

# SHIELDS MASTHEAD

Winter 1990



## **“Hawked” Again!**

*The Manhasset Bay Nationals (see page 3)*

## **MB Cup to Ida Lewis**

*Lash and Shore take No. 2 (see page 8)*

# President's Report

It is hard to believe that our first year in office is practically over, thus this space will be devoted to a bit of reflection, as well as a look forward to next year. First, we met our goals, delivering the *Masthead* three times and publishing a new "Blue Book" with major revisions. Still to go—more minor revisions and a new Plan 1 and 2.

Second, thanks to the efforts of John Hardy and his committee, with strong support from the Manhasset Bay Yacht Club, we had a fun Nationals without controversy. The turnout was good, the winds *uncooperative*, and the parties entertaining. We had an excellent (vocal) meeting with strong representation from Texas and overwhelming support from the attending membership to keep the current policy of using one's own boat for the Nationals

Third, because of the work by Tina McKinley of USYRU and the Ida Lewis Yacht Club, we had one of the most competitive, challenging and fun regattas I have ever sailed in during the Manhasset Bay Challenge Cup in Newport. I hope it acted as the precursor for the 1991 Nationals now scheduled for September 22-26 at Ida Lewis.

For next year, my hope is to increase the membership as our records show a number of fleets have reduced their rolls. We hope it is inattention to detail and a failure to pay dues. Current members need to beat the bushes for new active and associate memberships, as well as getting former members to pay their dues.

My other hope is that over the winter you will read your new Blue Book and make your Shields conform to specs. We went to a lot of trouble and expense to put out a new Blue Book just in time for this year's Nationals, but then I drew a boat that had an illegal backstay and vang! Let's not let that happen again next year. Here's to warmer weather and a new sailing season.

Chris Withers  
National President

## Financial Report

**BALANCE** (As of last *Masthead* - 7/3/90)  
\$1,159.78 Checking Account  
5,000.00 CD's

\$6,159.78

### SUBSEQUENT RECEIPTS

\$5,040.00 Membership dues '90  
66.63 Checking account interest  
20.00 Blue Books

\$5,126.63 Total receipts

### SUBSEQUENT EXPENDITURES

\$ 681.58 Printing/ mailing rules & agenda  
1,996.41 August *Masthead*  
820.59 Miscellaneous administration

\$ 3,498.58 Total expenditures

### CURRENT ASSETS

\$2,772.83 Checking  
15.00 Cash

\$ 2786.83 Working funds  
5,000.00 CD's

\$7,786.83 Total assets

\* Checking and CD's drawing 8.25% (CD's accrued \$281 interest to date, maturity 2/15/91)

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# Two In a Row

## The Winner's Perspective

by Ched Proctor

Photos by Mitch Carucci

**N**ot only can Ched Proctor win Shields regattas, he remembers everything that happens at them. This, despite the fact that he wrote this two months after the last race. But, don't let him fool you when he puts the words "Luck" and "Hawk" in the same sentence. At times, it may have looked as if their lunch boxes were stuffed with four-leaf clovers, but it can't be denied that these guys sailed a tremendous regatta. As anyone who was chasing them will tell you, "Those boys was fast!"

### RACE 1

**Wind:** South, light and spotty

**Course:** Triangle/windward/leeward/windward

Absolutely terrifying conditions! We had a nice conservative start about one third of the way from the committee boat. Our speed off the start was not super and Fred Werblow (#25) climbed off our weather quarter and started to sail over us to windward. Vic Onet (#80) and Rick Tears (#51) were leading a group of boats to leeward that seemed to be falling into a hole. Al Meril (#32) was leading the other side off to the right and looking con-

siderably more dangerous. We decided to try to get to this right hand group after we had sailed about a third of the way to the mark and left Tears and Onet to their glue pot on the left hand corner. Be smart, play the middle and consolidate when you can was our plan.

As soon as we went onto port tack, we didn't feel so smart. In light conditions, it usually pays to go to a side so you can avoid tacking too much. The trick is to pick the correct side. In this case the right side got a puff first. We were unable to cross this group and did the next best thing by tacking on Al's lee-bow. We forced him to tack to the right and he went over to where the wind was stronger. About this time the wind filled from the left side too. Tears and Onet crossed us by about a mile. We stayed on starboard to try and take advantage of the wind that had worked for Tears. We went all the way to the layline but it was not far enough. Several boats crossed behind us, overstood the mark and reached into the weather mark on the new breeze. The wind filled from the right also and most everyone from that side passed us too. We were stuck in the middle and felt glued to the water. Could this really be the end?

When we finally got to the elusive weather

mark, I breathed a sigh of relief. The leg where nothing could go right was finally over. What the heck? We still had a handful of boats behind us. But that didn't last for long as they caught a puff from behind and passed us to weather and leeward. Now we were in a close race for last! That's the great thing about Shields racing. There is always something exciting about where you are. I must admit, that about this time I decided that a good old-fashioned temper tantrum was in order. It is a good thing that Cape Cod builds the seats so strongly, because otherwise my fist may well have broken both of them. After a minute or so of that, someone suggested that now we could settle down to the business of passing boats.

I think we got one or two on the jibe, yippee! Something went right at last. On the second beat we decided on the left corner since there was nothing left to lose. It worked all right as we gained considerable distance and maybe one or two boats because of a little stronger wind. The real race saver came on the last beat though.

We rounded the leeward mark and stayed on port tack until we were overstanding the finish line. As we sailed out on this long port tack we kept getting lifted. No one was with us and we could see that the leaders were having trouble making way against the current. After awhile, things started to look hopeful, but we didn't dare get too excited. When we finally tacked to starboard still a mile from the finish, several boats were within a quarter-mile of the finish. The good part was that they were not moving and we were sailing fast on a close reach. Oh, could we be so lucky? What have we done to deserve this? I'd rather be lucky than good any day! And so it was.

We blasted all the way across with the last puff of the day. We not only grabbed a third place, but we came close enough to give a scare to Bob Whittemore (#244) who was holding down second place. This layline sailing sure is exciting! Local knowledge paid off in the end. This was the last wind of the day.

**OVERALL: 1.** Rick Tears (.75) **2.** Bob Whittemore (2.00) **3.** Ched Proctor (3.00) **4.** Don Tomlin (4.00) **5.** Gordon Vineyard (5.00).

### RACE 2

**Wind:** Southwest, 6-8 ks

**Course:** Windward/leeward/windward/leeward

After no wind for the rest of Tuesday and a long postponement on Wednesday, the wind filled in from the southwest. Visibility was only about one to two miles. The current was flooding, which shortened the beat and made the run long. The start was a bit tricky. One boat

(continued on page 4)



The fleet clears the line (except for one) on the last day, #142 Hoke Simpson in the foreground.

(continued from page 3)

was on our wind so we needed to luff him enough to push him over but not be over ourselves. We succeeded in this effort. Rick Tears started near the weather end and was moving better than we were early on. We were afraid to tack first for fear that he would cover us. We both ended up overstanding the weather mark by a considerable distance. I believe Rick still got around first but we were about fifth.

With a windward/leeward course, there was the option to jibe at the weather mark. The leaders were all close and luffed each other up. We jibed almost immediately since we didn't seem to be getting anywhere following the leaders. This move worked out well. We were laying the mark and a nice little puff decided to smile on us. We were able to hold a good angle on port jibe all the way to the leeward mark and got there in first place! OK, things are beginning to fall into place nicely. The wind was shifting to the left just when we needed it. On the second beat we could nearly lay the weather mark on port, which made it easy to stay out in front. Nick Burke and Wayne Kennedy (#231) did a nice job to recover from about sixth and pass a few boats on this leg. They held port tack, sailed a bit low for clear air and waited for the wind to shift back left. This was enough for them to cross and gain several place positions at the second

weather mark. These guys did a masterful job on every second beat the rest of the series. The race committee shifted the weather mark for the last beat so it was fairly square. We held on to win with Burke and Kennedy second.

After two races I was feeling that we benefited from some lucky breaks in the rather shifty, difficult conditions, but were certainly happy to be on top, while Burke and Kennedy were a strong second. The significant part was that they had sailed well with conservative solid tactics. If these conditions held we still had a difficult series ahead.

**OVERALL:** 1. Ched Proctor (3.75) 2. Nick Burke (8.00) 3. Rick Tears (8.75) 4. Vic Onet (10.00) 5. Al Meril (15.00)

### RACE 3

**Wind:** Light

**Course:** Triangle/windward/leeward/windward

This was the second race of the day and the wind got very light at the start. We started near the weather end which proved to be a mistake, because the wind shifted left pretty hard at the start. Vic Onet was all by himself at the leeward end. He tacked over to port and crossed the fleet by a large margin, laying the mark. We were pinned by several boats on our weather hip, so we could not tack. With any

kind of luck, Vic would be hard to catch.

We had trouble finding a free lane to tack in. When we finally were able to tack to port with clear air, we felt we had overstood the weather mark and were in a position where we had to hope the wind would not shift. At this point we were fortunate. We had forced David Mack (#158) a little further to the left. When he tacked to port he was on our hip. Normally, when a competitor is on our weather quarter as David was, we can work up and backwind him to get ahead. But he had more wind than we did and used it to good advantage to sail over the top of us. He gained a lead over the fleet, which he held to the finish. Meanwhile the group which Vic was leading, to leeward and ahead, did not have as much wind as we did. They sailed into a bit of a hole which allowed us to catch them. The wind had really done the only thing which could help us. We felt a little lucky to round the weather mark in third behind Dick Ronan (#220). Burke/Kennedy were right on our stern and passed us on the second beat. We passed Ronan on the last beat to finish third.

To this point the series had been very difficult. There was a great need to be in the right place at the right time and lots of potential to fall into holes and never get out. We were praying for the wind to come so we could have some real boatspeed conditions. But this

didn't happen Thursday. There was no wind and fog ... and no race. So by Friday, Roger Shope's race committee had the unenviable task of trying to complete the series with, so far, no cooperation from the wind. But they did a fantastic job to get in three excellent races in the allotted time.

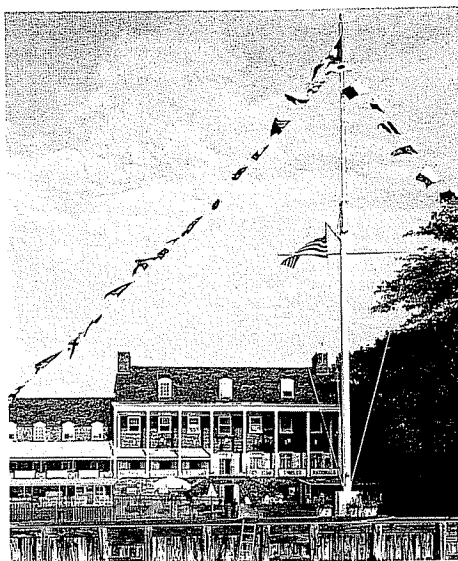
**OVERALL: 1.** Ched Proctor (6.75) **2.** Nick Burke (10.00) **3.** Rick Tears (16.75) **4.** Dave Mack (18.75) **5. (TIE)** Vic Onet & Al Meril & Dick Ronan (24.00).

#### RACE 4

**Wind:** South around 4-5 ks, puffs to about 10 with holes

**Course:** Triangle/windward/leeward/windward

These were downright terrifying conditions once again and we got terrorized on the first beat. After a start in the middle of the line, it seemed the boats to leeward were falling off the edge of the world into a hole. I panicked and tacked into another hole. As it turned out the boats that held starboard tack to the left side of the course ended up far ahead. Like in the first race of the series, we messed up by trying to stay too much in the middle and lost from both sides. We were trying to cover Burke/Kennedy instead of sailing our own race and this was a serious mistake. Generally, it is hard to cover another competitor when a lot of boats are ahead of you and the boat you



**Manhasset Bay Yacht Club greeted the Nationals fleet with open arms.**

are trying to cover is close. In this jumble we lost everything. Rounding the weather mark we were not too bad off, but at the jibe mark we got greedy. We fouled Rick Tears and when we finished doing circles there was only one boat still behind us.

As it turned out, this race became our throwout. We recovered to 11th by hitting the left corner hard on the last beat. With a fourth place in this race, the Burke/Kennedy team was looking like a strong challenger. The unknown factor was whether there would be

one or two more races. The wind was filling in to a nice ten knots, but still was quite unstable. If there was only one more race, we had to finish within one place of Burke/Kennedy and not have them win the race.

**OVERALL: 1.** Nick Burke (14.00) **2.** Ched Proctor (17.75) **3.** Dave Mack (21.75) **4.** Vic Onet (26.00) **5.** Dick Ronan (32.00) **OVERALL W/THROWOUT: 1.** Ched Proctor (6.75) **2.** Nick Burke (8.00) **3.** Dave Mack (10.75) **4.** Vic Onet (12.00) **5.** Rick Tears (16.75)

#### RACE 5

**Wind:** South, 10 ks

**Course:** Windward/leeward/windward/leeward

Because of the point situation between Burke/Kennedy and ourselves, this race was exciting. With the wind settling in a southerly direction, we had an excellent first beat, coming from the left side to round the first weather mark in the lead. Oh, how good it felt! With Burke and Kennedy back in about sixth place, everything seemed nearly in hand. But why should we make it easy on ourselves? With a few mistakes on our part, and excellent sailing and boatspeed on their part, we let the regatta win slip away.

The first mistake was at the weather mark. On the windward/leeward course we were slow to jibe to the favored port tack. By wait-

*(continued on page 6)*

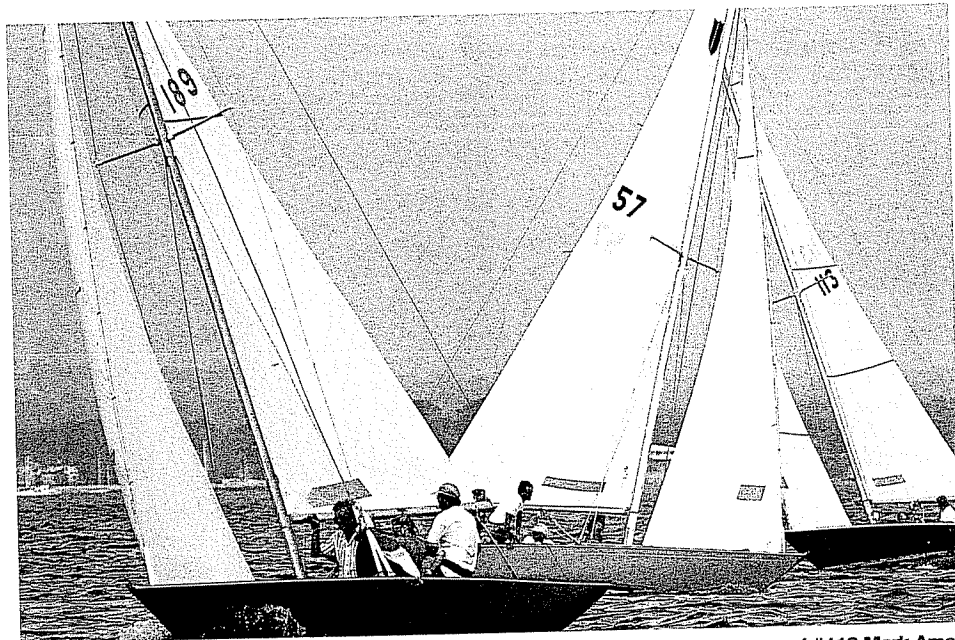
### FINAL STANDINGS:

Boat	Skipper	Fleet	Races	1	2	3	4	5	6	Total (w/throwout)
1. #245	John Hardy/Ched Proctor	Manhasset Bay	3		1	3	(11)	4	1	11.50
2. #231	Nick Burke/Wayne Kennedy	Marblehead	(6)	2	2	4	4	3	5	16.00
3. #51	Rick Tears	Dallas	1	8	8	(16)	2	3	3	21.75
4. #221	Mike Carr	Larchmont	(19)	10	6	5	1	6	6	27.75
5. #80	Vic Onet	NAYS	7	3	(14)	2	5	12	12	29.00
6. #158	Dave Mack	Manhasset Bay	11	7	1	3	(13)	11	11	32.75
7. #220	Dick Ronan	Larchmont	8	(12)	4	8	6	10	10	36.00
8. #228	Nick Gumprecht	Seawanhaka	12	(15)	12	1	12	2	2	38.75
9. #235	Gordon Vineyard	Marion	5	(19)	10	13	7	9	9	44.00
10. #163	Chris Withers	Newport	(22)	9	5	12	16	8	8	50.00
11. #244	Bob Whittemore	Edgartown	2	14	17	(21)	14	7	7	54.00
12. #77	Trevor Pardee	Seawanhaka	17	4	21	(DSQ)	8	4	4	54.00
13. #26	Don Tomlin	Larchmont	4	13	(18)	14	9	14	14	54.00
14. #32	Al Meril	Dallas	10	5	9	15	15	(DSQ)	15	54.00
15. #25	Fred Werblow	Larchmont	(24)	6	7	9	23	15	15	60.00
16. #73	Doyle Sherman	Dallas	9	16	11	(18)	11	13	13	60.00
17. #88	Jay Higgins	Chicago	14	11	15	6	17	(22)	22	63.00
18. #126	Jeffrey Perelman	Chicago	13	17	13	19	(20)	18	18	80.00
19. #189	Darrel Mallonee	Southern Cal.	20	18	24	7	(DSQ)	20	20	89.00
20. #49	Steven Gottlieb	Western LIS	16	(24)	20	10	18	19	19	83.00
21. #83	Wayne Lemley	Seawanhaka	18	(23)	22	22	10	16	16	88.00
22. #57	Steve Erlanger	Seawanhaka	15	21	(23)	17	21	23	23	97.00
23. #113	Mark Ames	Western LIS	21	20	16	20	(22)	21	21	98.00
24. #142	Hoke Simpson	Western LIS	23	22	19	(WD)	19	17	17	100.00

(continued from page 5)

ing until Mike Carr (#221) jibed behind us, we lost him and, as it turned out, Tears also. That was two, but with Burke and Kennedy still a few places behind, it looked too easy. Why cover the competition when they are not that close and the regatta win is in reach. Let's be brilliant and try to get the race win back again!

About halfway up the beat, we were doing OK, but let Burke/Kennedy get slightly to the right of us. I had this funny sensation, as I watched this J/24 sailing up near the weather mark. He was in a lot of wind that was from the right of where our wind was. We were on starboard tack showing a lift on the compass.



The California team and skipper Darrel Mallonee cross ahead of #57 Steve Erlanger and #113 Mark Ames.

But the competition was crossing behind us, sailing toward the new, veered wind. Was something telling us to tack? No. Wait until we get headed, then tack, and you will look real smart! Ha, oh ye of little faith. We will get our chance.

What really happened? The wind continued to go to the right and before you could say "Boo," there were about five boats on our hip lifted 25 degrees, and we were not getting it! We rounded the second weather mark to start the run, with Burke/Kennedy 100 yards in front of us, and we were fighting off three boats close behind. Now we had to work hard. We could not let any boats pass us and had to hope that Burke/Kennedy did not pass any boats. We were still within one place of him and if this was the last race, we could still win. Like I said, things were getting a little exciting.

At the leeward mark, Burke/Kennedy and crew had a decision to make. They were now in third with Tears close ahead of them. If they could beat Tears, that would put the one boat in between us and give them the point they needed to win the regatta. Meanwhile, we

were a long distance behind in fourth place with Mike Carr, Dick Ronan, and Gordon Vineyard (#235) all within a couple of boatlengths behind us. Burke/Kennedy's decision was to either try and pass Tears, or to come back and try to slow us up to let another boat in between. Our decision was easy—don't mess up! I like it when our decision is obvious and the other guy has a choice to make.

They initially made the decision to try and get Tears, but Rick was not going to make it easy on Nick. They had a real tacking duel going, while we tried to stay on the lifted tack and cheer on Tears. It all worked for us. With about half the beat left, Nick saw that he was

not going to get Tears, and we seemed to be holding off our three would-be assassins successfully. Nick came back to see if he could get Ronan or Carr in between by sitting on our wind. He tried some good team-racing tactics. As we got close to the finish, Ronan and Carr had gotten into their own dog-fight and as a result, we were a little ahead of them. Nick pushed us a little beyond the layline, and tried to get us overlapped on him, so that we could not tack for the finish until he did. We were able to avoid this trap just long enough to slip across in front of the boats we had to beat and right on Nick's transom. Of course we were much relieved to come out where we had to, in order to win the regatta. However our relief was short lived, since the committee wisely indicated that a sixth race would be run. With only a quarter of a point between us and Burke/Kennedy, it was just a matter of who beat who in the last race.

**OVERALL:** 1. Nick Burke (17.00) 2. Ched Proctor (21.75) 3. Vic Onet (31.00) 4. (TIE) Dave Mack & Rick Tears (34.75) 5. Dick Ronan (38.00) **OVERALL W/THROWOUT:** 1. Ched

Proctor (10.75) 2. Nick Burke (11.00) 3. Vic Onet (17.00) 4. Rick Tears (18.75) 5. (TIE) Dave Mack & Mike Carr (21.75).

## RACE 6

**Wind:** 15 ks

**Course:** Triangle/windward/leeward/windward

Finally we got our conditions, and the match race to decide the regatta was on. Whomever got the better start would probably win because in this much wind, it is easy to cover the boat behind.

The first start was a general recall but got real exciting with Nick almost, but not quite, able to get an overlap to leeward of us during the last 30 seconds. On the start that counted we actually did not mix it up too much. The windward end was favored and the right side of the course appeared to have better wind. There was too much chance of messing up in this situation. We got a good start about five boats down from the committee boat and the Burke/Kennedy team were to leeward several more boats. We were able to get it in gear at last, avoiding all the traffic jams to round ahead of the fleet and win the race fairly easily. We took advantage of a couple of opportunities to tack on Burke/Kennedy on the first beat, pushing them back in the pack. But it is hard to keep a good team down. They did an astonishing job to climb back to a fifth place in the race.

In summary, this was a difficult regatta not only because of the great competition, but also the conditions were extremely challenging. Fortunately I was aided by a great team of John Hardy, John Bryndel, and Chip Whipple. I have to thank John Hardy for doing an excellent job of putting all the parts together. His effort is all the more remarkable because he was also the Regatta Chairman. As anyone who has done it knows, being regatta chairman entails constant problem solving while ashore. In spite of this distraction, John did an excellent job of having everything well organized so that we could sail our own boat effectively. Chip Whipple was a tremendous help with tactics. Chip has sailed and won many races in Manhasset Bay. I don't think we could have won without his tactical and local knowledge. John Bryndel has been a part of the team since we started. He does a great job of trimming the main, and in lighter conditions, the jib. He picks up on a lot of things that the rest of us miss. John Hardy keeps the front end of the boat working trouble free and trims the spinnaker to the best advantage. For me it was a lot of fun to sail with these three guys, because we not only work well together, but we also always have a good time, and that's the name of this game!

# Shields by North...



Photo by Mitch Carucci

*John Hardy and crew Ched Proctor leading the fleet at the '90 Nationals*

## ...Leading the Competition

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1990	National Championship	1st to 7th
	(All used North mains & jibs)	
1990	Volvo Regatta	1st
	(winning 5 of 6 races)	
1990	Buzzards Bay Regatta	1st, 2nd
1988	National Championship	1st, 3rd
1989	National Championship	1st, 3rd

For more information on sails, class seminars and tuning information for the best performance from your Shields, call **Ched Proctor** at North Sails East.

Ched Proctor

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# Lash & Shore Measure Up

## Manhasset Bay Challenge Cup

A wealth of Shields talent descended on Newport, R.I. for one of the most competitive Shields regattas of the summer, the Manhasset Bay Challenge Cup. When the dust settled, Gary Lash and Bill Shore from Ida Lewis Yacht Club had their second straight win.



Team Ida Lewis on their way to victory.

seabreeze saw Shoemaker's Newport Yacht Club boat, with crew Henry Spingler, George Kirk, and Newport Fleet captain Jim Estes, lead around every mark in the first race. Charlie had a good start at the leeward end of the line, played the current perfectly, and was gone. As if that didn't wake

NEWPORT, RI—It is rare when such a high level of sailing talent, race management, and good sailing weather show up at the same regatta. Perhaps that is what made the Manhasset Bay Challenge Cup for 1990 so special. The victors for the second time, Ida Lewis Yacht Club and co-skippers Gary Lash and Bill Shore showed they weren't always the fastest boat out there, but they were the most consistent. As anyone who has ever raced in a competitive fleet like this one will tell you, consistency wins regattas.

The Manhasset Bay Cup remains the oldest yachting trophy competed for annually in the U.S. (The key word is annually; the America's Cup is older). Raced for every year since 1903 (minus some years during two world wars and four other odd years), the Cup was first sailed in Shields in 1965 when George R. Hinman from Manhasset Bay won it back from the Larchmont Yacht Club. Since then, Shields have been used 10 times, seven in the decade of the 80s.

Last year in Etchells 22s, Doug Shore from Ida Lewis won, earning the club the right to

hold the regatta this year and choose the boat to defend it. Once again, Shields were the boat of choice. With the knowledge that next year the regatta returns to Manhasset Bay Yacht Club (as it does every 10th year), leaving no onus on this year's winner, a wealth of talent descended on Newport for the late September regatta. A wealth of talent it was, prompting Class President Chris Withers, a former winner himself, to say, "I've never seen a regatta as competitive as this one—really tight racing.

Oddly enough, it was an ex-Shields sailor and a two-time former class champion with Chris, local Newporter Charlie Shoemaker, who cast a spell over the fleet in the early going. "That Ensign guy," as people were referring to him afterwards (Charlie is a past Ensign class champion), won both races on Friday to jump into a handsome lead. But the level of talent in the Ida Lewis boat, with co-skippers Gary Lash and Bill Shore, wasn't going to let their title slip away early. They were right behind Charlie in both races on Day 1, and over the next two days continued to sail consistently well, despite allowing the current two-time Shields national champs—John Hardy and Ched Proctor from (where else but) the Manhasset Bay Yacht Club—to take the lead, and went on to win. "The quality of competition ranks right up there with the tops I've sailed with," said Lash. "Having five good, windy, well run races just doesn't happen very often."

The first day, sailed in an 8- to 12-knot

everyone up, in the second race they worked the favored left side of the course again and arrived at the windward mark just ahead of a pack of boats but behind Gary and Bill. But while Lash and Shore jibe-set, Shoemaker did a bear-away that kept him clear of the wind shadows of the boats behind, and by the leeward mark he was in the lead again. Reflecting on it afterwards, Charlie said, "It was kind of nice because no one was really expecting too much from us, so we really weren't being watched."

Charlie was right, but they were watching him on the second day. A squally east-south-east breeze, accompanied by afternoon rain showers, became a day of attrition for some, a day of reckoning for others. The Challenge courses consisted of a triangle in the middle of two windward-leeward laps. The hitch is they're made of two tight 60-degree reaches that put a premium on equipment, especially when it's windy. The Manhasset Bay crew used these conditions to do their imitation of Charlie Shoemaker, winning both races to grab a slim 1.5 point lead from Ida Lewis, while Newport Yacht Club dropped to third, another 1.5 points further back.

The start of Race 3 was a battle for the weather end of the start line, and Bill Shore, who steered the Ida Lewis boat at the start of every race before handing the helm to Gary, was right there. It enabled them to tack right

(continued on page 12)

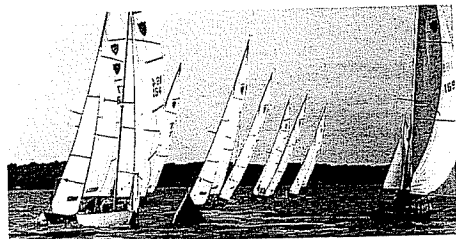


Photo: Jon Johansen



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## **1990 Highlights**

1st Manhasset Bay Challenge  
1st New Englands  
1st Edgartown Race Week

---

The Manhasset Bay Challenge Cup, undisputedly the most competitive Shields regatta of the year. Winds ranged from 5-20 knots in the five race series. The final tally:

*Overall: SHORE SAILS 1st, 3rd*

*Individual Race Winners:  
SHORE SAILS won 3 of 5*

*Top Non-Sailmaker  
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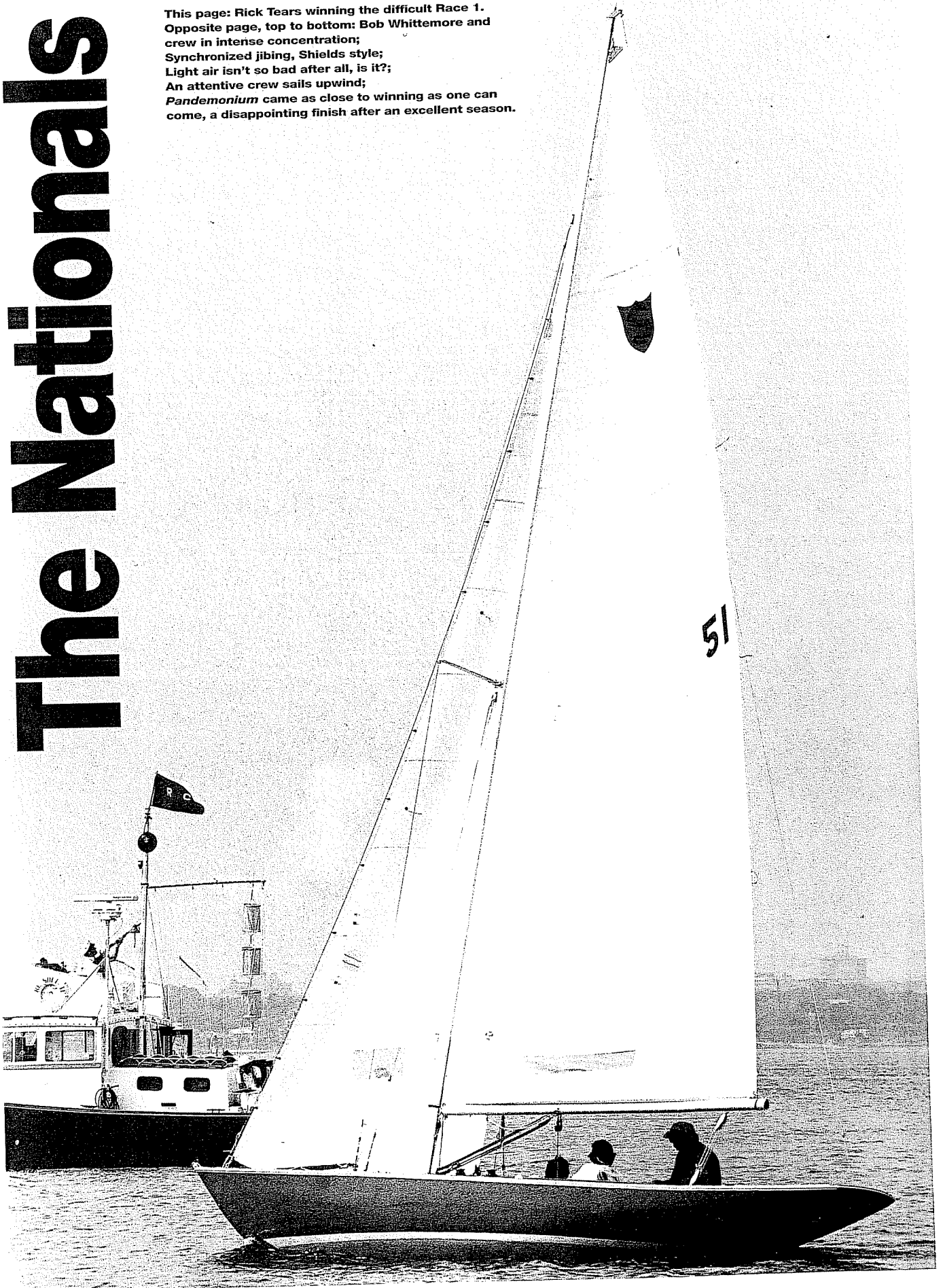
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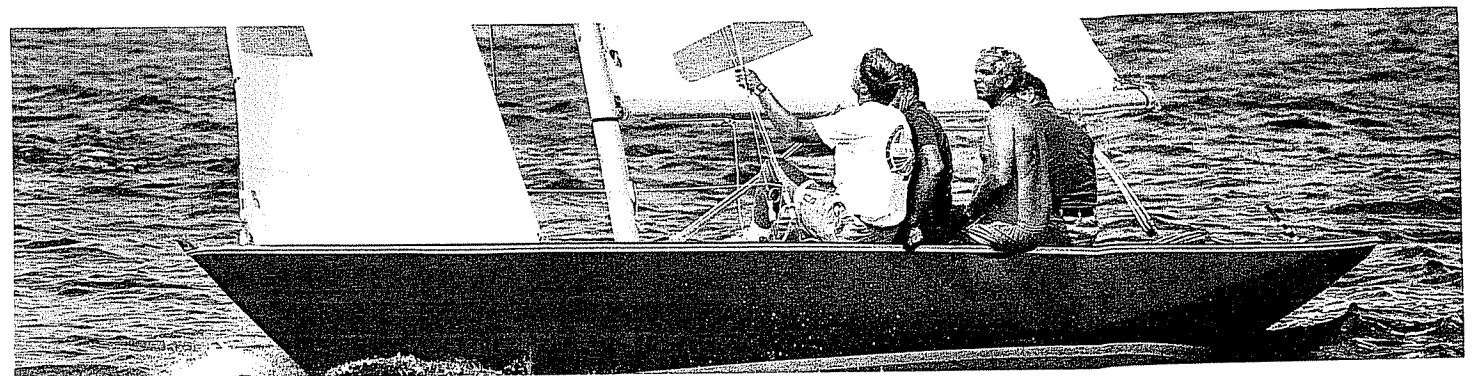
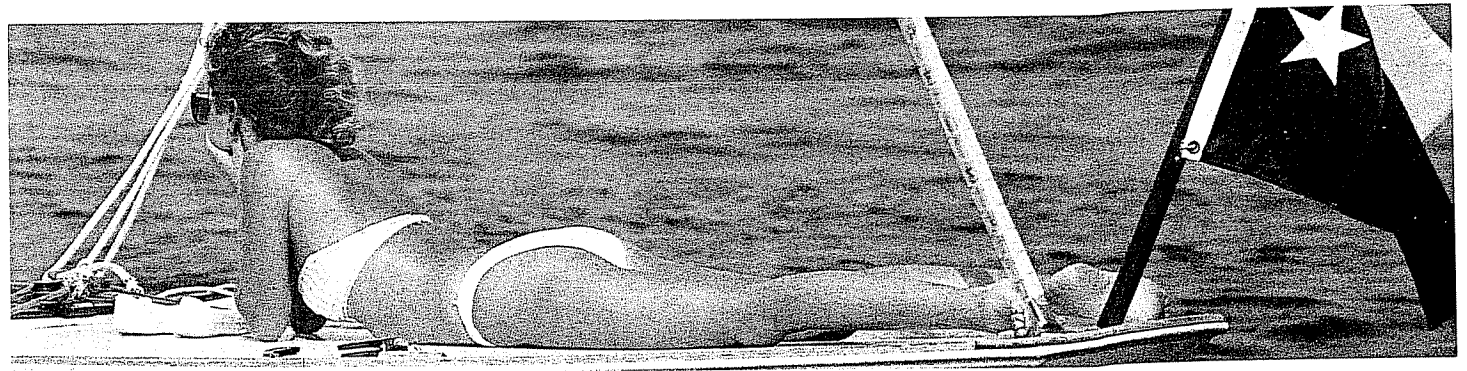
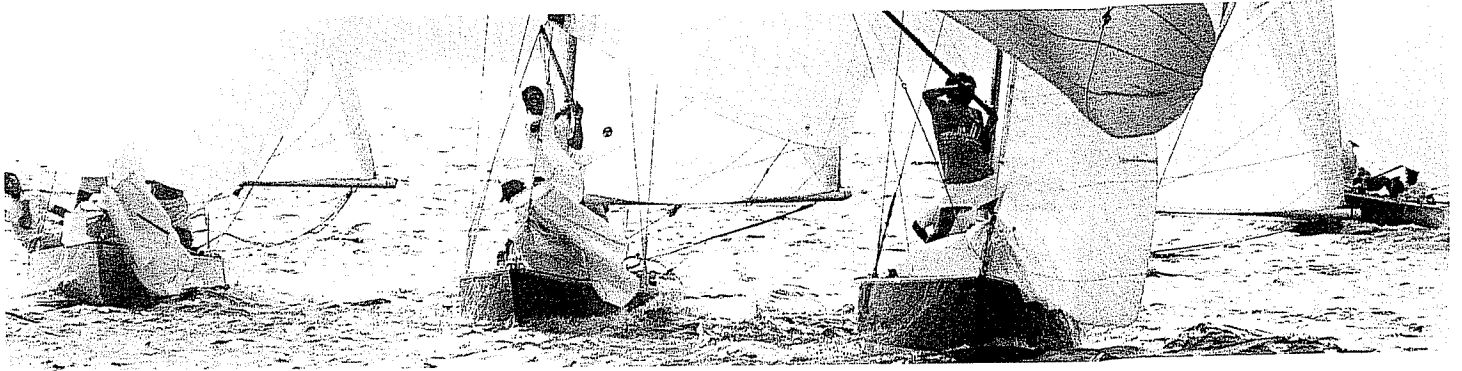


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# The Nationals

This page: Rick Tears winning the difficult Race 1.  
Opposite page, top to bottom: Bob Whittemore and crew in intense concentration;  
Synchronized jibing, Shields style;  
Light air isn't so bad after all, is it?;  
An attentive crew sails upwind;  
Pandemonium came as close to winning as one can come, a disappointing finish after an excellent season.





(continued from page 8)

away, and head for the favored right side of the course. At the windward mark, they had close to 50 yards on the fleet. The green boat maintained their lead through the first lap but at the leeward mark, Bob Whittemore from Edgartown Yacht Club and Hardy weren't far

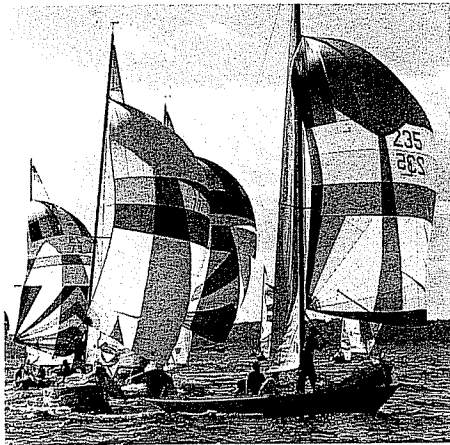


Photo Jim Johansen

**Graham Quinn and crew lead the pack.**

back. Hardy wound right up on Whittemore's hip and both wound up on Ida Lewis. Before long, Ida Lewis tacked and took Hawk's transom. Said Lash. "We were nicely in front but had sailed too far right. They just wound up right inside of us and we ended up taking his stern." These two kept at it all race, Ida Lewis closing some on the last run, but this was to be Manhasset Bay's day.

Ched Proctor's description of the start of Race 4 was "no-contest." Hawk and Whittemore on Enchantress were again close aboard, but they were both all alone at the leeward end of the line. Their last minute reaction to a windshift had put them on the favored end, while the rest of the fleet was at the other

"They were gone," said Shoemaker, who ended up misjudging the line and found himself near dead last five minutes into the race. Hardy/Proctor and Whittemore, joined by Rick Tears from Rush Creek Yacht Club, went up the left side of the course trying to cover the fleet out on the right side, and covering themselves. Tears ended up going way left and moved briefly ahead of Hawk before the Manhasset boys started their "Hawk dance" into the lead. No one was going to stop them, not even the Newport tour boat who marched right through the middle of Hawk's path, forcing them to alter their course to pass behind them.

So, the stage was set. Manhasset Bay had 1.5 points on Ida Lewis, while Newport was another 1.5 points back. Ida Lewis needed to beat Manhasset and put a boat between them. "We were a close second and wanted to get a boat between us," said Lash. "We knew where they were at the start but didn't want to go after them." For Manhasset, it was simply a case of stick your talons into the green Bomba Charger and don't let them go. Ida Lewis could even win the race, just so long as Manhasset was second. Easy enough, right? Wrong!

The normal southerly sea breeze was taking its time to fill in, slowly shifting around from its original northwesterly direction. The Race Committee was having a tough time of it, setting up a course and getting into a sequence before blasting a postponement. Tension, you say? Naaah.

Finally the race started in a southwesterly off the Naval War College. An already difficult situation for Manhasset Bay, trying to cover two boats at the same time, compounded rapidly. For Ida Lewis, things went from bad to good, real fast. But for Charlie Shoemaker, three

points out of first, it was just the opposite. "We got robbed," said Shoemaker, who started at the pin end with speed, headed for the favored right side if the wind continued its normal seabreeze swing into the south. Unfortunately, it swung uncharacteristically back the other way. Gary and Bill up at the boat didn't have a great start and were forced right almost immediately, the direction they did not want to go. But... "By 10 boatlengths out right, things started to look pretty good. One third of the way up the beat, we had 50 yards on the fleet. Bill was right on the shifts and it just got better," said Lash. Hardy said the race was over in the first 10 minutes.

The shift that came through heavily favored the right and both Charlie and Hardy/Proctor found themselves deep in the fleet, destined to spend the rest of the race digging themselves out. They both did a remarkable job to recover to fourth and sixth respectively, but that was not enough. Newport YC ended up third, one point behind Manhasset Bay in second with Tears and his Rush Creek YC team a distant fourth.

Perhaps the first windward mark rounding was a foreshadow of just how close things were. As Gary Lash remembered it: "Charlie and I rounded just ahead of a pack of about 10 boats. All 10 lined up behind us, all spread out and Charlie and I were jibing back and forth, desperately trying to keep our own pocket of clear clear. Fantastic racing." Ashore, accolades abounded for Tina McKinley and her group of organizers after a splendid set of parties at Ida Lewis following the racing. There was no denying that this September weekend in Newport really was a special one.



### FINAL STANDINGS:

Boat	Skipper	Fleet	Races	1	2	3	4	5	Total (w/throwout)
1. #169	Gary Lash/Bill Shore	Ida Lewis YC	2	2	2	7	1		81.25
2. #245	John Hardy	Manhasset Bay YC	7	3	1	1	6		77.50
3. #21	Charlie Shoemaker	Newport YC	1	1	9	4	4		76.50
4. #51	Rick Tears	Rush Creek YC	5	5	8	2	10		65.00
5. #32	Al Meril	Chandlers Landing YC	4	9	4	5	9		64.00
6. #20	Robert Nye	Awashant Rod & Gun	6	6	3	PMS	3		58.00
7. #164	Chris Withers	New York YC	PMS	4	6	8	2		56.00
8. #80	Joe Tomlinson	Sail Newport	3	12	10	10	8		52.00
9. #244	Bob Whittemore	Edgartown YC	8	10	12	3	13		49.00
10. #220	Dick Ronan	Larchmont YC	11	14	5	6	11		48.00
11. #77	Trevor Pardee	Seawanhaka YC	9	11	13	13	5		44.00
12. #67	Paul Grimes	Conanicut YC	12	7	11	9	15		41.00
13. #235	Graham Quinn	Beverly YC	PMS	8	7	PMS	12		30.00
14. #15	Howard Burdick	Coasters Harbor YC	13	15	14	11	16		26.00
15. #79	Joyce and Lefty Lewis	Manhattan YC	15	16	16	PMS	7		22.00
16. #155	Hurbert Watlington	Royal Bermuda YC	10	18	15	PMS	14		19.00
17. #23	Becky Wilson	Goat Island YC	14	13	17	DNS	DNS		13.00
18. #167	Charles Quigley	Boston YC	WD	17	18	12	DNS		11.00

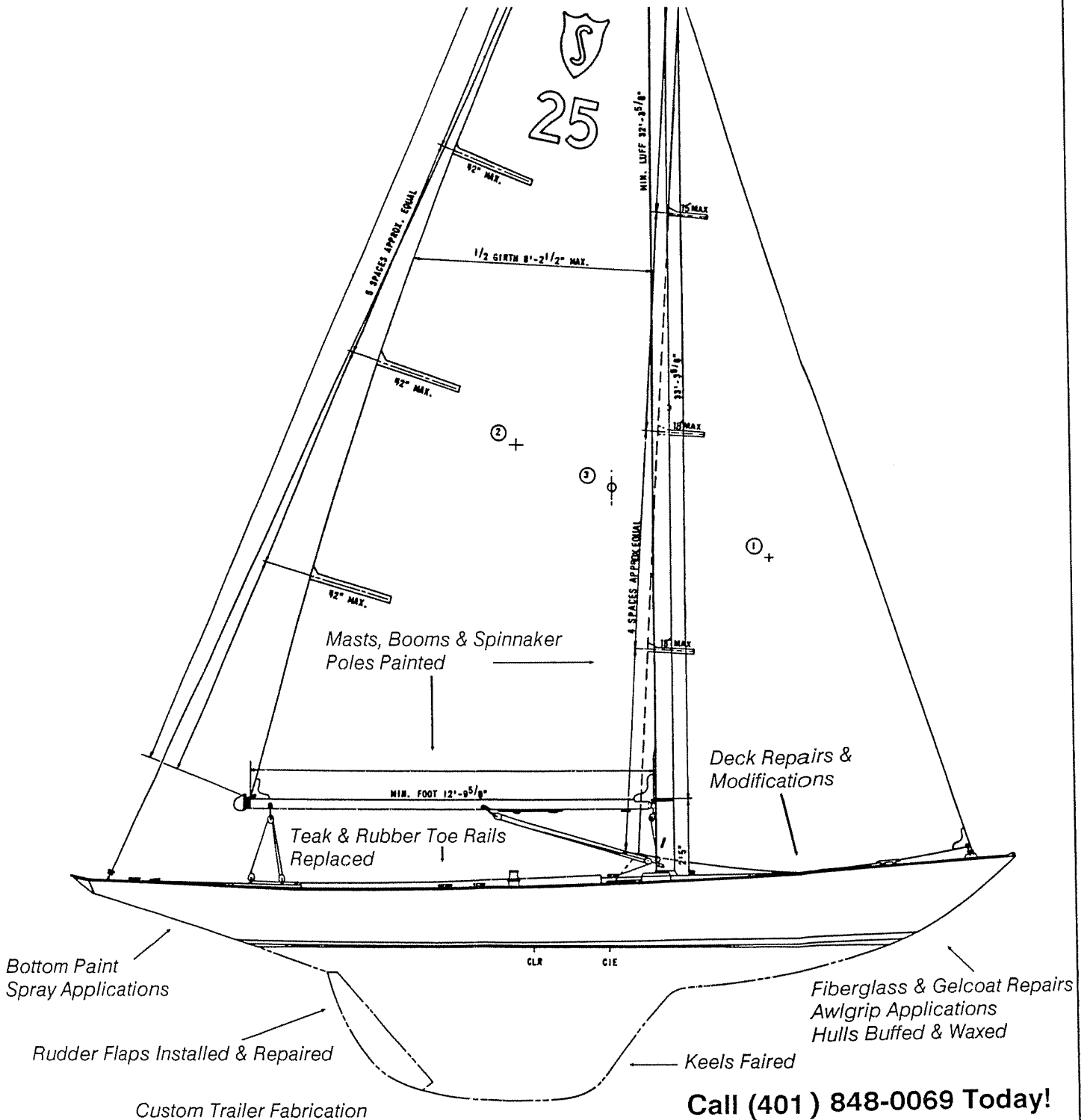
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# AROUND THE WORLD



Dick Ronan wins the first Pollyann Trophy.

Thayer/Read duo shake up Marblehead Race Week.

Burke/Kennedy send Pandemonium through Buzzards Bay.

Shields team-racing at Beverly Yacht Club.

Fleet wrap-ups from Monterey Bay, Narragansett Bay, Dallas.

## FLEET 1

**Columbus Day Regatta**  
**Larchmont Yacht Club, NY—12 boats**  
**October 6-8, 1990**

LARCHMONT, NY—The annual Columbus Day Regatta at Larchmont Yacht Club hosted 12 Shields along with a host of other classes, for the three day regatta on Long Island Sound. Winds all three days were light to medium out of the southwest.

The event took on added significance as it was the final regatta of the Pollyann Trophy, the summer-long championship for Long Island Sound. In typically close Shields racing, it all came down to the last beat of the last

race. Dick Ronan ended up putting enough boats between himself and Vic Onet in that race to give him the points to catch and pass Onet for the overall season title (see scores below).

## FLEETS 1, 2, & 5 Pollyann Trophy

LARCHMONT, NY—Following the completion of the Columbus Day Regatta, Dick Ronan won the first Pollyann Trophy emblematic of participation and excellence in Western Long Island Sound racing over the course of the entire summer. In order to qualify, one had to sail in all four qualifying regattas (Districts, Larchmont Race Week, Manhasset Bay Race

Week, and Columbus Day Regatta).

For its first year, the Trophy was very well received with six boats sailing all four events (which included 27 races). Twenty-seven different boats competed in at least one regatta, 15 coming from Larchmont, five from Seawanhaka, four from Manhasset Bay, and one each from Beverly, North American and HHYC.

### FINAL STANDINGS:

1. (#220) Dick Ronan, Larchmont (29.37)
2. (#80) Vic Onet, North American YS (33.75)
3. (#26) Don Tomlin, Larchmont (68.75)
4. (#106) Bill Rich, Larchmont (75.75)
5. (#142) Hoke Simpson, Larchmont (130.00)
6. (#35) Lyons & Jaccoma, Larchmont (154.00)

## COLUMBUS DAY REGATTA FINAL STANDINGS:

Boat	Skipper	Fleet	Races	1	2	3	4	5	Total (w/throwout)
1. #220	Dick Ronan	Larchmont	3	2	2	1	2		9.75
2. #80	Vic Onet	NAYS	1	1	3	3	7		14.50
3. #233	Joe Tomlinson	Marion	2	3	6	2	3		16.00
4. #106	Bill Rich	Larchmont	5	6	1	4	4		9.75
5. #26	Reid Tomlin	Larchmont	6	9	4	6	6		31.00
6. #142	Hoke Simpson	Larchmont	4	10	5	5	9		33.00
7. #117	Francesca DelGuercio	Larchmont	8	5	9	7	8		37.00
8. #108	Paul Fitzgerald	Larchmont	9	4	7	8	DNS		42.00
9. #54	T. dela Villehuchet	Larchmont	7	7	DNS	DNS	1		42.75
10. #183	Edward Yocum	Larchmont	10	8	11	DNF	DNS		54.00
11. #35	J. Lyons/L. Jaccoma	Larchmont	DNS	DNS	8	DNS	5		55.00
12. #49	Stephen Gottlieb	Larchmont	DNS	DNS	10	9	DNS		61.00

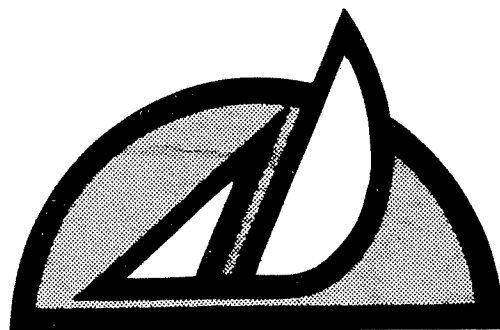
## FLEET 4

**Marblehead Race Week**  
**Eastern YC, Marblehead, MA—8 boats**  
**July 26-29, 1990**

MARBLEHEAD, MA—Six races were com-

pleted at the 101st Marblehead Race Week, a multi-class affair held since 1889. Shields were one of about 18 classes racing and were graced with three good days of sailing before the RC had to abandon on the last day because

of no wind at all. Two races were held a day and it was a battle out front between Joan Thayer and John Read on *Rachel* (#127) and David Goldsmith and David Cooke on *Auregia* (#82). Joan and John ended up throwing out



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their only race out of the top three (an eighth) for the win.

This was a pretty good turnout for the

Marblehead fleet with eight boats on Saturday being the high for the series. Ten boats had initially registered. There are concerts and par-

ties throughout the regatta and if you've never sailed in it, why not next year. Joan Thayer is next year's Regatta Chair.

**FINAL STANDINGS:**

<i>Boat</i>	<i>Skipper</i>	<i>Fleet</i>	<i>Races 1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>Total (w/throwout)</i>
1. #127	Joan Thayer/John Read	Marblehead	3	1	2	1	(8)	1	7.25
2. #82	David Goldsmith/David Cooke	Marblehead	1	2	(5)	2	4	2	10.75
3. #7	R. Carlton/N. Clemson/J. Webster	Marblehead	2	(4)	3	3	3	3	14.00
4. #33	Richard Sides/Robert Nutt	Marblehead	4	3	4	(6)	6	4	21.00
5. #69	Robert Metzger/Ralph Walker	Marblehead	5	(6)	6	5	2	6	24.00

**FLEET 9**  
**Season Championship**

NEWPORT, RI—The 1990 racing schedule for the Newport fleet was a very successful one with many different boats in contention for the top spots. Perennial favorites Chris Withers from Coasters Harbor Navy Yacht Club and Earle Stubbs of Ida Lewis - both past national champs - battled all year for the Manice Cup, representing the best overall fleet winner. It wasn't decided until the very last series, with Chris Withers finally emerging the victor.

Contributing heavily to their success was the way they were pushed by many other boats,

including Jim Estes - who won the Summer and Fall Weekend Series; Gary Lash - the winner of the Summer Wednesday Night Series; and Turner Scott and Bryce Muir who were close behind in each series. The Wednesday Night Series has proven particularly successful with fully 15 to 18 boats on the line each night. Our congratulations to all of the participants and we eagerly look forward to the '91 season and the honor of hosting the Nationals.

Bryce Muir  
Fleet Captain

**FINAL STANDINGS:**

**Spring Weekend Series:** 1. (#59) Earle Stubbs 2. (#163) Chris Withers 3. (#21) Jim Estes

**Spring Wednesday Night Series:** 1. (#163) Chris Withers 2. (#169) Gary Lash 3. (#23) Bryce Muir

**Summer Weekend Series:** 1. (#21) Jim Estes 2. (#163) Chris Withers 3. (#32) Bonnie Shore

**Summer Wednesday Night Series:** 1. (#169) Gary Lash 2. (#21) Jim Estes 3. (#163) Chris Withers

**Fall Weekend Series:** 1. (#21) Jim Estes 2. (#163) Chris Withers 3. (#59) Earle Stubbs

**Fall Wednesday Night Series:** 1. (#163) Chris Withers 2. (#59) Earle Stubbs 3. (#92) Turner Scott

**Manice Trophy:** (#163) Chris Withers.

## FLEET 10

### Buzzards Bay Regatta

Beverly Yacht Club, Marion, MA—15 boats  
August 3-5, 1990

MARION, MA—Three days of moderate breezes (for Buzzards Bay) and sunny skies were the prevailing conditions at the annual Buzzards Bay Regatta. The breeze usually started out light before building in the afternoon, though it was not the big breeze and then no breeze of the previous year—certainly more challenging.

The 15 boat fleet had a good mix of out-of-town boats and a number of locals mixing it up. Nick Burke and Wayne Kennedy on

*Pandemonium* (#231) came down from Marblehead and led the whole way, never finishing worse than third, and claimed one of their numerous victories this summer.

### Roosevelt Bowl

Beverly Yacht Club, Marion, MA  
September 15, 1990

MARION, MA—The annual team-race between Eastern Yacht Club and Beverly Yacht Club for the Roosevelt Bowl was held this year in Shields. Typically windy Buzzards Bay conditions prevailed for the best two-of-three series between five-boat teams. Beverly, with skippers Graham Quinn, Paul Duane, Larry Hall, David Crowley, and George Gardner, put

an early end to the series, winning the first two races and retaining the Roosevelt Bowl which Eastern had won in 1988 (it was canceled in '89 because of a hurricane warning).

Team-racing in Shields is a unique experience and anyone who has ever participated in this kind of racing can certainly appreciate doing it in a boat of this size, and especially when there are five-boat teams. The fleet usually spread out on the start line but mark roundings were always very close. It was only in the latter part of the races, especially in the second race when the Beverly team worked the favored right side, that the winning combination was established.

Next year the series returns to Marblehead.

### BUZZARDS BAY REGATTA FINAL STANDINGS:

Boat	Skipper	Fleet	Races	1	2	3	4	5	6	7	8	Total (with/without)
1. #231	Nick Burke/Wayne Kennedy	Marblehead	1	2	1	(3)	2	1	3	2	11.88*	
2. #68	William Berry	Marion	1	4	2	(7)	3	4	4	1	19.13*	
3. #235	Gordon Vineyard	Marion	3	3	5	(9)	6	5	1	8	30.75	
4. #145	Graham Quinn	Marion	6	1	4	6	3	(7)	6	7	32.75	
5. #32	Bonnie Shore/Al Meril	Newport	5	5	3	(10)	1	9	5	5	32.75	
6. #233	Jim Tomlinson	Marion	4	(11)	6	5	4	4	7	6	36.00	
7. #141	Bob Gleason/Stan Deland	Marion	7	9	8	2 (DSQ)	6	2	10	44.00		
8. #244	Bob Whittemore	Edgartown	(10)	6	7	8	9	8	9	1	47.75	
9. #42	Bill Weeks	Edgartown	11	7	9	(12)	5	2	11	3	48.00	
10. #173	Wayne Tirrell	Marion	8	(13)	11	7	8	10	10	11	65.00	

\* Each received 1.38 points in a tie for first place in the first race (.75 + 2.00 = 2.75 / 2 = 1.38)

## FLEET 11

### Doyle Sherman Wins Fleet Championship

DALLAS, TX—Fleet 11 held its fleet championship regatta in mid-July at Rush Creek Yacht Club. The regatta was sailed in light, shifty breezes typical on Lake Ray Hubbard in mid-summer. Attendance was good with nine entries, including "the talent." Skippers called out their best crews for the regatta. Among the many great crewmembers were a former Mallory Cup winner, J/24 Midwinters winner, Lightning Junior National champ... well, you get the drift. It was a tough group. New fleet member Doyle Sherman edged out Rick Tears for 1990 bragging rights. Jim Craig was third when the points were totalled.

The Dallas fleet sent Rick Tears to Manhasset

Bay as the winner of our fleet qualification series. Rick went on to a third place finish at Nationals, assisted by crew Curtis Henry and John Langstaff. Co-skippers Doyle Sherman and Bob Broun towed Bob's #73 *Obsession* from Texas to Long Island Sound, 1700+ road miles each way. Crewing with him were Laurie Wommack, Garry Brown, Joe Leary, and Peter Gerard. A good time was had by all at a GREAT regatta. Kudos to the Hardy's and Manhasset Bay YC.

Ten days after Nationals, Fleet 11 had two representatives at the Manhasset Bay Challenge Cup. Rick sailed for Rush Creek and Al Meril represented Chandler's Landing YC in this distinguished regatta. Rick took fourth and Al finished fifth in a "Who's Who" field.

The fleet has successfully implemented the

mini-regatta format for once-a-month, all-out racing. In October, venerable Shields skipper Harris Garret edged out Rick in our "Turn Back the Clock" Regatta. Harris sailed the following Sunday and won both club races. Afterwards, she announced her "retirement" from competitive sailing to spend time with her grandchildren... she was last seen crewing in the next mini regatta...

Seven Shields raced on December 8th, a beautiful fall day. Four races later, Jim and Stephen Craig had a regatta win to take to the Rush Creek YC Annual Banquet, held that evening. Since Christmas, "Old Man Winter" has joined us, so we are only talking about sailing now.

exciting championship series.

The competition continued on the bay through November. Mark Kalisch skippered *Medora* (#192) to first in the fall series and also accumulated the most wins for the Wednesday night Sunset Series to earn first place silver. Boyd Huff's *Stillwater* won the Outrigger

(continued on page 18)

## FLEET 12

### What's Happening Out West

MONTEREY BAY, CA—Dick Clark guided *Columbia* (#100) to 9 bullets on the way to the 1990 Fleet 12 championship. Clark ended up with 13.75 points over 16 races with 4 throwouts. 'Chick' Hudson and Doug

Johnstone finished second with 18.5 points. *Patience* finished third, skippered by Joe Rogers and Earl Stutes. The championship spanned the Monterey Peninsula Yacht Club spring and summer series and concluded with the two-day Konigshofer Regatta. Breezy conditions were the norm for the season. Nine to 12 boats on the triangle courses made for an





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## CALENDAR

### May 3-5

Armadillo Cup, Rush Creek YC, Dallas, TX  
Contact - Garry Brown 214/324-0472

### July 4-10

Larchmont Race Week, Larchmont Yacht Club, NY  
Contact - Larchmont Yacht Club 914/834-2440

### July 11-13

Edgartown Regatta, Edgartown Yacht Club, Martha's Vineyard, MA  
Contact - Race Committee, Edgartown Yacht Club 508/627-4361

### July 19-21

Volvo Newport Regatta/New Englands, Fort Adams, Newport, RI  
Contact - Sail Newport, Nancy Helme 401/846-1983

### July 25-28

Marblehead Race Week, Boston Yacht Club, Marblehead, MA  
Contact - Joan Thayer, MRA Secretary 617/631-2084 or Boston YC 617/631-3100

### August 2-4

Buzzards Bay Regatta, New Bedford YC, Padanaram, MA  
Contact - Joan Fortier, Race Chairman 508/672-5657

### September 22-26

NATIONALS, Ida Lewis Yacht Club, Newport, RI



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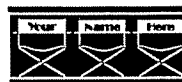
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# Boatbuilders Corner

In a recent letter to a Shields sailor in Maryland who was having problems with a leaky boat, Gordon Goodwin had these recommendations for him.

Before beginning to tear your Shields apart, be sure to find all the leaks before the boat is hauled. Remove all the wooden floorboards, including the triangular floorboard that surrounds the rudderpost, and, with a sponge, remove all water. This includes the water that may have accumulated in either the aft tank or the forward air tank. Wipe the bilge completely with a towel, and make a note of where you begin to see water. Frequently, early in the season, the flax packing of the rudderpost dries out and water will seep in. Over a period of three to four weeks, this will cause the flax to swell and tighten. In some cases the rudderpost packing nut needs to have an additional turn of flax installed, and occasionally, a leak will occur around the rudderpost. Then the boat will have to be hauled and a proper fiberglass repair made. However, if the water comes from the forward portion of the boat that is under the mast step, then it will be time to attack the old wood mast support area.

On Page V-3 of the 1990 Shields Blue Book, there is a description of the keel bolts and the hull seams. This is a great help for those with fiberglass molded mast steps. However, boats built before this time by Chris-Craft, have a wood mast step support structure that has three pieces of 3/4" plywood on edge that go from the bottom of the bilge up to the teak

floorboards and then to the aluminum mast step plate. This vertical plywood support covers the forward-most keel bolt. The plywood mast step structure is held in place by a mixture of polyester resin and glass fillers with some fiberglass tabbing. To gain access to this keel bolt, the cleat and winch structure for the halyard has to be removed first, and then the teak slats of flooring and the mast step removed.

Before removing the floor and mast step, it would be advisable to make a jig that fits through the mast collar of the deck and goes down and locates the aluminum mast step casting, both in a fore and aft position, and in a vertical position. This also might be checked with a tape measure from, probably three or four points to insure it is put back in the identical position. The Blue Book describes how to find this position, but it would be easier if you set up your own check and double check method to re-install it exactly in the same location. Chris-Craft used a number of screws going vertically through the teak and plywood flooring into the plywood structure, and in some cases these have come apart very easily. In other cases the screw heads have decomposed and it has been necessary to use crowbars to get it apart. Also there have been times when the plywood support structure has rotted to such an extent it needs to be replaced, and surprisingly there have been others in such good shape they have been re-installed. Once the old fiberglass, filler, and plywood have been removed, you can gain access to the keel bolt. We recommend removing the nut and plate, carefully cleaning the threads, and grinding into the fiberglass to get a smooth, clean, dry surface. Then apply Sika-flex and a turn or so of corking cotton around the bottom of the bolt. Or you can apply three rectangular plies of

fiberglass mat with a 3/4" hole, so the fiberglass will fit around the bolt. While the fiberglass is still wet (i.e. not cured), put the plate and nut on and tighten it; this will ensure a good tight fit. Torque this bolt back to 140 ft. lbs.

Carefully examine the tabbing or bonding of the airtanks to the hull in this area of the mast step and bilge. Occasionally, we have found leaks in the airtanks of this area and it is prudent to make sure these areas are tight, before you fabricate a new mast step. We recommend the installation of the modern molded fiberglass mast step structure, as this allows access to the bolt without having to remove all the other timbers. It takes a little more time to install, but in the long run it is much more permanent than the wood. It must be installed carefully, so the height of the flooring matches the previous floor, and put the aluminum mast step casting in the identical position as before. With the new fiberglass mast step structure, the boat owner has the choice of installing the vertical structure that is aft of the mast step structure up to the deck for the halyard winches and cleats. This wood vertical structure also keeps the shape of the boat from distorting when the rigging is set up, or when sailing in heavy weather. It acts as a tie-rod to prevent the deck from flexing or bending from its original intended curvature. In the early boats these were very light 1' x 1' pieces of hardwood.

We have been doing these different types of repairs on many Shields in the New England area for the past 14 or 15 years. If there are further questions, we would encourage you to contact us, and we will endeavor to answer them.

Gordon Goodwin  
Cape Cod Shipbuilding

## FLEETS (continued from page 16)

Regatta in October, and speaking of October, Sam Cailliet won the ladies day race in her boat *October* (#96). Cam Lewis then closed the season with a win in the 'Crews

Revenge,' having pried *Barbara's* tiller from her skipper. After a few weeks off to really stretch all the sailing stories into the tallest of tales for a crowded barroom (at least for a couple of weeks), we're already back at it again to

gather new material. The first tune-up race is in February.

Jeff Huggins  
Western Vice-President

### FINAL STANDINGS:

Boat	Skipper	Races	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
1. #100	Richard Clark	11	11	1	2	1	1	1	1	1	1	2	1	3	11	11	1	1,375	14,375
2. #112	Charles Hudson	1	1	2	1	6	4	4	4	2	1	2	2	9	1	2	1,375	3	19,125
3. #199	Joe Rogers	2	2	4	3	3	2	2	2	3	3	3	1	1	2	3	3	7	25.50
4. #95	Glen Lindsay	3	3	3	5	2	5	5	7	6	4	4	4	2	5	4	7	6	44.00
5. #192	Mark Kalisch	8	4	5	6	4	3	3	8	4	7	9	9	9	3	6	6	4	59.00
6. #96	Sam Cailliet	11	11	6	8	5	6	6	3	5	10	5	7	3	11	5	4	5	63.00
7. #186	Jeff Huggins	8	6	7	4	9	8	9	5	8	5	7	5	5	6	8	5	9	71.00
8. #161	Mark Nye	4	5	8	7	7	9	7	6	9	8	8	8	4	7	9	9	8	79.00
9. #191	Russell Bulloch	5	7	10	10	8	7	8	9	7	6	6	6	9	4	7	8	8	79.00

# Measurer's Report...

The revised Blue Book sent to the class membership in August included all of the changes approved earlier by mail ballot. The suggested changes and additions to the design specifications were approved overwhelmingly. Since I am not a lawyer, nor, thankfully, do I think like one, the wording on some of these changes has been questioned by more than one sailing barrister. With "Hawkgate" fresh on my mind, look for future clarification and cos-

metic cleansing of the Blue Book.

The annual meeting was extremely civil and enjoyable. Some new issues and a few old ones have been put on the table for review by the Technical Committee. During the winter, I expect we will be looking at fairing strips, measurement questions relating to the foot of the jib and spinnakers, the location of the mast step, the size of the standing rigging and several other items. Back on the surface from ten fathoms down (and years ago) is the issue of competitors at the Nationals sailing their own boats. The Dallas Fleet has asked that the old borrowed boat system be reconsidered. It will be and you'll have a chance to vote on it. There are some other changes and additions that I expect will be in a forthcoming mail bal-

lot as well.

The official plans have been updated. Since I anticipate additional changes to the specifications within the next few months, the plans have not been printed or mailed. You should continue to give preference to the text of the Blue Book if there is any conflict with the plans.

Lastly, all fleets are invited to send a representative to Technical Committee meetings. We should have one in January and notification of such will be sent to all Fleet Captains at least a week in advance.

Gary Lash  
National Measurer

## Short Tacks

### The Armadillo Is Coming

The Dallas Fleet is planning a little party for y'all down Texas way. Put May 3-5 on your AAdvantage Miles calendar for some fun, sun, and great racing. There are plenty of GOOD boats available, complete with crew, if you so desire. We will select boats by draw, so you need only bring your sails and a party face. Uncle Stuart Litzinger is in charge of entertainment; just ask Ched or Bonnie about what that portends. Garry Brown is Regatta Chairman, 214/324-0472. More details are in the works, but this little regatta is not to be missed—join us.

### Thank You Again

Almost all the marvelous photos in this Masthead were taken by Long Island Sound photographer Mitch Carucci. Mitch said he had a tough time shooting the event because there was so little wind, but he was there when the breeze did appear. The shots enclosed are just a sampling of what we saw while putting this issue together so if you are interested in another look, contact Mitch at 33 Lighthouse Road, Great Neck, NY 11024, or call him at 516/482-8256. In addition, the shots of the Manhasset Bay Challenge Cup were taken by Jon Johansen, the editor of *New England Coastal News*. He used a number of shots in their November 1-15 issue, and if you'd like to see more, he can be reached at their office in Brewer, ME 207/942-3882. Thanks guys.

### A Plea, A Plea!!

To all those folks who were in Manhasset Bay at the Nationals, your assistance is requested in recovering a VCR tape shot and shown

during the regatta. There were a number of tapes of the racing but one of them managed to get away. If you have any ideas where it might be, or happen to have the tape, please call John Hardy 516/883-6300.

### Is That A Shields?

In your travels through all the sailing periodicals available today, keep your eye out for Shields. As I mentioned previously, the Manhasset Bay Challenge fleet graced the cover of the November 1-15 *New England Coastal News*, and there was a lengthy article inside as well. Sometime this winter or early spring, Harken is going to feature a Shields in their monthly ad, Harken Class of the Month, in *Sailing World*. The class has also split the cost of an advertisement with Cape Cod Shipbuilding in the December 1990 *Sailing World* and every month in 1991 in USYRU's *American Sailor*. Keep spreading the Shields word.

### Hawkgate Continued

The saga of the *Blazing Scalpels* versus *Hawk* protest at the 1989 Nationals is still making its way through the halls of the appeals courts. Let's pick up the trail from the last time we reported on the incident in July.

At that time, July 26, 1990, Al Meril had filed an appeal with both the Lake Michigan Sail Racing Federation Appeals Committee and the Appeals Committee of the USYRU. At first it was unclear who was going to hear it, and Al was correct in filing with both groups because there was a question about under whose jurisdiction it fell. In November, the USYRU Appeals Committee announced to both Al and John Hardy that their committee was not going to hear it. So, the issue has since been in the hands of the Lake Michigan Appeals Committee and when asked, they seemed to think a decision would be forthcoming sometime this winter.

There is certainly a lot of speculation about where it will go when their decision comes down, and I'm certainly not going to speculate, but don't expect this issue to be finished anytime soon. On the lighter side, the bad blood that had surfaced between both parties has thankfully appeared to have been cured, as evidenced at the 1990 Nationals. John Hardy was glad to say that they are on speaking terms, and added some humor to it all with a t-shirt he gave to Al. It depicted Dr. Al, lab coat on and

### We Need To Hear From You!!

Have you ever cruised your Shields to a regatta or just for pleasure? Have you ever wondered what happened at a particular regatta, but never found out? Have you thought about trailering your Shields somewhere, but didn't know how? Are there technical questions you have about setting up a Shields but were always afraid to ask? Do you know the difference between one Shields sailmaker and another?

If you see what I'm getting at, we REALLY want to hear from you. Our fleet members are spread out over the whole country, and it is doubtful any fleet member can honestly say he knows what's going on in every other one. So take a chance and run some ideas past us, write up a regatta you attended, or a trip you took, and send it in.

scalpel in hand, getting ready to go after a hawk on the operating table, its wings spread out and insides exposed. You'll have to ask John or Al what the epitaph said.

### Dues Are Up

Starting this year, annual dues for regular and associate members is unfortunately going to have to go up, due to the rising cost of everything the association tries to do. The increase will be modest and it still needs to be ratified. More details forthcoming.

# Boat Emporium

*This is the current list of available Shields as we know it and is published solely for your convenience. If you would like your boat listed, write down (1) builder (2) color (3) 15 words about the details (sails, new gear, price, etc.) and (4) contact name, phone number, and address. When and if your boat is sold, please let us know so we can delete it. Please note that some of these boats may have already been sold.*

**#21** - Black Awlgrip hull w/gold cove stripe and name, grey Micron CSC bottom, two sail credits, fully equipped for racing, excellent condition; Asking \$12,500. Contact Jim Estes, Newport 401/846-3300

**#64** - Cape Cod; blue Awlgrip; completely renovated w/new bottom, topside, deck paint, teak, halyards, compass, boom, spinnaker pole, etc. New Shields at half the cost. \$15,000. Contact Mike Grinnell, Manhasset Bay at (W) 800/338-5101 or (H) 516/767-2261.

**#111** - Dark green; Chris-Craft, up-to-date for racing, trailer included. Asking \$11,800.

Contact John Seldtmoose during the day at 212/514-9001.

**#123** - Gold hull; 1981 National Champion. \$7,500 (Is this the best buy of the decade?). Contact Steve Polkabra, Monterey, CA 408/373-2728.

**#124** - White hull; Epson bilge pump; two aquameter compasses; current sails including '90 North jib; outstanding race record; includes new white Triad trailer. Asking \$17,000. Contact Scott Coverley (W) 800/223-6697 or (H) 516/883-9829.

**#127** - Chris Craft; White, race-ready, Awlgrippied 1989. 1990 Marblehead race Week champ, excellent continuous race record for over 5 years. Sails include '89 Cressy spinnaker. \$12,500. Contact John Read at 617/631-0669.

**#151** - 1968, teak trim, fully equipped for racing and enjoyable sailing. Can be delivered. Asking \$14,000. Call 508/347-3190.

**#166** - Chris Craft; Red hull w/white cove stripe, micron bottom; race ready in pristine condition; '90 North jib, all North sails; a steal at \$15,000. Contact Ken Casser, Manhasset Bay

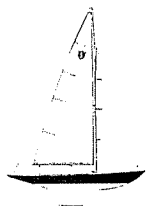
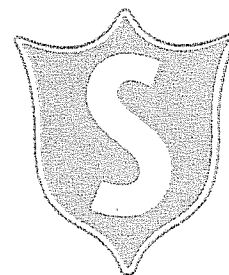
(H) 516/365-4508 or (W) 516/420-1199.

**#193** - Hinckley built '72; greenish-blue hull; 2 full sets of new North sails. \$10,000, negotiable. Contact Nancy Morrison, Monterey fleet 415/354-4517.

**#205** - White hull; \$17,500. Contact Joan Smith, Marion, MA 508/997-8849.

**#233** - Red (new awlgrip); excellent race history (Buzzards Bay Regatta, N.E. Champion); new Shore main & jib; new VC 17 bottom paint; best used Shields available; \$20,000 firm. Contact Mary Tomlinson, 1 West Dr., Marion, MA 02738 (H) 508/748-1412.

**#225** - Available from Cape Cod Shipbuilding. Also have two new boats built last winter. Contact Gordon Goodwin 508/295-3550.



**Shields Masthead**  
**Tim Robinson**  
**5 John Clarke Road**  
**Newport, Rhode Island 02840**

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