



The *Highlander*
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2014 Highlander Nationals



The Highlander

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President's Perspective

I'm excited about being your new Highlander President. Cindy and I have been activity sailing the Highlander for several years and have enjoyed all the Highlander members, sailing clubs, and venues we have attended.

As a sailing class we have some challenges and opportunities. The challenges for sailing are the same for all classes—limited amount of free time to sail, family and work commitments, travel expenses, organized sports, etc. The opportunities are also many; we have a wonderful, flexible day sailer that can be sailed by one or as many as eight, powerful, fast, great vessel in all wind conditions, roomy, comfortable, crew friendly, light weight, and easy to trailer. Please tell me another sailboat that is as versatile as a Highlander, I cannot think of another. Very important, it's a fantastic boat to introduce new boaters to sailing with its roomy cockpit, comfortable seats, and high boom placement. In addition, I have never heard anyone complain about spending a day off sailing on the water...

I am going to reach out to all for growth ideas, fleet involvement, and support of our class. I am a believer in "Fleet First" approach to build interest in our class. Each fleet needs a spark plug, mother hen to energize local activity and assist new sailors with sailing knowledge and boat rigging. I am going to request each fleet captain attend our class board meeting in person or by conference call. I think it's a good way for all to discuss growth ideas and assist all fleets. I would like to challenge all class members to introduce 2-3 new people to sailing next year. If they show interest in racing, take them to a regatta and introduce them to the real thrill of Highlander sailing.

I am also looking forward to Nationals at Lake Hartwell next spring. Hartwell is a beautiful large lake, great facilities, southern hospitality, and cooler temperatures. Western Carolina Sailing Club fleet #48 will pull out all the stops to make it fun for all.

Let's all pull together, introduce the boat to others, and grow our Highlander Class.

— Doug Fisher



A New Spinnaker

by Bruce Busbey

Moby Dick has been in my family since 1966 when my father first took delivery of Highlander kit boat #500. He spent the first year and a half building and finishing her, so she would be able to race by 1968. At that time the spinnaker color pattern my father chose to use was (from top to bottom) blue, white, and red. He was very particular about this color pattern and made numerous clarifications over the years that the colors were blue, white and red, not red, white, and blue.

He always said there were a number of red, white, and blue spinnakers out there (and there were) but *Moby Dick's* spinnaker was one of a kind. From my perspective, he was right because as a kid watching all the racing, looking at photos in *Yachting* and later *Sailing* magazine, I realized that indeed there might just be only one blue, white, and red spinnaker.

This stigma was still attached to *Moby* when I first brought her home in 2000 after my father passed away. She had been laying upside down in his garage for 21 years. I wanted to bring her back to her glory days of winning five National Championships, so everything had to be redone as close as possible to what she was 21 years earlier. Therefore, the paint had to be the same pattern and color, the decals all had to be the same (including the OH numbers on the bow), as much of the original rigging as possible was to be used, such as the mast, boom, and cleats, NO hiking straps were allowed, and of course the spinnaker HAD to be blue, white, and red.

So that's the way we sailed and raced her for the first couple years after 2002. Granted along the way I realized that the old crank style mast had to go along with other assorted Mariner cleats. I even made an unthinkable change prior to the 2007 Nationals at Buffalo when my son Justin finally goaded me into



In the year 2000, I brought home Moby Dick from my father's garage. She was patiently awaiting her rebirth.



One of the first races in 1968 shows Moby Dick's spinnaker which was ALWAYS blue, white, and red (from top to bottom).

installing hiking straps! This painful change (for me) to the original *Moby Dick* strangely resulted in the 2007 National Championship. *Moby Dick* had come full circle (albeit with hiking straps) and had returned to her glory days sporting her trademark blue, white, and red spinnaker.



The sculpture given to me by Doug and Cindy Fisher that served as the inspiration for the big change to Moby Dick.

For all those years, I had held fast to the thinking that if I changed the spinnaker colors or pattern after 45 years of history I would be damned forever! So the colors remained unchanged even for our new acquisition of Highlander #2007 (named *Pequod*, which was the name of Captain Ahab's whaling vessel). Both boats flew the good old blue, white, and red. Until the end of the 2013 season.

I was watching something boring on TV and found my eyes drifting down to a sculpture that Doug and Cindy Fisher

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gave me a year earlier. I started to think, wouldn't that be a cool thing to have on a spinnaker. So I thought further; *Moby Dick* was born in 1967 and reborn in 2002. She now had six National Championships to her name, and I had always maintained her as my father's boat. The time had come for her to become mine! It was time to remake *Moby Dick* into the image that Bruce wanted her to be. And what better way to

start than to delete the trademark blue, white, and red. So I went online to try and find an image similar to the sculpture, and to my surprise, I actually found one that was very close. I immediately contacted Skip Dieball (Dieball Sails) and asked if printing the entire picture on the entire spinnaker would be possible. He thought about it for a few minutes and said, "Yes, it should be possible, and it will look super cool if we can pull it off." He didn't get to see the "sheet-eatin" grin on my face when he told me, but I was definitely the Cheshire cat. In the end, the picture printed out beautifully on the entire spinnaker (with some minor bugs to be worked out with the ink) and to me was well worth the effort and looting from the kid's college fund. (See cover photo.)

The original mold has now been broken and the new spinnaker looks and flies awesome! Who knows maybe the next thing to go will be the gray stripes...but of course she will always be *Moby Dick*.



Moby Dick, reborn in the year 2002, won Nationals for the sixth time in the year 2007 (still sporting the blue, white, and red spinnaker).

Treasurer's Message

By Cindy S. Fisher

I feel new energy within the Highlander Class! This 2014 HCIA Nationals was a new experience for me. Doug and I are usually caught up in the getting everything ready mode, measuring, rigging the boat, cleaning the boat, and all the other things we end up finding to fix. Due to the fact that we weren't able to sail Nationals this year; we did not want to miss attending the AGM. Doug was determined on getting 2005 on the line, and he was successful!

When we arrived Doug helped rig 2005 with Steve White the Skipper. I mostly walked around and talked with folks and watched everyone else get ready for Nationals. It was fun to hear the stories about

various regattas we missed this year, wind conditions, how many boats attended, and of course the party details, etc.

The energy I felt was mostly all the camaraderie. Camaraderie is defined as a spirit of good friendship and loyalty among members of a group. I ask you to stop and think; how many

Highlander regattas have you attended over the years, all the friendships you have gained; the fun you and your family have had, we need to pass this on. We need to get the energy back in our class and show our loyalty to it. As your class Executive

Secretary-Treasurer, I would like to post a challenge—let's work together as a group to get the class back to the days of hundreds of members!

We have a really great boat and a great group of members in our class. We have a new full color Highlander Magazine to help with our efforts. I had fleet captains ask for extra copies to put out in their sailing clubs for the other members to see; this is the start of how we grow

our class. There are so many longtime members in this class. There is a wealth of knowledge that these folks have to offer and we could use the help! Please email me with comments/suggestions to toofish2005@yahoo.com, and get 2015 started off to a great season of growth!



2014 Highlander Nationals

Pymatuning Yacht Club (Skip Dieball, Matt Frymier, Sarah Paisley)



Our journey to the Nationals at Pymatuning started at a Lightning regatta, if you can believe that. Skip, Matt and Sarah were sitting around catching up after a long winter when Matt asked whether the Highlander Nationals was on the calendar. Skip had made plans to be there, but after selling his boat to Karl D. Felger, plans were very loose. Sarah was eager to sail because she lives very close to Pymatuning and could pull off both sailing and work as a result, but was uncommitted. Within ear-shot of this conversation was Debbie Probst, who offered up Mother Ocean (999) if we solidified our plans by the end of the Lightning event. Plans were set within 5 minutes!

Practicing for the Nationals was on everyone's mind, but the reality was very grim. Skip was away much of June. Matt was attending to both work and family (they live in San Francisco). Sarah had kiteboarding trips planned. We all thought that maybe getting together a day prior to the event would have to work as it was all we could squeeze in...but an unscheduled trip back to the loft for Skip meant there'd be no practice for this team. They'd have to sort it out on the way to the race course on Monday

The wind for most of the summer in the Midwest had been very light. The beginning of the Highlander event proved to be a test of patience for both the competitors and for the race committee led by Scot Werley. Scot knows Pymatuning very well. He held us on shore when he knew we'd be cooking without wind on the water...and he knew when to send us for racing. It's like he was a magician, knowing the right moves.

From a racing perspective, to say that we had a flawless week would be accurate, if you looked only at the scores. We never dreamed that we'd get straight bullets for the event, but it was the result of a lot of hard work, both in preparation of the boat and with our attacking the race course.

Preparation. While Skip ran back to the loft on Sunday, Matt and Sarah attacked Mother Ocean for a much needed

bath and wax-job. Nothing huge with this approach, other than making sure that the boat was clean, which required regular boat soap and acetone. The acetone digs all the dirt out of the gelcoat, but also opens it to added oxidation, which is where the wax comes into play. The wax that we used was Harken's McLube Speed Polish and it seals up the porosity of the gelcoat and gives the boat a nice shine and smooth finish. Though we all tend to do this sporadically, we like to do it in the spring and before a major event. Our blades were given the same attention and after a few grueling hours, Mother Ocean was sparkling once again!

Race Course. Our team was talented, but we had never sailed together. Gelling as a team is a critical piece to any successful effort and we did the second we pushed from the dock. Skip and Sarah have teamed up and have completed many laps around the race track, but adding Matt to the equation truly made this event work to perfection. Matt knows Pymatuning, which was apparent when he gave his pre-event talk. He also knows the middle of any sailboat as he's crewed for many of the best in sailing. What really set him apart was his positive attitude toward our team and teamwork. Skip and Sarah are plenty intense and really demand a lot out of their teams. Matt took this energy and made every race FUN! When one teammate exudes a positive (or negative!) attitude, it resonates throughout the boat. We had moments where shifts didn't go our way, but Matt was there to make sure we kept perspective and sailed forward.

So what was the magic? We are sure if you independently ask anyone on our team they'd likely point to our starts and first beat strategy. We were very careful to have safe line-sights. Despite a few instances, we really tried hard to avoid any conflicts on the starting lines and to make sure that we were conservative and clean. With fast-accelerating boats and a tight starting line, there were times where many got tangled up, but by and large we were clean and had open lanes to implement our upwind strategy.

Speaking of 1st beat strategy, it wasn't easy. We had to make sound decisions on what we thought was going to happen based on what we saw (wind patterns), what we experienced (any trends), what the forecast had (we used sail flow) and what Matt thought, based on his 40+ years of sailing on Pymatuning. It wasn't always right...and the good news is that if we didn't hit the right corner, we were close enough

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to where we could lead back from the middle and not get too buried. The fleet in the Highlander is deep. Passing boats isn't easy, so we kept focus and tried not to dig ourselves into too big of a hole.

Our set up was pretty straight forward. We used older Cross-Cut designs for the upwind sails. These were still in inventory and though we'd much preferred to have the latest D-CUTs, economically we had the hand-me-downs. We softened the rig tension a little to relax some of the pre-bend as the Cross-Cuts are slightly flatter on the entry. Skip goofed around (too much) with the cunningham as we went through the wind ranges and in hindsight should have just kept focus on the racing. We did notice that jib trim (uprange) was critical and the Highlander can accept more jib trim upwind above 8 knots than most may think. We mentioned this to a few folks that appeared to be softly trimmed on the jib. Aside from

that, we were pretty close to the tuning guide and didn't goof around with too many controls, rather focused on making sure we were going fast all the time.

Downwind we had a Radial Spinnaker, which was new for the event. It set up nicely and doesn't require too much adjustment to the pole height. Sarah really earned her stripes downwind as she got us out of trouble many times. She focused on finding the pressure and studying the wind on other boats because many times you couldn't see all the puffs rolling through. She would often say that one competitor's spinnaker was more pressured than the others and that would help as we'd position ourselves for that puff, which may or may not have hit the water.

Thanks to the fine folks at Pymatuning and the effort put in by the Berlin fleet, especially Gary and Eileen. Your hard work did not go unnoticed and you should be proud of hosting such a great event.

First Time Skippering Women's Nationals

By Jen Kafsky

I'm competitive. Always have been and pretty sure always will be. So the idea of competing in my first Women's Nationals stirred those competitive juices. I have to admit, however, I was very nervous. I still feel like a greenhorn to this sailing adventure and the idea of being the skipper sent me questioning my abilities. What I love about our class though is that it is more than a class...it's a family. A family that lifts you up and encourages you but also tells you like it is.

As the time came and the winds came with it, it was on. With lots of encouragement for all that were racing, we were off. What came next was some intense and exciting racing. Yeah, yeah there were some mistakes along the way...like the centerboard needs to be down while heading upwind...but it was great racing! And that's what we all want, right!

I have a history of learning things the hard way, and this race was no exception. It was a learning experience for me that even though you have a super skilled crew, mistakes ultimately

fall on the skipper. That little humbling gem and tell it like it is moment came from Bryan Hollingsworth as I was giving my crew grief for forgetting to put the centerboard down after rounding the leeward mark. It's an adventure every time you're on the water! It was a great accomplishment for all that raced that day and all week!

I loved looking around that week and seeing all of the future sailors as they weebled and played around. Being a part of the Women's race, I look forward to the day when there is a woman at the helm on a consistent basis. I know we can do it ladies! One thing I take for granted often is that this life of sailing is our "norm," our passion. So I challenge each of us to invite someone into this world...this "norm." Share the excitement, the intensity, the accountability, and the love for this sport. Someone did for you, or your parents, or your grandparents. That's why you're here today reading this! Thanks for the great memories friends!



Family Sailing

By Bill Wiggins

About a year ago, I was discussing my wish to helm a boat for the 2014 Nationals. This statement was overheard by Bruce Busby, who without delay offered up one of his two boats for the event. The one caveat was that I sail with my family. I accepted the terms and we agreed to confirm later in the year.

Long story short; Bruce dropped his boat off at my house two days prior to the event so my wife (Angie) and son (Jordan) could tow it to the event. I was out of town at the time and would meet up with the team at PYC Sunday night, prior to the event.

Over the weekend, Angie and Jordan with the help of Bruce Busby and Karl Felger cleaned, polished, rigged, and tuned the boat. By the time I had arrived, the boat was completely race ready. Thank you SO much to those who chipped in and helped.

Monday morning was met with a high pressure system that left Pymatuning Reservoir with little breeze and no chance of getting any racing in, though "The Wiggins" did go for a quick sail to make sure the sails all went up and down okay. Later in the day, Skip Dieball led a fantastic Town Hall style chat to talk about Boat Prep, Regatta Strategy, and Local Knowledge. Skip relied heavily on his middle crew, Matt Frymier, for the local knowledge portion. Matt stressed the art of Climbing the Ladder. If I took anything from this talk, this was it.

That evening, our team joined Team Wimpy (aka: Kal El, aka: Homicidal Psycho Jungle Cat) for a fun meal at Skooter's Grill. Karl Felger, Mike Hampton, and Martin James kept the atmosphere fun.

After a short delay on Tuesday morning, the fleet headed out for our 1st race. The breeze was a bit light from the west. However, the huge mainsail on the Highlander had most teams hiking. At the start of race 1, I put our boat just over the line at the start and had to restart giving the fleet a 30 second head start. My team did an excellent job of keeping me from losing my head as we headed up the left side of the course. We were able to pass 4 or 5 of the 25 boats before we made it to the 1st mark. As we approached the 2nd mark, we had made it to mid-fleet where we could set our sights on the leaders.

We passed a few more on the next two legs and managed a 9th place finish.

At the start of race 2, we were at the pin (port) end in pretty bad air from a few boats that nailed the start. Luckily, this bad air forced us to press hard to the left where we found a nice header/puff that allowed us to tack and have a clear lane all the way to the 1st mark. We rounded the top mark in 1st, just ahead of Skip Dieball and his team aboard Mother Ocean. We managed to hold Skip off on the run and for most of the next beat. Skip and his team passed us just before the 2nd weather mark and sailed away. We finished in a strong 2nd place and felt redeemed from the 1st race.

Race 3 was very similar to race 2, with a few more left puffs. We found ourselves a bit too far left on the 1st beat and were not able to get back into phase prior to the 1st mark. We rounded the top mark in 6th and remained there throughout the balance of the race.

These 3 races counted as the qualifying races to determine who would sail in the Championship or Challenger Fleets for the balance of the event. We were sitting in 5th place at this point with smaller numbers in our sites.

Wednesday morning brought a bit more breeze from the west-northwest. We started race 4 at the pin and played the left side hard. Karl Felger and I were able to hold a high left lane. We rounded mark 1 in 1st with Karl close in tow. We held this lead to the bottom where, once again, Skip came from nowhere and passed us at the gate. We thought we had passed him back on the 2nd beat as he went right leaving the favored left to us once again. However, as the boats came back together at the top, he snuck by us and sailed on to win the next 2 legs. We took 2nd and Karl took 3rd.

Race 5 was very similar to race 4. However, Skip had it won from wire to wire with Karl on his heels. We grabbed a 3. Race 6 brought a good bit more pressure and more of a northerly (right) breeze. We had a decent start and found ourselves working the un-favored left side of the course. As a team, we were close to 100 pounds lighter than most and struggled to keep the boat flat enough. We rounded the 1st mark deep in



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the fleet. Being light, enabled us a bit more speed on the run where we picked off a good number of boats and rounded the bottom mark in 8th or 9th. Again, we struggled on the beat and barely held our position at the 2nd top mark. We were, once again, able to pass a few on the 2nd run to get ourselves into position for a 6th place finish.

With 6 races complete, Skip was crowned the 2014 National Champion with Karl Felger in 2nd with 27 points and us in 3rd with 28 points. The race committee announced very quickly that there would be a 7th race on Thursday morning to allow for a throw-out in the scores.

In celebration of Skip's Championship, the 3 teams searched out a chicken wing establishment a few towns away and filled up on wings, chocolate cake, and some suds. There was also a bit of friendly trash talking between our team and Karl's team with 1 race to go.

For Thursday morning's race 7, we made our way to the race course in a true 8-knot northerly. I can tell you that the mood on our boat was more of nerves than anything else as we began our prerace checklist. As we went into sequence, I think any of the 3 on our boat were anxious enough to lose our cookies, though we did not.

When the gun went off, we were at the boat (starboard) end of the line in a bit of a lift (right shift). I was surprised to see all of the top 5 boats pretty far back in my mainsail window pretty early on. After about a minute, there was a really short-lived left shift, which enticed a few of the left boats to tack. We sailed through this header hoping to tack in front of the competition. Much to our delight, the wind came back to the right pretty quickly and allowed us to remain in phase as the bulk of the leaders were now sailing in a header and in pretty chopped up lanes. With a few lucky shifts further up the beat, we found ourselves with a pretty healthy lead. We rounded the 1st mark about 100 meters ahead of the next group and could not get a good read on where Karl was.

On the run, we noticed that Skip had worked his way over to the (upwind) left and was riding a nice puff down the leg. We jibed to get in front of him and found that he had already cut

this lead in half. As we approached the gate, we chose the left turn, so we could take advantage of some of the new right-side puffs. We noticed quickly that the next few boats had taken the other gate and were gaining fast up the left shore. When we came back together with Skip, he crossed right behind us. We thought about covering and decided against it as he was not the boat we were competing with. Unfortunately, he snuck in front of us just prior to the 2nd top mark. We sailed pretty similar lines to the last gate and reeled him in a bit before the finish. He finished the race in 1st, and we took a close 2nd. Karl and his team had an unfortunate 9th in that race and moved into 3rd for the series.

I really would like to express my appreciation to Bruce Busby for loaning us his boat and for insisting that I sail the event with my family. We really grew as a team and as a family throughout the week. I also realized how far my son has come with his tactical abilities. He really made some incredible calls.

In addition to our 2nd place award, we took home the Ray McLeod Sr. Memorial Trophy. This trophy is for the highest finishing family boat. This award really hit home and means as much to me (if not more) than our 2nd place. Traditionally, the Highlander Class really does a great job honoring the family boats and the overall family aspect of the fleet. It's really cool to be a part of it.

Not to take away from our team, I would also like to say that our new sails played a huge role in our boat speed. We had a new D-Cut Main, Cross-Cut Jib, and Max-O Bi-Radial spinnaker. The jib really has an uncanny ability to be trimmed hard for amazing height. The mainsail just falls in line and can be trimmed pretty hard in the moderate breeze and likes a little ease in the light. Pulling the vang hard and dropping the traveler about 8 inches blades entire sail plan out without losing the headstay. On the run, the Max-O spinnaker was really quick in all conditions. Angie was able to keep the pole aft and high longer than I thought possible for a low-fast mode. With the fall/winter events approaching very quickly, now is a really good time to get your next set on order. Drop me a note and I'll set you up!



A Newcomers Thoughts on the 2014 Highlander National Championship

by Steve White



Let me first start by saying I am not a complete newcomer to the Highlander Class. In my long sailing career in the Thistle Class (I am now 59 years old and my father, Harry White, bought his first Thistle before I was born.), I have become very familiar with many Highlander sailors and consider them good friends. Most importantly, I crewed for my good friend Jack Bauer with Rob Spring in the 1999 Highlander Nationals at Indian Lake, which we were fortunate to win. I learned a lot from Jack and still think about him almost every day.

When I first learned that the Highlander Class was having its Nationals at my home club of Pymatuning Yacht Club, I thought it would be a great opportunity and that I should try and find a boat to borrow. Well, as usual I procrastinated and didn't do anything until the weekend before at the Thistle Great Lakes Championship at Northcape YC when my friend Jack Finefrock told me that he was crewing for Rob Spring and asked if I was participating. When I said no, he said I should talk to Karl Felger as he might be able to find me a boat to sail. I spoke to Karl, and he said he could probably find something for me to sail, and he delivered beyond my wildest dreams. I was expecting some semi-crappy boat with old sails. What I got instead was Doug Fisher's almost new 2005, with brand new Dieball sails, delivered to the regatta! Thanks to Karl and especially Doug for the use of his beautiful boat. Also included with the boat was a crew, Jon Stevens, who turned out to be excellent. With my wife, Nora, who is responsible for much of the success I have achieved in sailing, also aboard we had a top notch team. The bad news was that I didn't have an excuse if I did poorly.

On Sunday when Doug arrived with 2005, I was really looking forward to the practice race. Unfortunately the wind did not cooperate, there was no practice race, and all we got in was about an hour of drifting. Monday, no wind. Tuesday we finally started racing.

In the first race I was doing OK, 3rd or 4th until the last short beat where I managed to lose eight boats for a disappointing 12th.

I became aware that this was no easy fleet, a small mistake could mean a big score. The next two races were better as I got used to the boat. There was no lack of boat speed as long as I was paying attention; Doug has a seriously fast Highlander. We were in 8th at the cut and made the Championship division.

Wednesday was fairly windy and we did well with a 7th and two 2nds where we finally were able to mix it up a little with Skip Dieball. At the end of the day we were 4th. Thursday brought the most wind, shifty, puffy from the northeast. I managed to be so completely out of phase that I was last for the entire race except the last short beat where I somehow passed five boats for an 8th. We moved back to 6th overall, only 4 points out of 3rd. Not too bad for the first time skippering a Highlander.

What I learned:

Highlander sailors are a lot of fun; tough sailors on the water and good friends on shore.

Highlanders are big! I am used to sailing my Thistle and the Highlander does not react as quickly. Steering with my weight was not nearly as effective as in a Thistle; steering with the sails was much more effective.

Highlanders like to sail a little more healed than a Thistle to lift the "chine" out of the water. Not sure if there is such a thing as a rounded chine, but you know what I mean.

Highlanders take a little more time to accelerate. I found I had to pull the trigger at the start at about 15 seconds to go, the Thistle at about 10.

Highlander main sails pull like crazy. I thought the Thistle main was hard to trim, but nothing like a Highlander. Vang on!

Highlanders are comfortable. Nice seats and no skinny rails.

The most important thing I learned was to keep my head out of the boat. I have sailed a Thistle so long I can look around quite a bit and keep it in the groove. With the Highlander I think I was as fast as anyone, except when I looked away from the jib I would lose a boat length. However if I didn't look around, I could end up losing 10 boat lengths. More time in the Highlander would help here, but it is really important to look around for the puffs and shifts.

Thanks again to Karl, Doug and Cindy Fisher, Jon, Nora, The Highlander Class, PYC, and congratulations to Skip Dieball and crew for a perfect series.



Women's Nationals

by Kaitlyn Japikse

After competing in the Highlander Class Women's Championship in 2013, I knew the class had some excellent women sailors. This year I was determined to stay with the fleet, and possibly even win a race. With the wind building throughout the day, I was starting to get a little nervous, but the guys kept assuring me it was "our kind of wind." The skipper's meeting was held, and we headed out to raise the main and race.

We were just getting out of the harbor when I looked back and realized that the rudder was sticking out of the water at a strange angle. Mike went back to look and saw that only one of the pintles was in the gudgeon. He noticed the pintle was bent, and we would need to be towed in. We didn't have much hope of competing at that point, so we headed back to the lift, prepared to pull the boat out. Fortunately, Brian Hollingsworth had other plans. He quickly bent the pintle back as a temporary fix, and we were off again!

We cruised over, did a couple of slow tacks to check the wind, and the five minute gun sounded. As we approached the starting line, the wind shifted, and we realized it would be tough to get across the line on starboard. Jason noticed everyone else down by the committee boat, so we headed towards the pin and tacked to port as we crossed the line, establishing the lead. After rounding the windward mark, we popped the kite and headed for the gate. We jibed and looked back, realizing very few people took the risk of flying the spinnaker. Approaching the mark, we took plenty of time to drop it and rounded still in the front.

Heading back upwind, starboard tack was still a challenge, since the wind had started to produce white caps and we were crashing directly into waves. Once we rounded the windward mark for the second time, we raised the spinnaker one more time. This time we had even less company flying it. As we

headed down, the guys started to discuss when and if we should jibe. Approaching the mark, the wind was somewhat shifty and still blowing strong, and we had no reason to risk jibing the spinnaker to carry it all the way to the mark. We went a little farther in the same direction, then dropped the kite before jibing.

Heading towards the finish line, we looked back to find the fleet splitting behind us. The boats closest to us were driving hard right, while the rest of the fleet stayed left. We played the middle to cover the fleet, while always making sure we maintained our lead on boats to the right. We managed to stay in front until finally crossing the finish line and hearing the gun. After exchanging high fives, we started strategizing for the next race. A few minutes later, everyone had crossed the line, and it was announced on the radio that there would be no further racing for women, masters, or juniors. While we had been excited for the next race, we were all pretty tired from racing all day, so we weren't too disappointed to head in and get some rest before the banquet.



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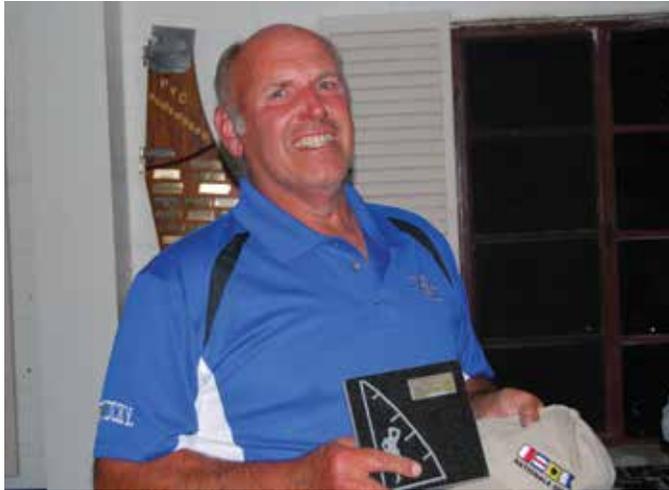
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The Master's

By Neal Deaves



The Masters was a great thrill as it was the strongest wind of the week. David Bauer and myself were honored to win. The first beat was close as all fleets rounded the windward mark. The spinnaker run was strong as we went to our right. Rather than jibe the spinnaker, we took it down as we dug deeper then jibed to close on the leaders. We rounded fourth, and not to sail in bad air, we tacked to starboard only to cross tacks later well ahead of the other masters fleet. The second lap was survival. We were pleased to finish first in our fleet, but the real hero was the women's winner, Katie, who led all fleets with an "easy" win if that was possible. Thanks to all Highlanders for making this a great event. See you in the SOUTH next year.

Former President's Message

"It always seems impossible until it is done." Nelson Mandela said this in 2007, and it has long been one of my favorite of his quotes. He was a remarkable man in so many ways, and was an inspiration of mine since I saw Robben Island from my father's ship in 1972. I was told back then he was a bad man; however, history now sees him differently.

Our job restoring the Highlander Class, and it is our job, might seem like an impossible task given the headwinds that recreational sailing on the whole faces in the USA; however, I do think that we have achieved much in the last few years and that the outlook for the Highlander is far from bleak.

Many of the newer sport boats that are being designed and mass produced today are unlikely to survive the test of time, and so we must turn our attention to what makes the Highlander so different, and what we can do to help the class thrive.

I had the privilege and pleasure to serve for four years as President of the class, and I'd like to thank many Highlander sailors—a lot of whom will remain as friends for a very long time.

I thoroughly enjoy sailing 906 with my friend Boyd Barnwell, and provided he promises to always hike as hard as this (see picture), I promise to make a better job



of pointing the thing in the right direction, and in particular not making perfect starts five seconds too soon.

The HCIA board has had each position strengthened, and each of the positions is filled by experienced Highlander sailors that care a great deal about the boat, our class and what happens in the future. Doug and Cindy Fisher are a dynamic force within the class, and we should all be grateful for their hard work. The color magazine is a graphic example of what can be done.

I feel sure that Doug will carry on the progressive journey that our class is taking. Wherever I am, be it in the USA or in the West Indies, and regardless of whatever boat I am sailing, I will always think of myself as a Highlander sailor.

Fair winds,
Jon McClean



2014 Highlander Nationals

Pymatuning Yacht Club, Jamestown, PA

Championship Division

Place	Captain	Boat #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total Pts
1	Skip Dieball	999	1	1	1	1	1	1	6
2	Bill Wiggins	2007	2	6	2	3	6	2	21
3	Karl Felger	2001	3	3	8	3	7	3	27
4	Bruce Busbey	500	4	5	5	4	7	4	29
5	Rob Spring	1959	2	7	2	5	8	6	30
6	Steve White	2005	8	4	7	2	2	8	31
7	Tanner Shultz	1007	6	5	3	4	9	7	34
8	John Bauer	885	8	9	9	6	4	3	39
9	Steve Bauer	925	10	4	7	6	8	5	40
10	Jamey Carey	1002	5	11	9	10	9	12	56
11	Gary Steinbach	939	12	10	8	12	12	5	59
12	Mike Shayeson	2006	11	6	10	13	11	13	64
13	Neal Deaves	960	7	12	12	11	13	10	65

President's Division

Place	Captain	Boat #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total Pts
1	Jon McClean	906	1	1	1	1	4	1	9
2	Bob Bauer	989	2	1	3	3	6	3	18
3	Gary Vinicky	965	6	2	4	3	1	5	21
4	Bryan Hollingsworth	876	8	5	2	2	2	4	23
5	Mac Cooper	937	5	2	7	8	6	2	30
6	Dan Hopkins	797	4	7	6	4	3	6	30
7	Chris Kafsky	874	6	3	4	7	8	7	35
8	Richard Rykens	926	7	4	6	9	5	10	41
9	Tom Sherer	949	8	8	5	5	7	8	41
10	Al Chrusciel	1004	3	9	11	10	10	11	54
11	Mac McNeill	92	9	7	9	11	11	9	56
12	Craig Rule	980	12	12	12	12	12	12	72

Masters Championship

Place	Captain	Boat #	Race 1	Total Pts
1	Neal Deaves	960	1	1
2	Jeff Curtin	937	2	2
3	Tanya Carey	1002	3	3
4	Craig Rule	980	DNF	4

Womens Nationals

Place	Captain	Boat #	Race 1	Total Pts
1	Kaity Japikse	2006	1	1
2	Charlotte Bauer	925	2	2
3	Marjorie Gold	949	3	3
4	Jen Kafsky	874	4	4
5	Kaitlin Werley	1959	DNS	6

Special Trophies

Sail-a-Gair: Bill Wiggins

McLeod: Bill Wiggins

Piglet: Bob Bauer

Corpus Christi: Fleet #4 Cowan Lake Sailing Association

Chapin Trophy: Bill Wiggins

Grand-Prix: Rob Spring

Larry Klein: Jamey Carey

Junior Nationals

Place	Captain	Boat #	Race 1	Total Pts
1	Jordan Wiggins	2007	1	1
2	Caroline Shultz	1007	2	2
3	Aly Bauer	885	3	3



Junior Nationals

by Jordan Wiggins

The 2014 Highlander Nationals was definitely a good one. One day of sitting on shore and three days of truly great racing with moderate to heavy wind.

The wind really kicked up for the Juniors, Women, and Masters section of the regatta. We could see throughout the morning that it wasn't going to be a drifter by any stretch of the imagination. By the time everyone got on the water for the racing, the wind was a steady fifteen with gusts in the low twenties. There were two other junior boats on the racecourse with us, along with a few other boats from both the Women and Masters divisions. Off the start, it looked like we would be in good shape for the race. Caroline Shultz, who was one of the other junior sailors, sailed an amazing first beat and beat us to the weather mark. They had a little trouble with other boats after rounding but got out clean and were able to hoist a spinnaker. There was a little too much wind for us to hoist our kite so we went wing on wing with the jib instead.

We were neck and neck with Caroline the whole downwind leg, but at the bottom gate, we went different directions (we were looking for a bit of a hail Mary). Luckily, we got a good shift that put us ahead and brought us to the top mark in first place with our competition following very close behind. It looked like we had settled in and would be able to handle any maneuver in the big breeze, but it turned out we were wrong about that. At the bottom mark, we knew that we would have to gybe to round. As the boom was coming over through the



gybe, I heard Dad say, "Don't let it round up." And as predicted by dad, when the main filled, we rounded up. Rather than just bearing back down, we carried the wipe out straight into a tack and then gybed again and rounded the mark with no other issues. Before we wiped out, we had a pretty good downwind leg and our crash didn't affect our race. The final beat was short and easy so we pretty much just cruised through the line. With the breeze being as big as it was, the race committee sent everyone in after one race.

Even though there was only one race, it was still an awesome time on the water. The other two junior competitors, Caroline Shultz and Aly Bauer, did an awesome job and made the racing a really good time. I'm looking forward to hopefully sailing Junior Highlander Nationals next year. It was an amazing regatta.

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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Highlander 2015 Nationals

by Bruce Busby

The 2015 Highlander Nationals are right around the corner, and we hope you are planning on making the trip south for this fantastic event. During the last week in April the average high temperature at Western Carolina Sailing Club is 75 degrees Fahrenheit and the wind speed during the day averages between 6–15mph. So we will likely have the right wind to accommodate both 2 and 3 person boats. The club has plenty of open space for camping and just enjoying the week. For those who prefer more stately conditions, there are hotels about 10 minutes away. On top of that, there are a number of interesting things to do for the members of your shore crew who would rather well...do something more interesting. The campus of Clemson University is about 20 minutes from the club and has a lot of history (dating back to 1888). In addition, they have a nationally ranked baseball team and may have a home game or two during the time you're here. There

are also a number of old Plantations within 20–30 minutes of the club that can be toured and explored.

For those who are a bit more cosmopolitan, the city of Greenville is about 50 minutes from the club and is probably one of the best, people friendly downtown areas in the country. In fact Forbes.com listed Greenville as one of the top 10 best downtowns in the country to visit. There are a plethora of shops, restaurants, and establishments of greater drinking along Main Street downtown. The Greenville Zoo is also a nice way to spend 2–3 hours with the young ones and then head into downtown for lunch. The centerpiece of the downtown area is Falls Park where you can watch the waterfall as it runs through the center of town or take a nice walk along the paved path running alongside the river and falls.

Come on down this spring and enjoy the sailing or the sites. You'll be glad you did.



Downtown Greenville was selected by Forbes as one of the top 10 best downtowns in the country.



Clemson University is a cool place to visit.



The Western Carolina Sailing Club has a large area for camping and just enjoying the view.



And don't forget the sailing at Western Carolina which is going to be awesome!



Hoover Fling

By Mike Perakis

As we packed the boat up after the last race on Sunday, I told Rob and Joyce that I didn't think I had ever sailed at Hoover when the breeze had been more variable, more up and down, more left and right, more anything than it had this weekend. This one was a doozy, one to remember, one to keep us all reminded of why we do this. To have fun, right?

Joyce and Rob Spring had planted the seed at Nationals that they'd like to come to Hoover, bring their boat, offer themselves as crew, and have me drive. How could I say no? All I had to do was register, lend a hand putting the ship together, and steer. No problem, a tornado couldn't keep me away.

Having sailed at Hoover for a long time, I knew the forecasted east wind was going to be a challenge. However, I did not expect that it would be such a wild challenge for the entire weekend. I knew we could expect some unexpected shifts, some light air, maybe some decent breeze with all three hiking, maybe even some drifting. Well, we had it all, in every single race. In their sailing careers, some people have started last and finished first. Some people have started first and finished last. This weekend, at some point during a race, most people were last (at least once), most people were first (at least once), and some people were both first, last, and first again.

This weekend, as in every regatta, the keys to success were keeping your speed, going approximately the right direction, and most importantly, never giving up. We had two or three races with bad starts, but we never stopped racing. We kept chipping away; we kept clawing back. Sometimes we went two steps forward and one step back, but eventually, persistence paid off. One downwind leg in particular had us last around the windward mark, rounding with clear air (yeah!) and the ability to sail our own leg. We sailed to each puff, stayed in one especially vigorous puff for the last half of the leg, and ended up rounding the leeward mark in first. We never gave

up. Same thing upwind. Keep your eyes upwind, find the puffs, use the shifts, pass those other boats. Do not give up. The correct course may not be laid out in yellow bricks, but say it three times... Do not give up.

Sure, we had warm discussions about sailtrim, tactics, even something about wearing funny shoes, but in the end, we all enjoy spending time with each other, doing this sailboat racing thing. We made the best of some difficult sailing conditions and were fortunate to sail well enough to win and have fun at the same time.

The race finishes were never certain until the horn sounded. Positions were changing on every leg of the course, and everyone had a chance to do well in every race. We started off pretty well on Saturday with the lead and tried not to blow it on Sunday. After six races, just seven points separated first from fourth. And with four different boats winning races, consistency really paid off. Jamie and Tanya Carey sailed two up and were right on our heels the whole weekend. Harold and John Bauer sailed with several Bauer crew and finished up Sunday with two wins for a solid third place, just three points back. Mike Shayson and Jason Japikse were another three points away. There was no place like home, we made it back to Hoover and had a great journey that we won't soon forget.



Winner Mike Perakis (on right) with Rob and Joyce Spring

Classified Ad Policy

If you would like to place an ad in the *Highlander* magazine, the cost is \$10 per issue. Make check payable to HCIA. Send with ad copy to Cindy Fisher, 2280 US 68 S, Xenia, OH 45385. You can also email the ad to her at toofish2005@yahoo.com. The ad should be at minimum 40 words. Please provide the following information: boat #, price, name, phone numbers, and email address. Deadline: Dec/Mar/Jun/Sep 1st for following month's issue.

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48th Annual Pipers Regatta

at Lake Norman Yacht Club

by Pedram Leilabady, Regatta Chair—48th Pipers

Come sail with us in the 48th Annual Pipers Regatta scheduled to take place over the weekend of October 17–19 at LNYC. For nearly half a century, Lake Norman Yacht Club has been hosting the annual Pipers Regatta open to all Highlander Class sailboats. LNYC, founded in 1961, is home to Highlander Fleet #27, and has been nationally recognized by US Sailing Association for providing a great venue for sailboat racing.

Over the past 47 annual Pipers Regattas, there have been occasions where as many as 60+ Highlander sailboats have lined up on the start line of a race! Although the year to year number of sailboats participating in the Pipers does change due to a variety of economic and personal reasons of the participants, nevertheless, the level of effort needed to arrange, set up, and conduct a regatta of this size remains more or less unchanged—and it truly does take a village to run a regatta! All of us at LNYC are wholeheartedly committed to ensuring that your visit with us is as enjoyable and memorable

as possible. We, therefore, enthusiastically look forward to having all those interested in helping us bounce this venerable regatta back to its earlier days' livelihood to come and join us in October for what promises to be a great weekend of sailing.

There is free camping, both tent and RV, on club grounds; there are two launch-ramps as well as a boatlift; Friday night on-the-water seminar by Dieball; Saturday night Highlander round-table discussion; games for kids; live entertainment; great food; and a warm and wonderful hospitality waiting to greet you all at our club!

For more details please check out the NOR which can be found on the Highlander website. You can also find the NOR on the LNYC website (www.LNYC.org) where you will also find much more about the club and attractions in the area. If you want a NOR sent directly to you contact me at 704-756-9045 or email at Pedram_leilabady@yahoo.com.