

# SHIELDS MASTHEAD

Official  
Publication of  
The Shields  
One-Design  
Class National  
Sailing Association



February 1989


## Special National Championship(s) Edition — Part 1

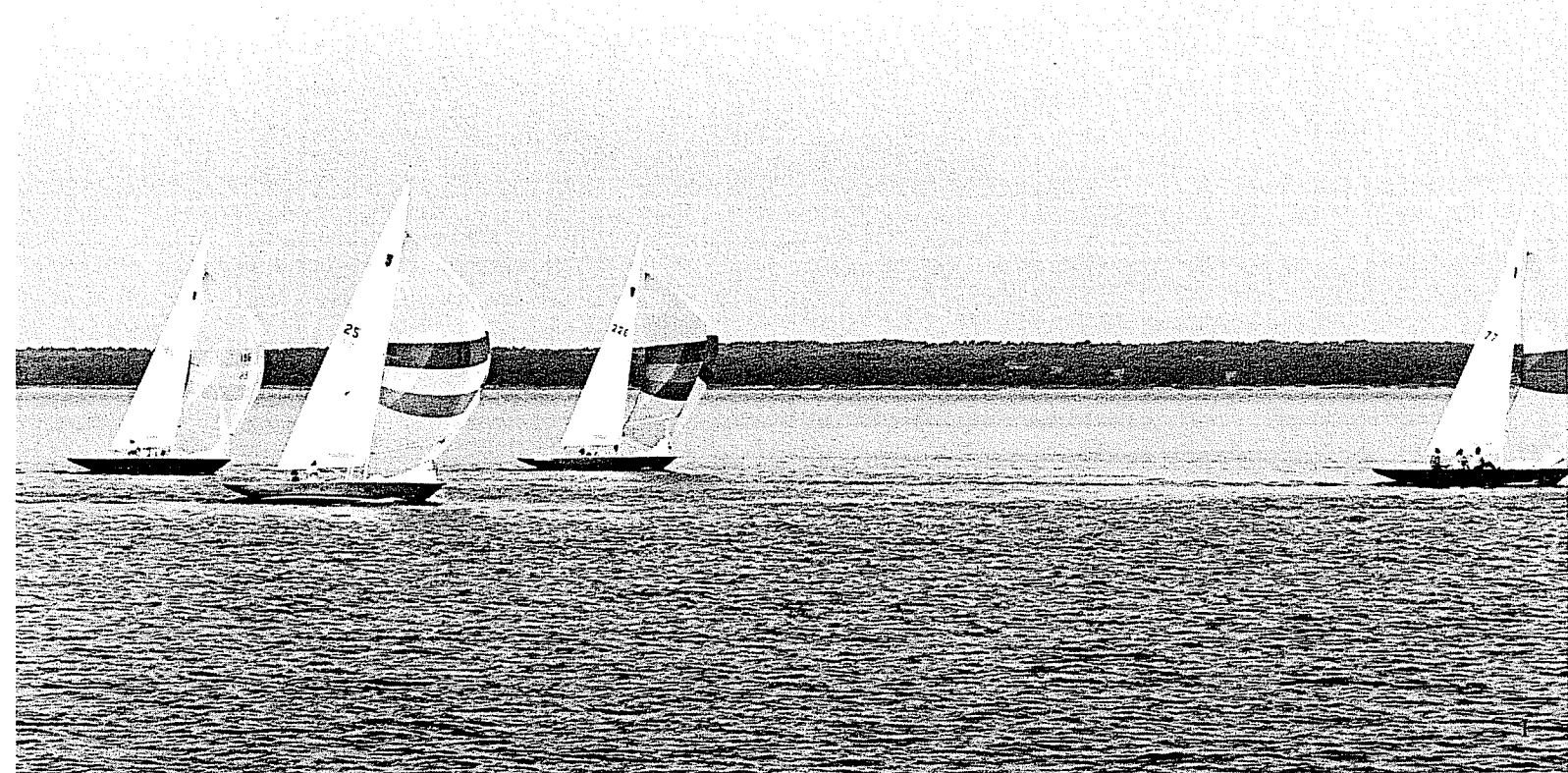
**What were the 30 most beautiful sights** on the waters off Edgartown on September 7-10, 1987?

Answer: the 29 Shields class yachts racing in the National Championship Regatta — and the stunning woman watching it all from that nearby spectator boat. (Sorry, we've been sworn to secrecy regarding her name, address, phone number, and even the name of her boat.)

The fact is, for sheer beauty, Shields sailors are automatically — and excessively — pampered. So many of us, so often, take for granted the peerless good looks of our comely craft. Perhaps we're too close to the action (and too close to the sanding of that bigger-every-year bottom?).

Pause for a moment now, to enjoy the handsome photo which graces the cover of this *Masthead*: a quartet of lovely Shields spinnaker - reaching during the first race of the 1987 Nationals at Edgartown.

Then turn the pages, and read about the 1987 Regatta; 1988 Nationals final standings (details coming up in Part 2, to be published shortly); valuable words on how to make your boat go faster; the new Shields sailor Profile; the first of many toasts; and notes on what's happening, and coming up, in our thriving class. 



# The 1987

Edgartown:

*The magnificent cover photo, this great shot, and on page 12 by Mark Lovewell © Vineyard Gazette. See note, page 11.*



# National Championship Regatta

The Mike Deland Show returns to the Vineyard for a repeat of his 1980 victory

By Dennis Dixon

The mist was still on the harbor when a group of us left Edgartown for Marion at 7am on Sat., Sept. 5 to race the borrowed Shields from there back to Edgartown. Eleven boats took part, with Joe Tomlinson winning (1st prize was a cooler of beer) and Dennis Dixon bringing up the rear at 6pm (had to make sure there were not any stragglers). Diving into the average hectic activity of the next 36 hours (housing, meals, laundry, sail measurement, boat cleaning and loaning), we emerged for a very nice practice race Monday afternoon, which was won by Michael Deland, thereby disproving the rumor that the winner of the practice race is out of it for the Regatta (or is this the exception that proves the rule?).

That evening we all met at the Edgartown Reading Room for some fabulous bluefish and a wonderfully entertaining talk by Walter Cronkite on his sailing exploits.

We got in three races the next day, which was all well and good given the eventual conditions on Thursday. The wind was moderate, generally 5-10 knots SW, with the "class acts" rising to the top in each race: Mike Deland won the 1st race (with Al Meril 2nd and Michael Carr and Nis Lorentzen 3rd); Al Meril won the 2nd race (Chris Withers was 2nd and Rick Tears was 3rd); and Joe Tomlinson took the 3rd race (while Bill Weeks was 2nd and Gary Lash/Moose McClintok were 3rd). After that *full* day of racing, the Shields sailors were hosted at various private dinner parties around Edgartown, giving people the chance to see a little more than the race course and their own beds.

Wednesday, Sept. 9, was one for the books: the wind was steady South-West at 20-25 knots! In the first race, Bob Donahue and Joyce Lewis were in the lead at the 1st mark, but a blown-out spinnaker on that first reach dropped them back. Joe Tomlinson took the lead at

*(continued on page 4)*



# 1987 National Championships (continued from page 3)

the 1st reaching mark and never looked back. Rick Tears was 2nd, while 3rd place was captured by Bill Saltonstall and David Crowley. Consistency seemed to be the name of the game, as Joe went out and won his second race of the day that afternoon. Edgartown fared well in the second race, with Tim Bryan taking 2nd with Bill Weeks 3rd. That evening everybody was on their own, which meant "an early dinner and collapsing into bed" for most people.

Fully refreshed and ready to go, we got up Thursday morning to NO WIND (well, maybe 1-2 knots). Nevertheless, we started the 6th race at 10:00. Unfortunately, most of us still had not reached the 1st mark by 11:00, and if my memory serves me, was a particular Marion boat lapped by Chris Withers? (After those 'fog tactics' in Newport, maybe it serves him right!) The fleet dropped its competitiveness and showed great togetherness when they all counted down the time limit for the Race Committee's cannon to cancel and re-start (or was that the speaker-beeper?) After swimming and drifting and towing and water fights, we finally got off a race at 3:00 in the freshening south-east breeze (south-east? the wind never blows south-east.) Chris Withers was certainly a man with a mission that day, because he went on to victory, followed by Mike Deland and Bill Weeks. We all coasted back to harbor, eager to shower down and get down to the Yacht Club.

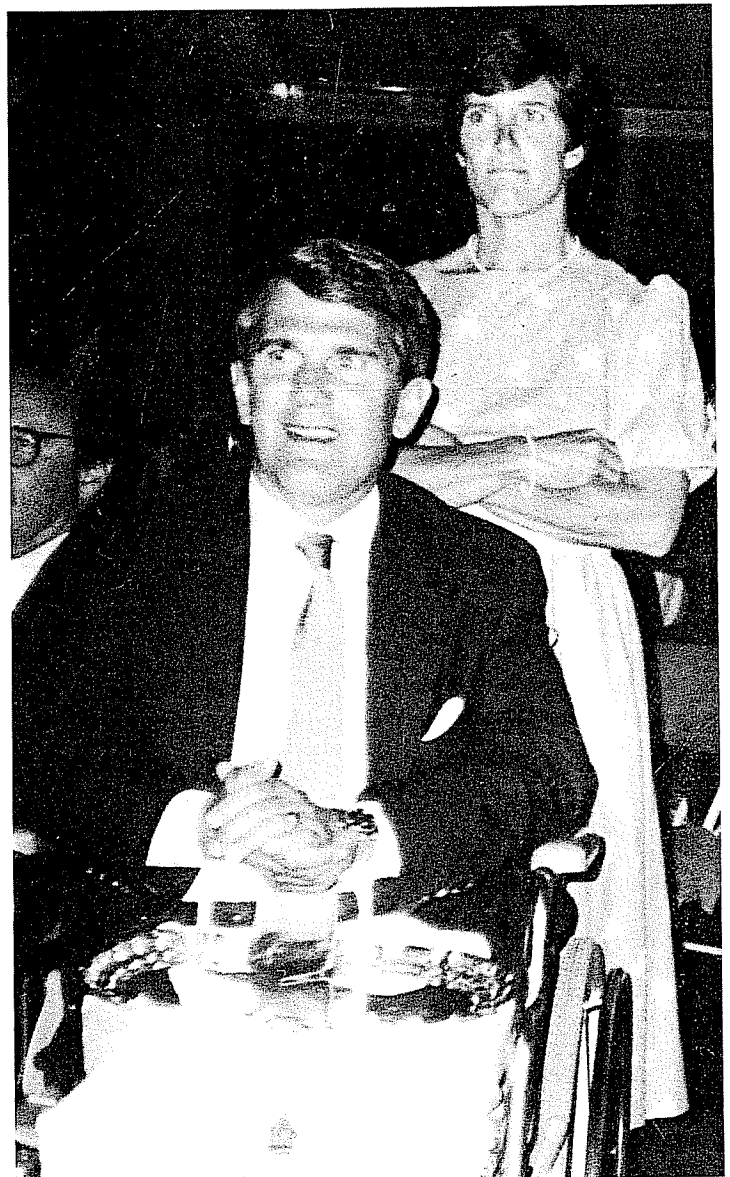
As was mentioned earlier, Mike Deland won this year's National Regatta, with a total of 18.75 points. As he mentioned, Edgartown seems to treat him very well, since he also won the Nationals when they were here last in 1980 (good thing for the rest of us that Edgartown is not scheduled again until 1995!) Al Meril was second with 19.75 points. Bill Saltonstall and David Crowley took 3rd place with 22.75 points, while another Texas boy, Rick Tears, (in a borrowed boat), was 4th with 23 points. Edgartown rounded out the top 5 with Bill Weeks having 25 points. The quality of competition speaks for itself, with 1 point between 1st and 2nd, ¼ point between 3rd and 4th, and 2 points between 4th and 5th. In a 29 boat fleet and highly varied conditions, there were true tests of skill and team-work (with a little bit of luck sometimes thrown in).

Any discussion of the Shields Nationals would be most incomplete without mentioning the coveted "Take A Bow" award. Although I am disappointed that my own personal favorite did not win (Bonnie Shore, for not only inviting the Edgartown-Chappaquiddick ferry to 'take a bow,' but for having the ferry accept her kind offer), 1987 award winner Moose McClintok certainly

deserves the honor and recognition due his performance at the Nationals Awards dinner one year ago. Moose's command of the English language was unparalleled, and evoked . . . well, it evoked . . . , well, you know . . .

Just as the Regatta "begins" long before the practice race, it still has a way to go after the Awards dinner. At 7:00 the next morning (was it really that early?) a group of us met to tow the borrowed boats back to Marion. Having neither towed six Shields before nor been towed from Edgartown to Marion, I was game to try it. Having tried it, I do not recommend it: it is long and especially boring when the batteries on your radio die (it was exciting getting back from Cape Code Shipbuilding in 1½ hours, by water!)

The dates listed above for the National Championship




*The Champ and Mrs. Champ*



Regatta are very deceptive. The work that goes into hosting, and qualifying for, this type of event begins many months before. Edgartown Shields Fleet Captain Walter Eberstadt organized a mid-winter meeting in New York City, followed by weekly meetings on the Vineyard starting Memorial Day. Of course our thanks go to the Marion fleet for hosting such a great regatta last year, making it very easy for us to copy their: organization, Regatta book, fee structure, etc., etc., etc.

Individuals who must be thanked include Joyce Lewis in charge of Housing/Registration and Alison Cannon was in charge of Entertainment and Food. Thank you to Race Committee Chairman Sam Warriner in his last official capacity as Chairman; the races were run very professionally in a variety of conditions. Once again, the Shields Fleet gives special thanks to the Edgartown Yacht Club for being such wonderful hosts (every question was answered, every concern was addressed). Brandy Harrison and his judges must be thanked for their patience at helping us untangle the messes we found ourselves getting into, even though the job took them late into the night.

1987 was a wonderful year for sailing, but it is the laughter, the faces, and the camaraderie that we will all remember. 



# A TOAST to Shields Sailors

(Editor's note: This is proposed with the explicit understanding that when Shields people gather, the time zone is irrelevant; regardless of what the clock says, it's always an appropriate time for a toast. And be mindful, of course, that there can be no toasting without the lifting of a glass.)

*May the spinnakers above us  
never fall in,  
And may we friends gathered below  
never fall out.*

(Another note: *What's YOUR favorite toast?* We're sure you'd like to share it with your fellow Shield sailors. Send it in now; those that are used will be properly credited in print. In addition to the resulting fame, you'll also receive an important award: an official, genuine, cloisonne enamel Shields pin. Mail — as many as you'd like — to Cheers Dept., Shields Class, c/o Rich, 37 Mulberry Lane, New Rochelle, NY 10804.)

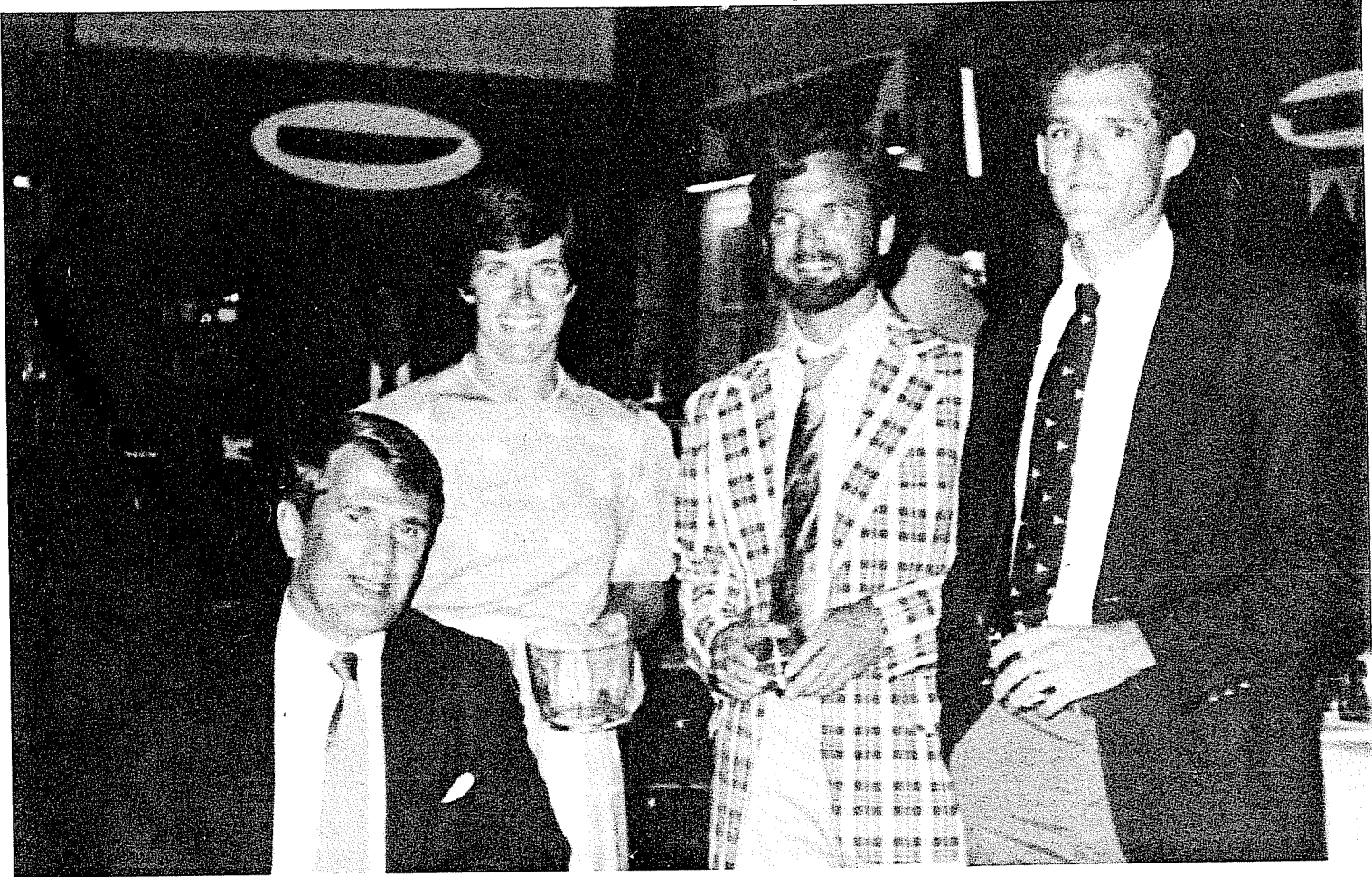
## Final Standings, 1987 Nationals

Position	Skipper/Co-Skipper	Sail #	Fleet	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Points
1	Mike Deland	141	Buzzards Bay	1	4	7	7	5	2	18.75
2	Al Meril	28	Dallas	2	1	5	8	15	4	19.75
3	Bill Saltonstall/David Crowley	229	Buzzards Bay	6	9	1	3	4	DSQ	22.75
4	Rick Tears	98	Dallas	7	3	4	2	7	9	23.00
5	William Weeks	42	Edgartown	11	14	2	6	3	3	25.00
6	Joe Tomlinson	233	Buzzards Bay	8	24	8	1	1	8	25.50
7	Chris Withers	163	Nar. Bay & Navy	12	2	6	10	11	1	29.75
8	Gary Lash/David McClintock	169	Nar. Bay & Navy	4	6	3	12	WD	11	36.00
9	Michael Carr/Nis Lorentzen	114	Western L.I.S.	3	23	10	18	10	6	47.00
10	Jan Chandonnet	230	Edgartown	10	15	DSQ	9	8	7	49.00
11	Robert Donahue/Joyce Lewis	79	Edgartown	25	8	22	5	6	13	54.00
11	Dennis Dixon	226	Edgartown	26	13	14	4	9	14	54.00
13	Tim Bryan	223	Edgartown	14	18	9	14	2	22	57.00
14	Greg Felton	174	Univ. of Calif.	9	16	12	17	20	5	59.00
15	Trevor Pardee	77	Seawanhaka	15	11	13	26	18	12	69.00
16	Eric Reinke	186	Monterey Bay	20	25	15	15	12	18	80.00
17	Wendy Nourjian	224	Buzzards Bay	DSQ	27	11	11	13	19	81.00
18	Fred Werblow	25	Western L.I.S.	5	7	23	23	24	DNS	82.00
19	David Kilroy	165	Nar. Bay & Navy	18	22	17	16	AVG	DNS	87.00
20	Bryan McSweeney	194	Buzzards Bay	19	19	25	19	16	16	89.00
21	Graham Quinn	145	Buzzards Bay	27	26	16	13	14	23	92.00
22	Martin Plonus	130	Chicago	DSQ	5	DSQ	DSQ	17	15	97.00
23	Mike Schwartz	90	Chicago	16	20	18	24	21	24	99.00
24	Don Tomlin	26	Western L.I.S.	23	12	26	20	25	20	100.00
25	Richard Sides	33	No. Mass. Bay	22	21	20	22	20	17	102.00
26	Niva Oghigian	126	Chicago	27	28	DSQ	21	19	10	105.00
27	Mike Mettler/Steve Mettler	93	Edgartown	DSQ	10	19	WD	23	25	107.00
28	John Hardy	101	Cow Bay	17	17	21	DSQ	WD	DNS	115.00
29	Gordon Marlow	135	Univ. of Calif.	25	29	24	DNS	DNS	26	134.00
30	Larry Hall/Bill Walsh	148	Buzzards Bay	DNS	DNS	DNS	DNS	DNS	DNS	150.00

# Edgartown Album

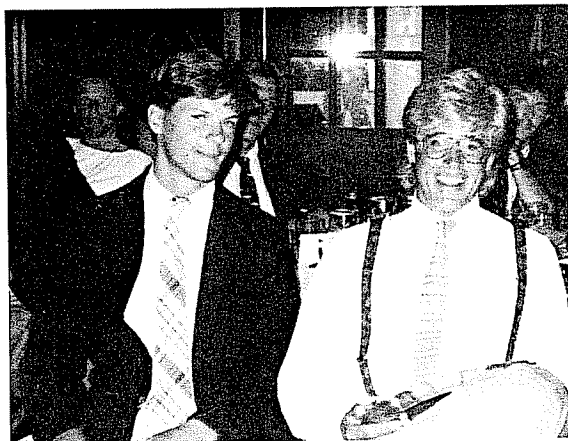
A few shots ashore from the 1987 Championship Regatta

*Below - Champion Mike Deland (Marion) and winning crew at Awards Dinner.*



*Right - Joe Tomlinson (Marion) and crew are not unhappy.*

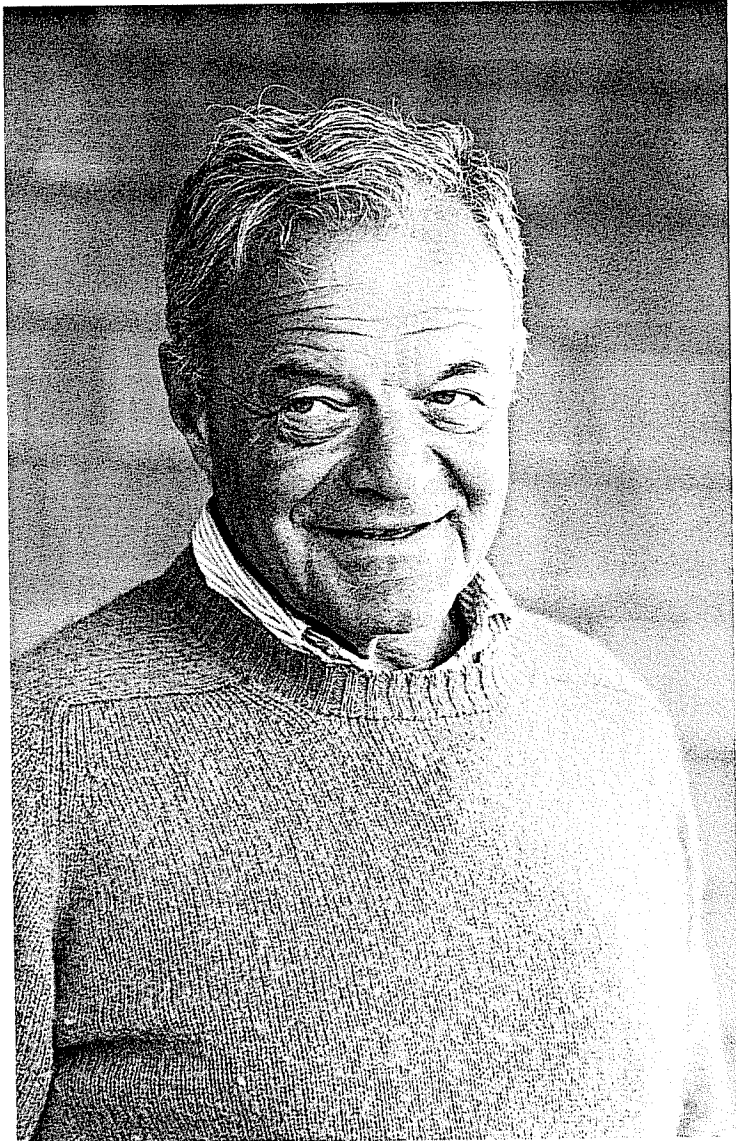
*Far right - Bill Weeks (Edgartown) receives "Dancing Pig Take-A-Bow" trophy.*





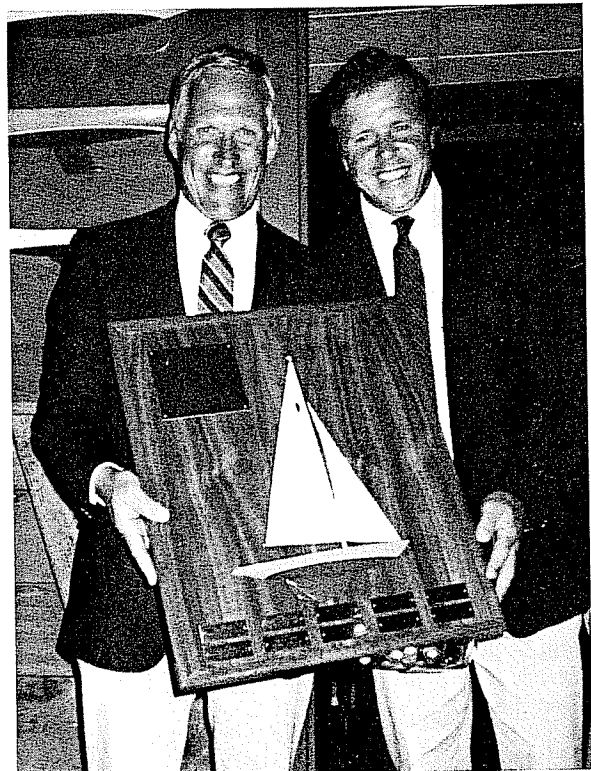
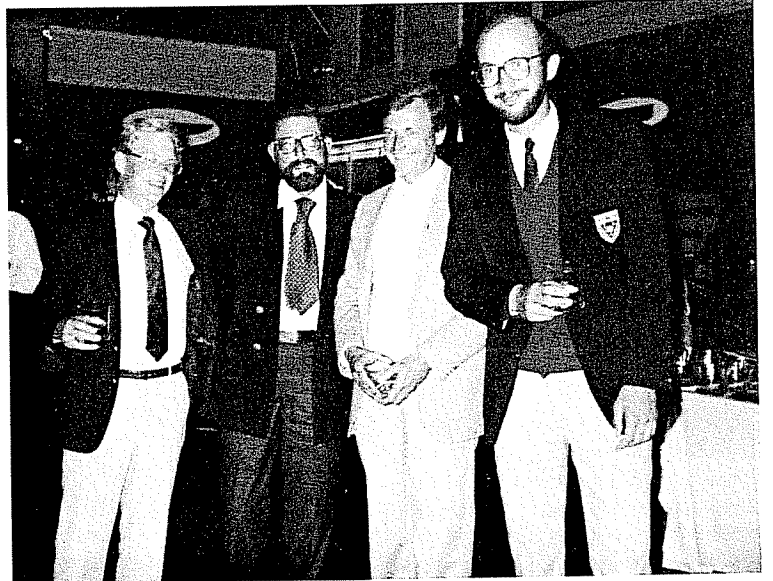
*Left- The WLIS fleet was well represented: (left to right) Don Tomlin, Claire Dowd, Kevin Hynes, Mike Carr, Karen Savage; and (from Manhasset Bay) Nicole Alio.*

*Below - Cross-country sailors: the gang from Univ. of California, Irvine.*



*Above - Walter Eberstadt (Edgartown) served with typical distinction, efficiency, and finesse as overall National Regatta Chairman. A deep bow of appreciation, Walter, to you and your gang, from the entire Class.*

*Right - Bill Saltonstall (left) and David Crowley are enthused about their newly-won Cornelius Shields Memorial Trophy.*



# Shields Racing

## and other bizarre delights - Part 2

By Victor Onet

**T**he trouble with Vic Onet is that he practices what he preaches. The last issue of your *Masthead* had the first part of Vic's exposition on how to make a Shields go fast. He obviously studied it, and went out and won the 1988 Nationals. Now, here's Part 2.



### The Cardinal Sin

The penultimate grievance is overtrim. If you feel slow or appear to be going backwards relative to nearby boats, ease everything 2 inches. The boat needs drive. When things get choked off, it stops.

### Don't Be A Heel

Never, never let the boat heel so there is less than 4 to 6 inches of freeboard on the leeward side of the hull. If there is less, you are going sideways. This angle of heel is a function of crew — weight, constantly playing the traveller and “feathering” the boat in the puffs. In 12 knots of wind (true) or over, the traveller, in my opinion, is the critical string and should be rigged so one crew member, sitting on the weather rail, can play it like a violin every second of every weather leg. He should be able to visualize 4 to 6 inches of lee-side freeboard showing at all times. If, on a mile and a half weather leg, he hasn't made fifty to one hundred adjustments, send him off to the golf course where he can take one hundred and seven cuts per round and probably feel good.

Said another way, if a guy lets every third wave hit the chain-plates and I maintain a more or less constant 4-6 inches of freeboard, he will soon be playing serious catch-up, everything else being equal. This is because the boat was designed around 1965 which might as well have been the dark

ages in terms of hydrodynamics. As a result, the keel isn't the greatest lifting device known to man. If you “tilt” it appreciably, it goes to sleep real quick and the hull goes sliding away to leeward. Similarly, if you pinch the boat, the keel stalls almost immediately with the same result.

### The Rudder

By modern standards, the rudder has maybe 20% to 30% more wetted surface than necessary. Also, because it is attached so far forward as compared to today's skegs, it is relatively ineffective. It is, in essence, a badly located barn door which, when over-used, drags the boat backwards and sideways — directions in which one seldom wants to go. Think of swinging the tiller full-throw across the cockpit, moving it from a position where the tip touches one side of the hull to where it touches the other side. Call that arc — I bet the tip travels six or seven feet — one cycle. Now think of a one mile windward leg and the amount of movement — or the number of tiller cycles — a helmsman puts into that distance. For the sake of argument, I bet a lousy helmsman puts in three to five cycles while Moose McClintock, the other extreme, probably puts in less than one cycle for the same distance. Envision two boats, side by side, going upwind on a beautiful day as the Buzzards Bay chop is building. Imagine one guy having to swing the tiller from one side of the boat to the other five times while the other guy simply cruises. At the end of all that thrashing about, how much distance did tiller-happy lose? I really don't know but would guess the loss to be one to three boat lengths. A good Shields helmsman can “influence” the bow with only the smallest “pressure” on the helm which causes the rudder to

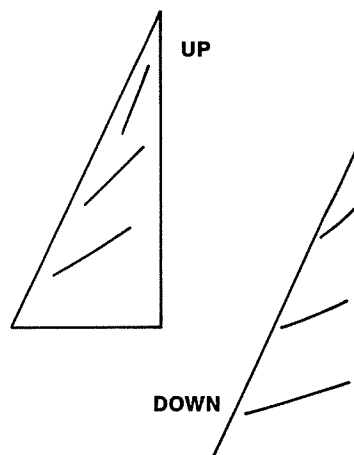
move maybe a sixteenth of an inch. There are a lot of “sixteenths” in six or seven feet. And a three boat length lead at the weather mark ain't bad for doing damn near nothin'. It's a classic case of less being more.

### The Groove

Not to be confused with jib luff entry as already mentioned. The groove of which I speak is the Holy Grail for some guys as in “we got it in the groove and really moved out” or “all you have to do with a Shields is find the groove and it goes like hell.” Beware this groove: it doesn't exist!

Moving the boat upwind is actually a series of S-turns that should resemble the trail of an amiable and well-fed boa constrictor out for an afternoon crawl. The outer boundaries of such progress are defined, for me anyway, by the bottom jib tell-tale and a feel for the power or pressure the boat is absorbing from the wind which is difficult to describe.

As you steer towards the wind, the bottom tell-tale should “float” up to an angle of about 45 degrees from straight back or horizontal. The middle tell-tale will be up say, to 60 or 65 degrees and the top tell-tale will “stream” straight up. At this



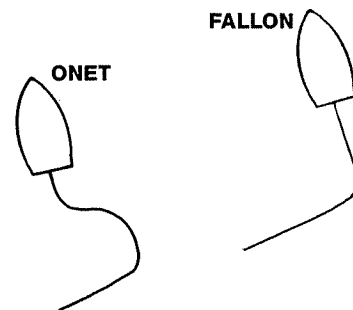
point the boat begins to lose power and you can feel it sort of want to straighten up even before it begins to do so. Pressure on the helm puts the bow down a little, the sails grab some wind, the bottom tell-tale floats to 10 to 15 degrees up from horizontal (but never horizontal) and the boat wants to heel — so up we go again . . . and so on. I'm not sure, but I think I'm talking about heading changes in the magnitude of 3 to 5 degrees. The result of this delicate little tango — particularly if one's senses are having a good day — can be pretty groovy.

It almost goes without saying that you should always “take a bite” or “feather” on every puff.

### Tacking

Most people will disagree but I think it is particularly difficult to tack the boat efficiently. I make a concerted effort to be a pro every time we flop but when I look back, the wake often resembles a “fish-tail.”

Consider the two guys tacking, side by side, and forgive my lack of talent for the graphic arts.



Onet has given 1/8 to 1/4 of a boat length to Fallon per tack and after almost seven or eight such presentations is, upon arrival at the weather mark, almost hysterical and wondering what happened.

Again, I'm not sure of the answer but what I try to do is throw the boat — firmly and quickly — through the eye of the wind so that the helm gets centered at the exact moment the bow points at the new course. I find if I try to let the boat “shoot”, it inevitably loses enough headway so as to require additional helm which then pulls the bow beyond the course of the next tack. Anything gained to



weather is lost via the resultant correction which creates a "fish-tail." After you tack, look back at your wake. If you are consistently giving your competition a gift, best you do some work on technique.

Particularly in a situation which could be called "more sea than air," a left-over lump, for example, it is important to ease backstay, main and jib sheets an inch or two during a tack so you can power out of it. This requires having good equipment located properly as in an 8 to 1 double-ended backstay led forward on both sides of the boat. If nothing else, leave the new jib sheet eased for a few seconds after you flop.

### Reaching

No rest for the weary. Once the spinnaker is set, we try to play every puff that comes through. With four guys, someone is looking over his shoulder to watch the wind. As a puff approaches, he says something like "I've got one coming" and just before it hits, he says "puff, puff, puff;" the helmsman says "down, down, down" and the trimmers say "ease, ease, ease." At first this will sound rather like a drunken recess in a kindergarten class. Yet it keeps everybody's head into the main objective which is to get the bow down early so you convert more energy (from the wind) into forward movement along the track and not into heeling moment. When the puff begins to die, the helmsman says "up, up, up" and the trimmers (both mainsail and spinnaker) say "trim, trim, trim." As a rule, when we come "up, up, up" it is not to the course for the mark. It is to a course parallel to the original one but below it to whatever extent we have sailed off to leeward. This often helps you separate from guys to weather who tend to work up to fight off each other. Obviously, the tactical situation will dictate how deep you go. Particularly on beam to broad reaches, it is remarkable how much you can gain when you come screaming into the mark on an angle 30 degrees more favorable than the competition. This assumes one has the fortitude to stay low until the last 100-200 yards from the mark. Inching up

over the last third of the leg doesn't seem to work.

### Running

Most people don't ease the mainsail enough when travelling dead downwind. In fact, in heavy air, most people seldom travel dead downwind at all in fear of a killer jibe. There is a school of thought (to which I adhere) that says "tis far better to wipe out the crew than lose the race."

As a demonstration, in moderate wind, sail dead downwind (on the masthead fly) and then try sailing off (by the lee) another 5 to 10 degrees. No problem. Then you must gather the courage to do this in 12 to 15+ (true), in a seaway, when the boat actually likes to sail by the lee. We have a guy leaning against the boom. When he starts to squeal like a stuck pig and veins appear in his neck, we come up a little. Under 10 to 12 knots, the boat doesn't like this point of sail so you have to pick the correct side of the course, tack downwind, and play any 10 degree shifts that come along. For this drill a masthead fly is essential.

If, in the process of roaring dead downwind in a breeze and a seaway, the boat starts to rock and roll from side to side, don't be too quick to stop it. This somewhat hair-raising experience is fast. It becomes the supreme test for the helmsman, who must really concentrate on keeping the bow boring along in an absolutely straight line. You have to anticipate the next "swing" way before it happens and get some of the barn door into it real early. At the same time, it is worth remembering that "Moose" ain't going to put as many cycles into this exercise as the average guy. No matter what they tell you at the bar, it is almost impossible to stick the pole in the water. On the other hand, there is a limit to this madness which has a lot to do with one's state of mind and the onset of one's personal equinox. When that point is reached, strap down the chute (twings, sheet, guy), head-up or do both. After all, this too shall pass.

### Crew Weight/Location

**Upwind and close-reaching:** We try to keep everybody located on the weather rail as far forward as possible and as close together as we can manage — a real love-in.

**Downwind and broad-reaching:** Move crew weight to just aft of amidships and adjust so the boat is not heeling at all. Here again, we try to keep weight "together" except when you start to rock and roll. At that point, spread crew out side to side and fore and aft. You will be surprised at how much of a dampening effect a scattered weight distribution will achieve.


In light air, position weight as above but use it to encourage 5 to 10 degrees of heel going upwind. You want about the same amount of weather heel when going downwind so as to coax the spinnaker out and away from the main.

### A Debutante She Ain't

Shields are anti-social. They particularly dislike the company of other Shields. Their weight, inefficient underbody and cumbersome rig all contribute to the boats' inability to cope with chopped-up water and cut-up wind. That is why it is desperately important to get away from the starting line in clear air and smooth water. In my opinion, you can never, never afford to suck gas and should always throw in a tack or two quick tacks to get in the clear. If you find yourself in a clump of boats upwind or down and you suspect you are being adversely influenced by such company, bail out immediately. Avoid laylines fiercely. It is far better to overstand a layline by a couple of boatlengths (into clear air) than to wallow around in a parade. At the bottom mark, if you find yourself in or just behind a clump of boats, be prepared to tack right at the mark — even if the strings are in a mess.

You will never pass boats on a reaching leg, particularly in a breeze when competitors are throwing wakes all over the place, unless you are well separated from them up in the so called passing lane, 3 or 4 boatlengths to weather or 7 to 10

boatlengths to leeward prepared to "angle in" over the last 100-200 yards as described. It is also difficult to blanket and pass when running. Indeed the opposite seems to be true — you can cover from in front pretty effectively. I'm not sure why this is so, but I suspect it has to do with breaking through the leader's wake which, in my experience, is damn near impossible. I may be wrong but I think a follower should get on the other jibe, work on one's boat-speed and pray for a lift on which to jibe back. I would happily part with my personal incantation for such a just and righteous event if I thought it would help. It won't; it will only improve your vocabulary.

It is obvious, particularly in big fleets, that guys who early on are able to separate from the pack sail away with the race. This phenomina is an absolute. It is why speed — at the outset of a race — is critical. Those who are compelled to be part of the first and second leg herd are destined for a death march to the bottom of the fleet from which, unlike Douglas MacArthur, they may never return. 



*Our skillful contributor often takes off his tie — especially on downwind legs.*

---

*The concluding installment of '88 National Champion Onet's prize treatise will appear in the soon-to-be-published next issue of your Masthead.*

# Short Tacks

## A Seemly Symbol, Compliments of the Class

If you haven't already opened it, that lumpy little packet enclosed with this issue of the *Masthead* will be, we trust, a pleasant surprise. The red, white, blue, and silver cloisonne enamel pin is based, of course, on the Sparkman & Stephens drawing of the elegant yacht we sail, and the Class emblem. We trust you'll wear it proudly, to let discerning observers know you're a member of the select clan of Shields sailors. (If you'd like additional pins for spouse, crew, qualified friends of your fleet, etc., a limited supply is available to Regular and Associate Members. Incidentally, we're told pins of this high quality normally sell in yachting circles at about \$12-\$15. These will set you back just \$2 each. Write: Shields Class, 107 Cliff Avenue, Pelham, NY 10803. Specify the number you want, and enclose check, please.)



## Strengthening the Boat

Hardworking President Don Tomlin and Class Measurer Vic Onet have been in long consultation with Sparkman & Stephens (NY) and the technical experts at Hathaway, Reiser, and Raymond (Stamford, CT) on the problem of hull-deck separation at the chain plates. If and when this happens (and it has, notably in at least several Chris Craft-built vessels) it's a *major* problem. Hathaway is now producing for us a compact tie-rod arrangement which effectively, and literally, pulls the boat together. (It ties the chain plates to the mast step, so the weight and pressure of the mast are efficiently harnessed to work for us.) It's simple to install, and could save a lot of grief and expense in the future. The first unit is in place, in Keith Wilkins' *Rogue*, #111. (Keith is the new Chairman of Fleet #1; he *had* to make his boat available.) Details are spelled out in a separate enclosure; it's recommended reading.



## Strengthening the Class

We don't quite understand how the mathematical geniuses on the National Class Executive Committee rationalize these numbers, but here's what is

undoubtedly the best buy in yacht racing. The annual fee for an Associate Membership in the Shields Class is a staggering \$5. Clearly, active participation by anyone involved with Shields sailing as an Associate Member makes that involvement more meaningful. That, in turn is valuable to skippers — and the ultimate effect is stronger fleets and a sturdier Class. Here's an easily-achieved objective: let's see every skipper/owner sign up *at least three* crew as Associate Members. (To make it even easier, an application form is enclosed. Please make as many copies as you need.) Not incidentally, that handsome pin automatically goes to each Associate.



## A Masthead First

In the next issue: a Shields centerfold!

It will be in dramatic black and white, but we promise it will not be any less attractive for lack of full color. And we'll try to keep the staples out of strategic places.



## About Those Great Photos

People who have seen this *Masthead* in preparation have inquired about the terrific photos on the front and back pages, and the spread on pages 2-3. They're the accomplished artistry of photographer (and friend-of-the-Class) Mark Lovewell of Edgartown. Mark produces museum-quality 11" x 14" black-and-white prints, gracefully mounted in 16" x 20" mats. They're not cheap, but they're *very* good. For information: Mark Lovewell, P.O. Box 1562, Edgartown, MA 02539, phone (617) 627-8428.



## The Amateur-Professional Hassle

There was lively discussion at the last annual meeting about eligibility of sailing industry professionals in the Shields Nationals. Not surprisingly, the problem is *not* unique to the Shields Class. Indeed, the IYRU and USYRU are, right now, actively addressing the question. These discussions include the idea of strict classification of regattas: amateur, or professional, or open. Our own survey

of Shields Class members indicates that a large majority prefer a true corinthian (amateur) approach. We think the entire issue is important. *What do you think?* Please give us your comments, as brief or as lengthy as you'd like to make them. They'll be included in upcoming issues of the *Masthead*. And we'll keep you posted on IYRU and USYRU developments, of course.



## Looking Ahead: '89 Nationals

Planning is already under way for the 1989 Nationals, to be held in Chicago. Fleet Captain David Crookall advises that Jay Higgins has agreed to serve as National Championship Regatta Chairman. This means we can confidently count on a first-class event, so start your own campaign planning now.

Please note that, since the Chicago fleet will be able to provide a relatively limited number of boats, contestants are urged to trailer their own vessels to the regatta. You can expect top-notch cooperation when you get there. For information on any aspect of the '89 Nationals, contact Jay Higgins, 1752 Highland Ave., Wilmette, IL 60019; phone: home (312) 256-4942, office (312) 938-0300.



## Boat-Buying Opportunities

"For Sale" signs don't usually last long on a Shields, so we can't vouch for the current status of these offerings. With that caveat, then, check these.

**#148, Salted Nuts.** Marion, MA. White, with red spar, in good condition. Sobstad sails, all in good condition. \$15,000. Contact Larry Hall: office (508) 748-1160, home (508) 748-0909.

**#229.** Marion, MA. 5 years old, very competitive, micron bottom. Current Sobstad sails, Shore jib (1987). Contact David Crowley: office (508) 748-1160, home (508) 758-9537.



## And If You Want a New Mast!

The Manhasset Bay fleet bought a new spar several years ago, as a ready replacement. It's been stored in the yard,

never used. Ken Casser, who's been drafted as Fleet Chandlery Director, advises it's available at a solid reduction in price. Phone Ken at (516) 420-1199. Ken, we are pleased to note, is a multi-faceted talent. Among other things, he sails his Shields (#166) very swiftly, and was equally swift to help in putting together this *Masthead*.



### Make It a Better Masthead

Your input makes all the difference. Send news of fleet activities, ashore and afloat. Tell us about Shields people and what they're doing. We can use *lots* of pictures (black-and-white prints preferred, but certainly not limited to that) of boats, races, people, places, events — whatever. And *always*, we want your comments, suggestions, questions. Mail to Bill Rich, Masthead Editor, 37 Mulberry Lane, New Rochelle, NY 10804.



### Our Class President, and King Lear: a Mea Culpa

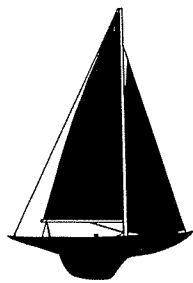
This issue of the *Masthead* is only several light years late, for which there can be no excuses. The only thing that's even remotely close is that your editor thinks the Shields is so beautiful I kept looking and designing, designing and looking for better ways to present that beauty in the *Masthead*. Finally Class President Don Tomlin backed me into a corner, and with immense cordiality told this story. "In any manufacturing operation, we give the Chief Engineer all the time he wants to develop his production plans. Then, when we've run out of time, whether he's ready or not, we shoot the engineer and start production." I got the message.

Finally, reading a different story, this one by W. Shakespeare (*not* a Shields sailor) I came across this, which seems singularly appropriate. It's King Lear speaking (Act V, Sc. iii):

*... I'll kneel down,  
and ask of thee forgiveness...  
And we'll pray, and sing, and tell  
old tales, and laugh,  
... and hear poor rogues  
Talk of court news; and we'll talk  
with them too,  
Who loses, and who wins..."*

The first two lines were written for me. The rest of it sounds rather like a Shields party, doesn't it?

We hope you enjoy this issue. The next one will be out very soon.



## Profile of a Shields sailor

The world recognizes that Shields sailors are some of the most interesting, accomplished, and colorful people anywhere — in or out of yachting. Here's a good example.

### Brian J. Ladouceur

of the Marion fleet. Brian is a veteran — and obviously devoted — Shields sailor. For years he owned and successfully skippered *Lionheart* (#46), aka *The Dancing Pig*. In the Fall of 1986 he sold her, when he acquired *Bamboozle*, a handsome Yamaha 30' cruiser-racer.

But the Shields was in his blood. Through the 1987 campaign Brian crewed with Graham Quinn on *Hotspur* (#145). Then, to make that devotion even firmer, he bought another Shields (#105). Brian will be a busy sailor: he'll race his new Shields, and continue to race and cruise the Yamaha.

But that's only part of Brian's deep involvement with yachting. After a bright career as a marketing executive (he served as Assistant Director of Public Relations, Springfield College; VP/Corporate Marketing, with a division of Barclays Bank in Hartford; and President of Image Associates in Avon, CT) Brian took on what sounds like a dream assignment: he is now Executive Director of the Museum of Yachting in Newport, RI. The Museum, located at Fort Adams State Park, right in the busy Newport harbor, is dedicated to the preservation of classic yachts and the great traditions of yachting. It is a prime repository for memorabilia linked to this tradition.

Brian will oversee, also, the Museum's two major annual sailing events. These are the Classic Yacht Regatta for traditional wooden boats, and the Unlimited Regatta for multi-hull, shorthanded and fast sailing craft.

We know Brian will do an outstanding job for the Museum. And he extends a cordial invitation to Shields sailors to visit anytime. "It's worth it," he says, "just to see our flagship, the great J Boat, *Shamrock V*. That's the one built in 1929 for Sir Thomas Lipton."



*Which Shields sailor would you like to see a Profile on? Let us know now. Please send suggestions to: Bill Rich, 37 Mulberry Lane, New Rochelle, NY 10804.*

# The 1988 Nationals

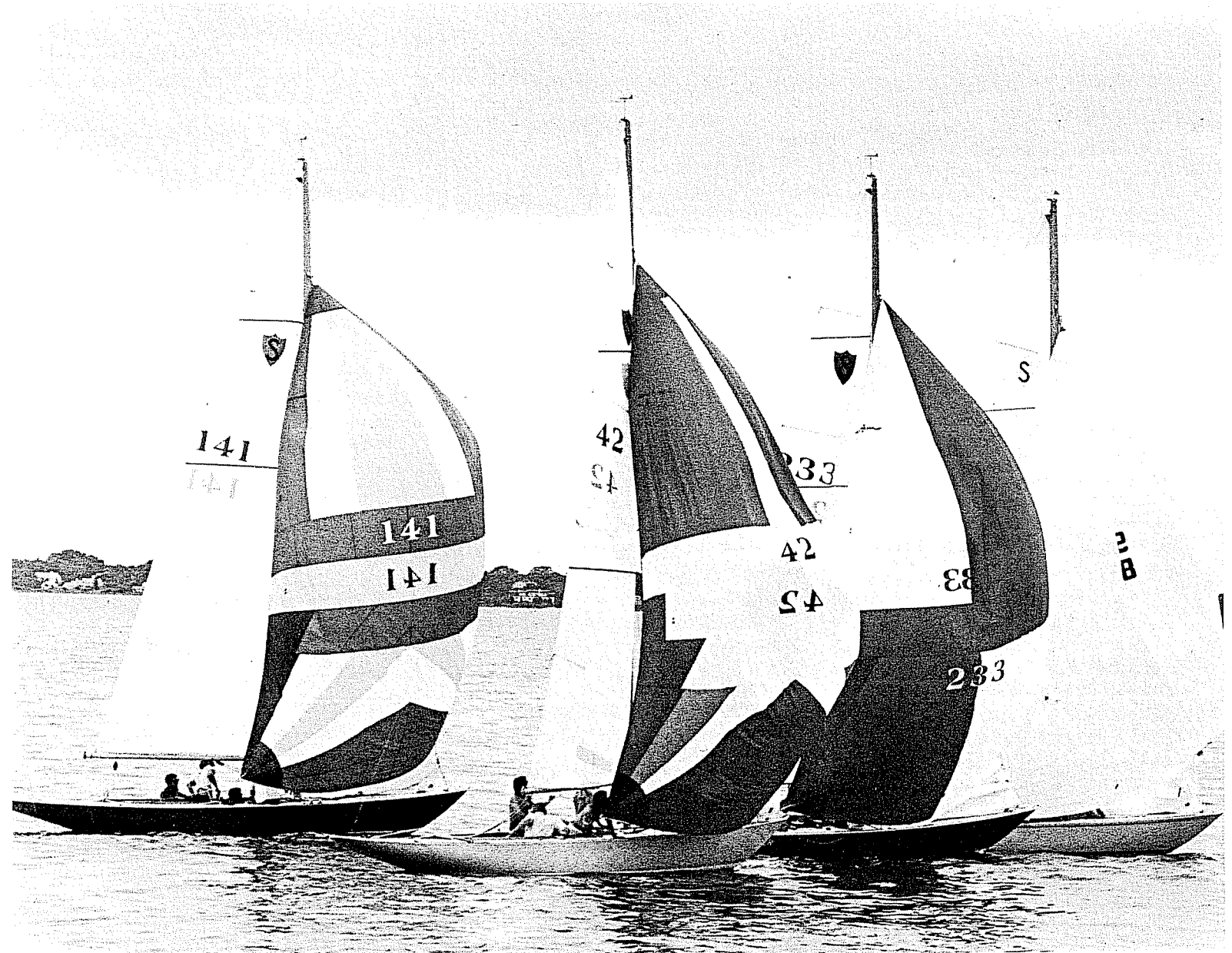
This summary listing reports finishing positions only (including throwouts), for the 1988 Regatta conducted at the Seawanhaka Corinthian Yacht Club, Oyster Bay, N.Y.

Part 2 of the Special National Championship Regatta Edition of the *Masthead* (this is Part 1) will present full details, pictures and commentary. Part 2 will be in the mail to your shortly.

## Seawanhaka Corinthian Yacht Club Oyster Bay, New York September 11 - 15, 1989 Final Scores

1. V. Onet, Seawanhaka
2. A. Meril, Dallas
3. J. Hardy/C. Proctor, Manhasset Bay
4. D. Crowley/W. Saltonstall, Marion
5. C. Withers, Newport
6. J. Tomlinson, Marion
7. J. Lucarelli, Seawanhaka
8. R. Tears, Dallas
9. D. Ronan, Larchmont
10. M. Grinnell, Manhasset Bay
11. P. Hancock, Larchmont
12. G. Vineyard, Marion
13. M. Plonus, Chicago
14. W. Kennedy, Marblehead
15. D. Tomlin, Larchmont
16. D. Mack, Manhasset Bay
17. B. Weeks, Edgartown
18. D. Cooke, Marblehead
19. S. Kinney, Manhasset Bay
20. B. McSweeney, Marion
21. S. Pardee, Seawanhaka
22. M. Carr/N. Lorentzen, Larchmont
23. K. Casser, Manhasset Bay
24. R. Donahue, Edgartown
25. M. Ames, Larchmont
26. L. Hall, Marion
27. F. Werblow, Larchmont
28. B. Muir, Newport
29. J. Higgins, Chicago
30. F. Russell, Seawanhaka
31. D. Crookall, Chicago
32. G. Brown, Dallas
33. D. Mallonee, U. Cal., Irvine
34. S. Erlanger, Seawanhaka
35. J. Moore, Manhasset Bay





*Mike Deland (#141) is the tail-ender, but not for long. Mike went on to win the National Championship Regatta at Edgartown.*

Shields Masthead  
c/o Bill Rich  
37 Mulberry Lane  
New Rochelle, NY 10804

