or you were on the inside of 8 boats that "powered over" you as you tried to squeeze around the mark. You simply ended up in the wrong place! What really happened was that your judgment of when to foot and when to point has not been cultivated.

To change direction when sailing to windward, you can tack or foot or point. You have to continuously choose where you would like to be relative to other boats within these limitations. This article will explore when to foot and when to point. Footing is steering below a normal windward angle to gain more forward speed at the expense of windward pointing. Pointing is steering closer to the wind than a normal windward angle to gain windward distance at the expense of speed. Either can fine tune our position without such a drastic measure as tacking. The difference in the effective sailing angle between footing and pointing might be up to 25 degrees, whereas tacking varies between 70 and 100 degrees.

The basic rule is to foot to the headers and point to the lifts. In this way you end up on the upwind side of the next shift relative to boats around you. When we consider footing and pointing, we always have six different ways to go instead of just two. The top sailor is constantly juggling the six possibilities of: sailing on either tack, footing, pointing, or normal. He picks spots that can be reached by one or a combination of the above that will improve or protect his position. Usually footing or pointing is a subtle way of positioning yourself on a few boats around you.

For example, assume you are 20 yards astern of a pack but in clear air. Footing puts you in bad air, sailing normal gains nothing. Tacking gains big if the wind lifts later, but loses big if wind heads. Pointing avoids bad air, gains if wind lifts

later, loses slightly if wind heads, but allows a tack that gives clear air ahead and to leeward of the pack rather than just to leeward. Now we again have the option of pointing up or footing, where as any other choice but pointing would have given us no choice.

Sometimes footing or pointing can cause more than subtle positioning. The most extreme usually occurs right after the start or near the weather mark. After the start, you generally cannot tack because of starboard boats, so close attention must be paid to keeping your air clear by footing or pointing. If boats to weather are rolling over you, you should foot only as much as you need to keep your sails ahead of their wind shadow. If boats to leeward are pinching you off, you must point enough to stay to windward of their backwind. When both problems exist, you either started late or are just plain slow. Normally, however, it is a time to be very aware of footing or pointing. If successful you are in the first row among the leaders, if not you are automatically in bad air and back in the pack looking for a place to tack.

Near the weather marks it can become very critical to foot or point. For instance, you may be just short of the starboard layline on starboard tack. Pointing gets you around the mark ahead of a wall of starboard layline boats. If you don't start pointing soon enough, a tack loses to the whole wall. When you have overstood slightly, you must foot or boats will tack to leeward and ahead and round the mark inside of you. Take advantage of your option to foot to position yourself so that someone tacking below you can't lay the mark and someone who takes your stern overstands.

In addition to using footing and pointing for positioning, there are classic times that call for one or the other regardless of position. In general you foot to reduce leeway or side slippage, and gain steering control. Examples are: sloppy water, before port-starboard crossings, before and after tacking. You point to take advantage of the potential close wind conditions. Examples are: smooth water, steady wind, after footing for control, and when overpowered, especially on smooth water and with light crew.

At every post-race rap session the subjects of boat speed and going the wrong way are bantered about vigorously. Sometimes someone gets credit for a smart move or super boat handling. Seldom does a discussion occur about our subject. I'm suggesting that we should all pay more attention to when to foot and when to point.





# SMH Mad Plaid Regatta

by Rob Spring

If you like watching sailboats racing, then Cowan Lake was the place to be on June 7–8. Great viewing from the clubhouse focused 19 Highlanders that attended the Mad Plaid Regatta.

Saturday had brilliant blue skies with pleasant temperatures in the 80s. The wind however was a patchwork of puffs and holes. The challenging and often frustrating conditions allowed everyone to have a moment of glory and some agony of defeat around the W-L courses. It was a roll of the dice to determine which way to go. The Race Committee became instant heroes when they wisely abandoned the fourth race after an agonizing first beat. Cindy and Doug Fisher had the hot dice of the day with impressive and consistent finishes of 2-1-2. Next was Tonya and Jamey Carey with their mojo magic racking up 5-4-1. Charlotte Bauer, Joyce and Rob Spring stayed in the game with 1-3-8 followed closely by Highlanders sailed by Mark Osterbrock, John Bauer, Bruce Busbey, and Shayeson/Japikse.

Sunday had threatening rain, cool temps, and a better medley of breezes. The Race Committee did their best to adjust the courses to keep up with oscillating wind from a passing storm front. Erin Spengeman, Gillian and Steve Bauer won the day with 2-4-2. Fisher, Carey, Japikse, Bauer, Spring, Busbey crossed tacks and positions during the three races on Sunday for a mixed bag of finishes. After the last race the rain began so everyone headed off to pack up then return to the clubhouse for lunch and awards. As we walked into the pavilion Judy Hearn and Jason Japikse offered congratulations. For what we asked? Winning the regatta. Really?...we had no expectation of winning but we did by one point. Cowan sailing can be SMH: shake my head! But we always know Fleet #4 will be very hospitable and fun. Thanks for another great opportunity to spend social and sailing time with friends.



2014 Mad Plaid Results								
1959	Rob Spring	1	3	8	6	1	3	22
2005	Doug Fisher	2	1	2	4	5	9	23
1002	Jamey Carey	5	4	1	5	9	4	28
885	John Bauer	7	5	7	3	2	5	29
2006	Shayeson/Japikse	8	9	5	1	8	1	32
925	Steve Bauer	3	12	12	2	4	2	35
967	Mark Osterbrock	4	2	9	9	6	7	37
2007	Bruce Busbey	11	7	3	7	3	6	37
450	Tim Gilliland	9	10	6	15	11	8	59
876	Bryan Hollingsworth	12	6	14	13	7	10	62
989	Bob Bauer	10	14	4	8	F	F	76
861	Bob McCoun	15	17	11	11	10	12	76
906	Judy Hearn	6	13	13	10	F	S	82
812	Bob Thobaben	14	15	16	14	12	11	82
958	Mike Larison	13	8	10	S	S	S	91
1005	Joe Volkert	F	11	17	12	13	F	93
927	Berk Hollingsworth	16	18	15	16	14	S	99
928	Bud Annenberg	17	16	F	S	S	S	113
538	Nick Lloyd	F	19	F	S	S	S	119

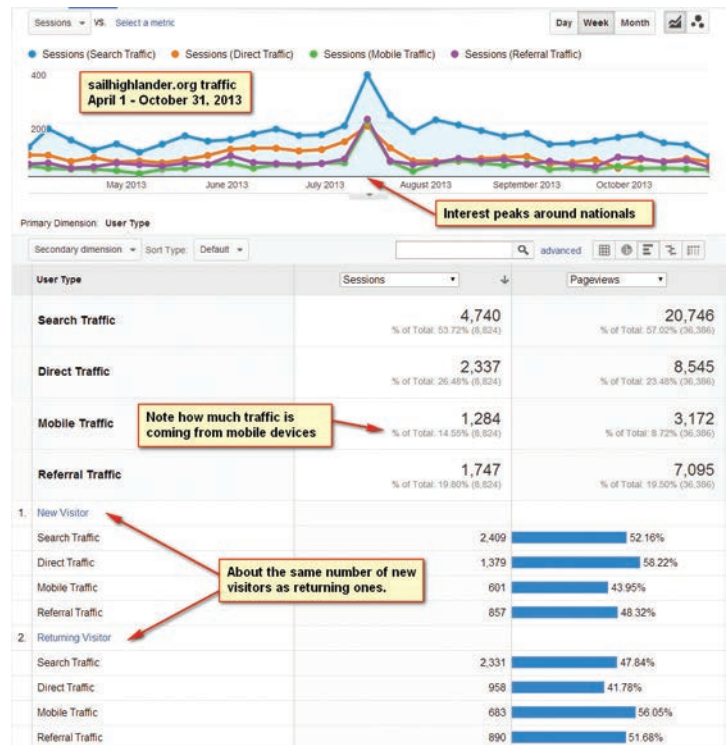
\*NOTE F = DNF (Did Not Finish) S = either DNS (Did Not Start) or DNC (Did Not Compete): all F's & S's = 20 pts



# Things You Might Find Interesting About sailhighlander.org Web Traffic

Thanks to Google Analytics

- January 1–December 31, 2013, sailhighlander.org had 12,600 sessions and 50,505 page views.
- Year-to-Date 2014 sessions and page views are up 18% from the same period in 2013.
- Not surprisingly, 70% of all traffic occurs from April 1st to October 31st.
- 53% of all sessions are from New Visitors.
- Year-to-Date vs. Last-Year-to-Date mobile traffic is up 14%.
- Traffic builds from the beginning of the sailing season and peaks around Nationals and then slowly declines at about the same rate.



**21% of visitors are trying to find information about HCIA or About the Boat**

**24% of visitors are trying to find info about regattas**

**22% of visitors click on Highlanders For Sale**

**CLICKS AS A PERCENT OF TOTAL GREATER THAN 1%**

- Visitors that find us from Social Media (Facebook) has doubled Year-to-Date vs. Last-Year-to-Date.
- 16% of traffic comes from links on other websites.
- Highlanders For Sale is the top landing page—14% of the time this is the first page visitors come to from search results.



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# Team Mojo Repeats at Mayor's Cup

by Jamey Carey

The Highlander regatta circuit moved to Indianapolis May 17th & 18th for the annual Mayor's Cup multi-class regatta. Turnout was a little low this year. However during the skippers' meeting we were advised that the small Highlander Fleet was one boat larger than the J-24 fleet and two boats bigger than the Flying Scot fleet. Therefore, the Highlanders would be racing for the actual Mayor's Cup, which is presented to the winner of the regatta's largest fleet.

Eagle Creek is a great venue for sailing when the wind comes from either the north or the south, so we were excited about the northerly winds that were forecast all week. Unfortunately, by race time the predicted north winds were actually westerlies, which made for very tricky-shifty-up-and-down-gusty conditions. It would be an understatement to say that the conditions were trying for Race Committee and sailors alike. In spite of the challenging winds, by the time we came off the water Saturday the persistence of the Race Committee had rewarded us with an unprecedented six races!

Eagle Creek is famous for its food that is simply the best at any regatta, and they're equally infamous for their great parties. Saturday night they once again excelled in both of these areas. If you've never been to a regatta at Eagle Creek you should really try to attend either the Mayor's Cup in the spring or the Governor's Cup in the fall, the food and camaraderie alone is worth the price of admission at either event!

It ended up being a good thing that we completed six races on Saturday as Sunday dawned with very "light and variable" conditions. While you wouldn't want to race in

those conditions, it was certainly a beautiful morning to play "connect the dots" on Eagle Ocean. Tanya and I didn't expect anyone else to join us on the water, so we were surprised when nearly the entire Highlander fleet (minus one boat) followed us out on the water to play. When the wind was up we did spinnaker drills. When the wind laid down we ghosted from puff to puff, a task at which we all know the Highlander excels. During our sail the RC boat came out to confirm for us that the day's racing was canceled. So as not to be rude, we offered to sail in for lunch and trophies, but the RC Chairman advised that "everyone onshore are sailors and they all understand that you're sailing...enjoy your sail." We all applauded their attitude and did just that, we continued to sail.

About an hour later we witnessed perhaps the neatest thing we've ever seen a race committee do. After the trophy presentations for the other fleets were completed ashore, the RC boat returned to the main body of the lake to conduct an impromptu on-the-water award presentation for the Highlander Fleet as we continued to sail. The sailors all perceived this as a real class-act by the locals and it was very much appreciated by the Highlander sailors. Future Highlander regatta race committees will have a tough act to follow to keep-up with the consideration and generosity shown to us by the folks at Eagle Creek.

I understand that family schedules and budgets are now tighter than ever, but it is very difficult to get more "bang for your buck" at anyplace other than a Highlander regatta—which is why we hope to see you on the water soon!

First, thank you to all who have sent in your dues for the 2014 season! Welcome to ALL New Members! We are officially mid-year sailing season; we are a little light on membership, 101 members. Last year at this time we had over 120 in membership, Owner, Co-Owner, Associate, Junior, and Life Members. Fleet Captains, this is something you can help the class with on a local level. Touch base with your fleet to see if everyone has sent their dues in; remind them of what it does for the class.

Invite friends to join. Membership dues are as follows: Owner/Primary Co-Owner \$55; Co-Owner \$40 (one owner of a co-owned boat must be the Primary Owner, other Owners are Co-Owners); Associates \$40; and Juniors \$25.

How many new folks have you taken out on the Highlander this season? How about youth who are sailing at your club? Have you taken them out to skipper your boat? The Highlander, as you know, is a great boat; it's fast, it's comfortable, and you can sail with 1-8 on

the boat. If you know of another dingy that flexible, PLEASE let me know.

Are there any Highlanders in your club that are not being sailed, find out why. Are these boats for sale? This information could be put on the website and advertised in the Highlander magazine in a section strictly for boats for sale with an article about the boat, not classifieds!

So we have a new amazing magazine; I happy to send you copies to put at your club. It is amazing what a little color will do!

So, let's all put a little effort in to growing HCIA—you can help!

Happy Sailing  
Cindy Fisher  
Executive Secretary-Treasurer  
HCIA



# How Long Should a Boat Cover Last?

by Bob Rowland, *The Sailors' Tailor*

The industry norm for how long a boat cover will last is 3 to 5 years. The acid rains that are very prevalent throughout the Midwest destroy polyester, so the UV treated Polyester thread starts breaking down after only 2 years. Depending upon how much acid rain the cover has been exposed to, you will have to re-stitch a cover sewn with polyester thread every 2 to 4 years.

Many of the materials like acrylics and acrylic coated polyester will last 5 to 8 years in acid rain but usually lose their waterproofness and start shrinking after 4 years of use. Therefore re-stitching most covers is cost effective, but you have the hassle of cleaning the cover, and then lugging it into a repair shop to have it re-stitched, have to do without it for several weeks, and then pay out 1/3 to 1/2 the price of a new cover for the repair.

Bob Rowland, of *The Sailors' Tailor*, designs covers to last 10 years without re-stitching, and many of our covers have lasted even longer than that. We have been using coated Polyester Army Duck for 30 years, so we know firsthand how long it lasts. This fabric is made to our specifications, so it is proprietary. It is a polyester weave that has been saturated on both sides with a vinyl-like material, (but it is NOT solid vinyl). The encapsulation of the fabric in between the vinyl coatings is what protects the fabric from acid rain and makes our covers tough as nails. Our Poly Army Duck remains flexible in cold and hot environments, is very water repellent throughout its life, can be trailed down the highway at 70 mph+, and lasts 7–10 years. It does not breathe, but it does

not leak, so if breathability is a consideration, then we can add 2 vents for air flow and heat escape.

Our covers do not have to be re-stitched every 3 years because we stitch with PTFE Teflon thread. This special thread is expensive, \$99.00 per pound. We believe in manufacturing the very best that can be made, so we use PTFE thread in every new cover and on all cover repairs at no up-charge. No other thread will hold up in acid rain for 10 years. Because PTFE TEFLON thread is fire proof, you can easily check out if your cover is stitched with Teflon thread by holding a match to a short section of loose thread. If it is Teflon, it will not burn. If it is UV Polyester thread, it will melt and burn.

If you purchase a cover and pay for a thread upgrade, as some vendors offer, it might be wise to test the fire proofness of the thread, to ensure that you got what you paid extra to get.

If you do not need a high strength trailerable cover, we also offer acrylic covers which, of course, we sew with PTFE Teflon thread. Acrylic covers cost more due to the higher fabric cost, but they weigh less and take up less storage space. They are beautiful sun covers, but we do not recommend them for high wind environments or for traveling because acrylic is not as abrasion resistant.

Keep cover life expectancy in mind when buying a boat cover. If you find a good deal, but the cover lasts only 2½ years, then you should be paying only 1/4 of the price of our 10 year cover.

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## Check the coupling too!

by Harold Bauer

On our return trip from the Nationals at North Cape, we were nearly home when we hit a bump in a construction zone. Normally, I would have passed it off as typical quality highway construction. But since it is an area that I travel regularly, I thought the bump felt a little "extra bumpy." I started to think that maybe the construction over the past week while we were sailing at Nationals may have caused the bump to have increased its bump factor to some degree but decided that maybe I should stop and investigate further.

The next exit was where we normally get off of the interstate to head the last five miles to our home. We pulled into the gas station near the exit to have a look at things. I walked around the boat and trailer looking for what could cause the uncomfortable bump and couldn't believe what I saw. The

hitch coupling on the trailer had broken nearly in half! Duct tape surely wasn't going to fix this.

Because I was close to home, I elected to continue to drive the last five miles and hope that things would stay together long enough to finish the trip. As it turned out, we did make the trip home, but this was probably not the wisest decision.

Repairing this problem is a simple matter of removing and replacing the failed part and replacing the three bolts that attach the hitch coupling to the trailer. But what if this had happened farther from home? The smartest move would be to park the trailer in a safe place off of the highway, preferably in a parking lot or filling station and find a store where they sell trailer parts to purchase a replacement part.





Finding the parts shouldn't be difficult. Tractor Supply and most marine dealers carry trailer parts. Some home improvement stores like Lowes and Home Depot have a section with trailer parts. Also, many Walmart stores carry trailer parts in their automotive section and many of the stores are open 24 hours. Depending on the time of day and where you are, this could involve finding lodging and waiting until the following day to get parts.

So these are some things that I've learned from this experience:

- If something doesn't feel or seem right, stop and investigate. If something is broken, it probably won't get better.
- Pay a little more attention to items such as these during pre-trip and mid-trip inspections. It's far easier to repair things at home or even in a parking lot than on the side of the road with traffic passing at 70 MPH.
- Regular inspections (at least annually) of the trailer should include looking for stress cracks in all areas of the trailer such as the hitch coupling, spring hangers, tie down hooks, and all structural members that carry load. Stress cracks tend to

develop around holes in the component where bolts or pins attach them to other parts of the trailer. Had I been looking more carefully I would have seen that several stress cracks had been developing over time. A more careful annual or pre-trip inspection may have caught this before it became a problem.

I travel with the boat to many regattas over the course of a season and cover a lot of miles. There's no good way of knowing how many miles my trailer has traveled in its 33+ years. I have replaced tires, wheels, and bearings many times and regularly check nuts, bolts, lights, and wiring in an effort to avoid potential problems. Also, many of the stresses that trailers are exposed to are simply due to weather and the elements, so don't think that just because you don't cover a lot of miles that you needn't worry about this type of failure. I suspect that the regular dunking of the trailer when launching the boat probably adds to the stress on many of the structural members as well. Whatever the cause, make sure that you include checking structural members for wear in your regular inspection of the trailer so that you can reach your destination safely.

## 2014 Highlander Midwinters

*by Bill Wiggins*

*Bill Wiggins goes back-to-back and Dieball Customers go 1,2,3,5,6,8,10! Congrats!!*

Each spring, the Highlander Class descends on a southern venue to contend for the Midwinter Championship. For the second consecutive year, the event was hosted by Western Carolina Sailing Club on scenic Lake Hartwell, in Anderson, SC.

Leading into the weekend, the weather forecasters were calling for rainy, breezy, and chilly conditions. March was going out like a Lion! As teams arrived on Friday, the forecasts held close to true. There was plenty of chill and rain. Those who ventured off the dock found little breeze to work with and returned to the rocking chairs and fireside in no-time. Plenty of tricks, tips, and stories were shared as Karl Felger kept the flames stoked.

A few teams took to the local Chicken Wing establishment that evening to continue their pregame traditions. The Championship Trophy made an appearance to keep everyone's "Eyes on the Prize."

Saturday morning brought warmer temperatures and light breezes as the boats headed to the race course. Eventually, a light west breeze filled in enough for the Race Committee to get a race started. Bill Wiggins and his team, Karl Felger and Jordan Wiggins, jumped out to an early lead on the left. Wiggins eventually led at the weather mark with Tanner Schultz and Jamie Carey rounding 2nd and 3rd. Once most

of the fleet was around, the wind shut off completely and eventually a breath from the north filled in and allowed Doug Fisher to pass the three leaders and win the shortened race.\*

After a short delay while a quick rain squall rolled through, the RC clicked off three solid races in 8–14 knots of breeze from the NW. Rob Spring with his wife, Joyce, and Connor Ruppen won these three races handily.

WCSC put on quite a show Saturday evening with a remarkable Blue Grass band and a wonderful meal. Many folks huddled by the fire and enjoyed the music well into the evening.

Sunday morning brought sunny skies, heavy north winds, and chilly temps. When the fleet reached the race course, they were met with 12–18 knot gusts. The RC started the first race right on time. Race 1 and 2 were won contested hard by Spring, Wiggins, Fisher, Mike Shayeson, and Bruce Busbey. Spring took both races with the other four close behind. The Race Committee called Spring OCS in the first race and he never restarted. Race 3 went to Wiggins.

After it all shook out, Wiggins won the Championship for the second year in a row with Bruce Busbey and his wife, Debbie, and John Kreidler coming in second and Mike Shayeson with his team, Kaity and Jason Japikse, in third.

Dieball sails finished: 1, 2, 3, 5, 6, 8, 10

\*Race 1 was abandoned after the fact due to an unfortunate mistake by the Race Committee.



# Sailing is Not a Matter of Life or Death, It's More Important than That!

by Joe Volkert  
(Highlander 566, 661, 874, and 1005)



Sail a club race on Sunday, go to a regatta for a weekend, take the family on a weeklong vacation, and sail Nationals at a different lake each year. Get involved—let me explain why with a list of a few experiences from 34 Nationals (weeklong), three-day weekends, and club races:

Pymatuning, great bed and breakfast; Rock Hall, Maryland, crab all you could eat; Sandusky, at Lake Erie, a clear view of Cedar Point roller coasters; Northern Michigan, Lake Walloon, where in one race we finished in 2nd place behind Larry Kline (our Rolex winning sailor, at Lake Geneva, Wisconsin), and we were close to the original Playboy Bunny club; Wheeler Lake in Alabama, where the wind does not blow in the summer; Geist Reservoir, Indianapolis; Chattanooga, Privateer Yacht Club; Indian Lake Yacht Club, the millennium year 1999/2000 party and large turnout of 53 boats; Erie Yacht Club, we were actually 2nd in the Nationals; North Cape, Edgewater, and Lake Erie always provided wind, sometimes more than we wanted. We have raced with many National champions such as Greg Fisher, Larry Kline, Steve Carter, Whit Whitiker, John Bauer, Jack Bauer, Bruce Busbey, Bob Busbey, Ed Spengeman, Rob Spring, and many others.

A great midwinter regatta at Sanford, Florida, highlighted by a 600 boat regatta, separate start for a class with five boats; we had five different race courses. Special story—the 1005 was brand new (1994) and Jamie Carey, Norris Bourdow, and Joe Volkert decided to break the boat in. We were dubbed the good, the bad, and the ugly—you decide who was which one.

Chattanooga Privateer Yacht Club had a very energetic Highlander fleet with Betty and Frank Failing. One year our family boat won at Chattanooga with a four-teen/preteen family crew, total of five. Crede Calhoun complimented them by saying “all you little girls sailed well.” Son Jerry, was one of the “girls” on board and still remembers Crede with fondness; Jerry even cut his own hair the next week so there was no further mistaking him for a girl.

Countless weekend regattas took us to exciting venues such as the Annapolis Plaid Crab at Severn Yacht Club, clam and oyster shucking until you had your fill; Cowan Mad Plaid, open bar; Hoover Fling, Sonny Williams stories; Governors Cup at Eagle Creek, Indianapolis, great music; Louisville “Mash parties”; Lake Norman Pipers; Atwood Reservoir Harvest Moon; Buckeye Lake—taking our boats 20 ft. up over the wall; Nyack—taking our boats down 20 ft. over the wall; Berlin reservoir (tent city); and down river, Chester River in eastern Maryland, multi-class regatta, sailing against the log canoes with a 10-man crew (very fast). The Highlanders with their three-person crew were supposed to follow them five miles downriver to the finish line—SURPRISE—WE BEAT THEM to the finish!

The Cowan Club races were always competitive with Jim Carey, Buddy Annenberg, Mark Ostenbrock, Ken Hopkins, Gordon Stafford, and Nancy Evans. I never will forget being disqualified because of a stringent rule of needing three crew. Stan Booth and I being only two, recruited my black Labrador, Pepper, as third crew—yes, Nancy protested and she won the race, the dog was always on the wrong side of the boat—never did hike out.

Won the Club Championship at Cowan one year, a proud moment in time! But mostly sailing is about sailing camaraderie, playing a gentleman/gentlewoman's game, and enjoying a special Highlander class bond over the last 40+ years. The romantic moonlight sails at home club Cowan Lake were always an added treat to top off the racing day.

Cowan and our Highlander class has had many young sailors go through their local training programs and graduate. Steve Bourdow went on to the Olympics, and Debbie Hopkins on to the Olympic tryout competition—“a level above.”

Our recent Mad Plaid Regatta indicates that the Highlander class is healthy with 19 boats. Great people: Dr. Bob Kenny, three boat loads of Bauer's and their future sailors, Hollingsworth brothers, Rob Spring, Busbeys, Thobobens, Osterbrocks, Careys, Buddy Annenberg, Spengemans, Bill Price, Mike Shayson, and





of course Norris' boat and his spirit. Doug and Cindy Fisher are working to make the Highlander class thrive and I for one look forward to seeing Doug at the helm as Class President.

As I look at my gray beard in the mirror and my son at the helm of 1005, I realize how great the Highlander class has been for our family, hope it is great for YOU and YOURS.

## Hello Highlander Sailors

I'm a long-time sailor and have spent the better part of my life aboard that other Sandy Douglass-designed boat, the Thistle. I also have two jobs: the president of US Sailing and a doctor. One is a volunteer job, one is paid. You can probably guess which is which.

I am always surprised when I meet sailors who are not also US Sailing members. After all, sailing is a central part of our lives, and US Sailing provides the foundation and the framework for our sailing experiences.

The most frequent question I'm asked about US Sailing membership is "What do I get if I join?" We live in a transactional world, and people want to know what they get for their money.

It's simple. You get two things:

First, you get some nice perks. Your new member package will contain \$60 worth of West Marine discount coupons. Please note, a US Sailing individual membership costs \$60, so you are "paid back" immediately.

You also receive a 25% discount at Sperry Top-Sider, 83% off the cover price of Sailing World or Cruising World magazines, \$15 coupon to APS, and 50% off Hobie sunglasses, 100% off the cover price for the Racing Rules of Sailing, as well as discounts at Sunsail/Moorings, Hilton Hotels, United Airlines, and more.

Using only a few of your US Sailing member benefits will save you far more than the price of your membership in no time.

Second, you get the sport of sailing. This is hard to quantify but infinitely more important. I'll try to explain by asking you a few questions.

Who taught your kids to sail? For that matter, who taught you to sail? Who is teaching your grandchildren to sail?

Last year US Sailing trained 1,606 new youth sailing instructors. Most newly certified instructors will work in junior sailing programs and share their training with 10–15 kids each year, meaning that 16,000–24,000 young sailors are learning the skills to sail safely, have fun, and enjoy a lifetime of participation. As these kids grow, US Sailing offers training courses for every level and every type of sailing. Just last year, 774 instructor certifications were issued for US Sailing's higher level training and coaching programs.

Can you imagine what the start of a race would look like if there were no consistent standards for running a race and no widely agreed upon rules for sailing in one? Last year 1,306 new US Sailing certified race officials, judges, and umpires gained the training and tools to keep racing fair and safe. The 76 US Sailing Race Management Seminars hosted across the country trained hundreds of race committee volunteers in the art of running a regatta. When a new edition of *The Racing Rules of Sailing* is published every four years, it is available free to every US Sailing member.

The world is full of advisors on every topic imaginable. As sailors, if US Sailing didn't prepare and publish safety standards, how would you know which safety advice, products, and techniques to trust in a crisis, when there is no room for error? US Sailing's Safety at Sea committee of volunteers brings an impressive breadth of maritime knowledge and sailing experience to the topic. Over 2,000 individuals are better prepared this year after participating in our Coastal Safety at Sea and Offshore Safety at Sea seminars last year.

We've also taken the nearly incomprehensible 299-page ISAF safety regulations and transformed them into a 16-page booklet that is understandable for all: US Safety Equipment Requirements is available in pdf and excel formats to give local sailing organizations the option of adding safety recommendations relevant in local waters.

Do you want the United States to have a sailing team in the Olympic and Paralympic games? Are you proud to have these young dedicated athletes represent our sport and our country to the world? For these events, US Sailing selects, coaches, and leads the US Sailing Team Sperry Top-Sider campaign. Most of the funding for our national team is provided by sponsors, the USOC, and private donors. The US Sailing Team Sperry Top-Sider athletes are an inspiration to young sailors across the nation because, not long ago, they too were kids in junior programs, learning to sail from US Sailing certified instructors.

So, what do you get when you join US Sailing? Your membership dues are converted into programs and services that benefit you, and your world of sailing, directly. Together, US Sailing members grow participation and keep sailing strong, safe, and fair for us all. And, you get some really great perks.

If you need another reason to inspire you to call (1-800-877-2451) or go online ([membership.ussailing.org](http://membership.ussailing.org)) to become a member of US Sailing, I have one more incentive for you.

As a member of the Highlander Class, if you join US Sailing before August 31, we will send you a Gill Marine Tool, with retail value of \$29.95, for free.

Cheers,

Tom Hubbell

President, US Sailing

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# Downwind with Debbie

by Debbie Probst

Do you remember a time when you would round the weather mark, crack open a beverage, and casually parade down to the leeward mark? Well, gone are the days of putting the spinnaker up and getting comfortable as we chat with our crew about the evening's plans. We all have come to know this; downwind sailing is very tactical and many boat lengths can be gained and lost on this leg of the course. But what should we be looking for? And who should do the looking?

The majority of this responsibility is on the shoulders of the forward crew. The middle crew definitely shares some of the load in terms of getting the boat quickly to the leeward mark, but I will first focus on the forward crew.

Physically, the forward crew has much time to relax downwind. Once the spinnaker is up, you can get comfortable aside from jibing the spinnaker pole now and then. Slight adjustments of weight may be necessary, but in general you can, and should, sit still. I often use my downwind time to re-apply sunscreen, re-hydrate, and adjust my clothing if necessary. However, all this is done while looking over the race course and communicating with my team.

The largest gains and losses downwind are velocity related. Yes, wind shifts can play a big part in your downwind tactics, but the shifts tend to come with the breeze. If you are watching for puffs, you will also be seeing the shifts. Besides the obvious benefit of more pressure on your sails pushing your boat faster through the water, more velocity will bring your apparent wind forward, which allows you to sail lower and make gains toward the mark. However, being in the breeze takes constant vigilance and occasionally creative positioning to take advantage of it.

As the forward crew, you can turn around and face the stern in order to constantly monitor the breeze. Your exact placement fore and aft and side to side depends on the balance of the boat, which will likely be well communicated by the skipper. The primary thing is that you look backward constantly, except for occasional peeks forward to help find the next mark.

What to look for and where to look for it? You are looking for velocity changes; not just puffs, but lulls as well. The puffs are the darker water and the holes are lighter. The darker the water, the stronger the puff; the lighter and less ripply water signifies lighter breeze. Puffs can move across the water at varying angles and speeds, so the situation is always changing. Don't ever stop looking.

Often, I feel like it's a game to try to string together the puffs. Hop onto one puff to take you to the next, and so on.



*Debbie Probst, third from left, a very successful skipper and crew on many levels*

As you sail downwind, the breeze can be coming anywhere from directly behind you to almost abeam from you on either side. The funkier the location, the more likely you'll be surprised by a puff coming from out of nowhere (the Highlander class is lucky (?) to sail in quite a number of these locations). Therefore, you need to be constantly scouting the entire area. The skipper can steer quite a lot of angles to get into position for these puffs, so make sure you don't leave any out in your conversation. You want to be counting down velocity variations as they approach, and also discussing the puffs and lulls that will be a factor many minutes later. You don't want to have your boat head for a small puff if behind it is an enormous light spot, so make sure you relay all the information.

Depending on the body of water, reflection of the sun, and your eyesight, the breeze may be very difficult to spot. Don't give up. And don't cease to communicate, even if every minute or two you say, "I don't see any velocity changes, but I'll keep looking." Your skipper will know you are doing your job and won't be tempted to face backward too long himself.

Sometimes if you can't see a puff on the water, you'll notice a boat or group of boats moving faster than the rest. Obviously they have more velocity.

Another thing the forward crew should be communicating is whether you are sailing in another boat's wind shadow. I always sail with a masthead fly. If it's pointing at another boat to windward of me (i.e. following me as I sail downwind), I am sailing in recycled air. The forward crew can watch your masthead and predict if you are sailing on a course which will place you downwind of another boat. Planning ahead will help you to avoid this, and thus avoid a disgruntled spinnaker trimmer.

Multi-tasking is high on the list of talents of a good forward crew. As you are looking for breeze, shifts, and wind shadows, there are other facets of the race you need to help with.





Keeping the boat balanced downwind is a job for all crew members. You can work it out on your own boat to determine who will shift their weight first, but ultimately everyone needs to be aware and ready to move. Your team may (should) want to briefly review the previous upwind leg to help prepare for the next. Did there seem to be a favored side? Is current an issue? Are the shifts oscillating or persistent? What is our strategy for the next upwind leg? Where is your closest competition in the series? All these things can be discussed with frequent interruptions to report on the breeze and your current situation.

As I mentioned earlier, the forward crew may be called on to find the leeward mark(s). If you are sailing a course with a leeward gate, which mark you are going to round needs to be contemplated. Which gate mark is further upwind, anticipated congestion at the marks, your upwind game plan, and ease or difficulty of the impending spinnaker douse all will be ingredients in your gate rounding recipe. The entire

crew needs to be well informed of what will be happening at the leeward mark and shortly thereafter.

Speaking of the rest of the crew, what is the spinnaker trimmer looking at downwind? Answer: The spinnaker and nothing but the spinnaker. It never fails that as soon as the trimmer takes her eyes off the kite, it collapses. Joyce Spring is one of the best in the business at keeping her eyes glued to the kite. Hers rarely collapses. The middle crew can, however, add to the tactical discussion while trimming. Information such as pressure on the kite and relative angle of the breeze is all necessary to making the boat go its fastest.

As all crew members are involved in the discussions, nobody should be surprised when it is time to jibe. Planning things, such as “we’ll jibe in this next puff” or “when Harold jibes, we’ll jibe,” will keep everyone on their toes and minds in the game.

Sailing downwind can be quite rewarding. With a vigilant forward crew, a focused middle crew, and lots of discussion, you will be passing boats soon.

## HCIA Regatta 2014 Schedule

Date	Name	Host Club or Venue	GP Class
March 29–30	HCIA MidWinters	Western Carolina Sailing Club	II
May 17–18	Mayor's Cup	Eagle Creek Sailing Club	III
June 7–8	Mad Plaid	Cowan Lake Sailing Association	II
June 14–15	Berlin Invitational	Berlin Lake Yacht Club	
June 14–15	Cleveland Race Week	Edgewater Yacht Club	
June 28–29	Pow Wow Regatta	Indian Lake Yacht Club	
July 5–6	Pymatuning Regatta	Pymatuning Yacht Club	
July 19–24	Highlander Nationals	Pymatuning Yacht Club	I
August 9–10	Hoover Fling	Hoover Sailing Club	III
September 6–7	Harvest Moon	Atwood Yacht Club	
September 13–14	Governor's Cup	Eagle Creek Sailing Club	III
September 20–21	New England Regatta	Greenhaven Sailing Association	III
October 4–5	Bluegrass Regatta	Louisville Sailing Club	III
October 18–19	Pipers & Pluckers	Lake Norman Yacht Club	II



# Family Cruising Boat

by Eric Jacobson

Twenty-five years ago I looked for a sailboat that would be large enough for a family of five, light enough to be driesailed out of my garage, voluminous and uncluttered enough to allow a potential for sleeping on board, and fast enough to be enjoyable.

At boat shows we looked at many craft, but most in the 20-foot range either were too heavy or were partitioned into nonusable small spaces. It seemed to us that the key to cruising in a very small boat lay in making the most efficient use of a very large cockpit, and when Chet Buckenmeier showed us a Highlander at the Washington Boat Show, we decided that this type had the best potential.

We knew that it would be easy to ruin the boat by a poorly considered conversion. Perhaps the most important consideration was that any alteration not ruin the boat for its primary purpose of racing and day-sailing.

Other considerations were that the kit be simple and light in weight and that there be an absolute minimum of pieces to be put together for sleeping and taken down again and stowed for sailing. We thought that bundles of slats and panels would be unwieldy and impractical.

Our family cruised Highlander #46 for several years. Cruises lasted up to two weeks and covered the Chesapeake Bay (10 cruises) and Georgian Bay of Lake Huron (3 cruises). The photo shows us at anchor one morning in a creek off Chesapeake Bay. Here is how we made a simple, lightweight cruising kit.

First, the rig: Sandy Douglass said, "The Highlander is over-canvassed and not safe for the Chesapeake," so we had Greg Fisher make a 30-foot storm jib, and we sewed reef points into the standard jib (1 row) and into the mainsail (3 rows). When one considers the lack of ballast and the possible effects of a large sail plan, a light crew, solitude, fatigue, distance from a safe harbor, and darkness, it seems very important to be able to shorten sails drastically and quickly.

Outboard jib leads allow a dodger, which is 18" high and 36" fore and aft. It keeps us and our gear drier on beats. A second, higher gooseneck fitting allows the boom to be raised to clear the baby-buggy top when at anchor.

Accommodations and storage are helped by the absence of buoyancy tanks in the wooden hull. We stored clothing and bedding in duffle bags suspended from hooks in the sheer stringers; covered plastic dishpans under the seats held food, cooking kit, anchor rode, and other gear. The anchor was chocked on the keel, aft.

We installed four lightweight sleeping platforms: one under the bow, two (of framed 1/4" plywood) extending the side seats outward, and a wood-framed canvas berth under the stern. These aren't in the way while sailing, except for one 5" board which bolts in place each evening to give the skipper more shoulder room.

Our third child slept in the stern. The bow platform rests on stringers through-bolted to the sides of the hull; these couldn't be removed, but everything else could be. The bow platform is a very nice amenity; I can't help wondering whether a lower, flatter bow tank might increase the appeal of the new, fiberglass boats.

We tried and rejected a boom tent: boom and tent wiggle too much in waves and let in mosquitoes. Instead, we bought a 72" wide, Bimini top, which we lengthened forward and aft to make a "baby buggy cover" so that the entire cockpit could be sheltered.

We sewed on Velcro tape so that netting or rain curtains could be suspended from the edges. The cover collapses into a "U" around the aft end of the cockpit and stows under a laminated, S-shaped tiller. And the commode and "potty skirt" are still staples of family lore.





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*Pictured below: A beautiful sunset sail at Lake Norman!*

