

SHIELDS MASTHEAD

From the National Secretary
Ralph Walker

Update your Official Class
Book

The "New Mastheads"

This is the first issue of the newly formatted Masthead. We decided to produce this type of issue at least three times a year (Winter, Spring and Summer) and probably publish a glossy one in the fall after the Nationals. Publishing in this manner is less expensive and we hope more timely. Last year the one issue (I believe) cost \$2021 or 55 percent of the 6 months budget. This issue should run under \$400. We need more support to make it better.

Need More News

We want more information and news items from the individual fleets. As you can see some areas have already contributed, while others we haven't heard from at all. (Come on you Windy City Seaman and Long Island Sound Drifters).

We had expected a few other articles and information notes (e.g., how to make the transition to a Submarine Captain by a member of the Buzzards Bay fleet). I'm sure you can all provide us with some news worthy items. We do have the capability of computer scanning photos and including them in future issues.

The last act of the Newport/Narragansett Bay fleet was to distribute the latest revisions to the Blue Book. All boat owners should have received this information. If you did not have the contents of the Blue Book to start with we will be happy to supply an updated copy for \$10.00. Please send check, plus mailing address to me. (See below)

Fleet Registration

We have only received the individual fleet's annual report (form No. 1) from two fleets (3 cheers to fleets #10 Buzzards Bay, MA and #11 Dallas, TX). You delinquent ones get these in to me as soon as possible so we can send the information and future Mastheads to boat owners and associate members.

Also if possible list any boats that are not active so that we may have these in our files. Send just one check for the entire fleet. (Chicago, what are you doing sending individual personal checks by separate mail for each boat/member! You've really caused us a lot of extra bookkeeping.) We are sending 10 additional Mastheads to each Fleet Captain for their own internal distribution. Therefore, if you don't receive this Masthead ask him for one.

(Great logic). I've also included to the fleet captains the mailing list used for this Masthead.

In the next Masthead mailing I hope to get a listing to each fleet of all their boats/members that we have on file.

Future National Championship Regatta

A major task we have taken on as the new National Officers is how to select future locations for the National Regattas. Wayne (the Pres) has contacted most of the fleet captains and received a positive response to our below proposal. This plan will be a subject of discussion and a vote at the annual meeting in Marion on Sunday, 30 August.

Selection of venue for the National Championship Regatta

1. The site of future National Championships shall be determined by vote from the proposals of those fleets willing and able to hold the event, except it shall not be held in the same fleet's waters for two consecutive years.
2. The responsibility of arranging and providing suitable facilities, prizes and entertainment rests with the Local Fleet holding the event.
3. Each Local Fleet wishing to host the National Championship Regatta in it's home waters shall

submit a "Proposal" to the National Governing Board no later than June 1, two years prior to the year of the requested Regatta. This Proposal should follow the guidelines suggested in Appendix A of this section.

4. The National Governing Board shall submit all Proposal documents to each active Local Fleet. Each Local Fleet will have one month to review the contents of these proposals. Each active Local fleet will have one (1) vote to express its choice. This vote must be Postmarked or Received in writing to the National Governing Board by July 15.
5. The winning Proposal shall be announced at the annual Shields National meeting two years prior to the year of the requested Regatta.
6. The National Governing Board, even after an award has been made, can deny a Local Fleet that responsibility, if in its opinion, there is sufficient reason to do so.

We believe that one vote per fleet is the key ingredient. This prevents large fleets from dominating the vote, it encourages fleets (not individual boat owners) to act together for the best interests of the National Fleet and it increases participation while simplifying the voting process.

A Note from your President

Wayne J. Kennedy

(Don't let the title go to your head Wayne. I know you are now relating to George, Bill and Ross.)

The new National Officers are at-the-helm. Our meetings, thus far, have focused upon subjects such as the Masthead Magazine; the process by which future sites are chosen for our National Championship Regattas and techniques for increasing the number of boats our fleets get on their racing lines. All four of us, Ralph, Jim, Nick and myself feel strongly about generating new ideas from our local fleet officers, our individual boat owners and our associate members. Greater participation from all of these sources will mean a stronger Shields class. Please communicate with your local fleet and with ourselves. If we are left alone, we then can only guess at what might improve our class and what issues and/or ideas are on your minds.

We hope you're all winners this season.

Technical Committee Report

by Nick Burke

Our previous Technical Committee lead by Gary Lash made many strides in tightening many of the loose ends that were threatening the One Design nature of our class. With quite a bit of time and effort by Gary and a number of other competent individuals, many of the

specifications as well as Plans 1 & 2 have been brought into the 90's.

The challenge for our administration in the next two years is to continue strengthening the One Design nature of our class. This can and will be accomplished as long as we can get the assistance and input of the individual members and associate members of our fleets.

The immediate task at hand is standardization. Because there are a number of areas where there are no specific rules and/or definitive measurements, we will be looking to each fleet to provide the Technical Committee with information pertaining to the boats in that fleet. A case in point is the present situation concerning the location of Mast Steps and Partners. Based on a small survey of boats from different fleets, we have mast steps that vary significantly in position fore and aft as well as height.

Before our committee can make decisions to help tighten up these areas we will need information from the individual fleets. A request will be sent out to each fleet for measurements. With a little bit of time and effort from each fleet, we can continue strengthening the One Design nature of our class and insure its continued growth.

Ched Procter Holds Clinic
by Joan Thayer

In mid May, Ched Procter, 4-time Shields National Champion, held a go-fast clinic for Shields sailors in the New England area. This event was hosted by fleet #10 at the Beverly Y. C. in Marion for Shields sailors in the New England area. Despite the overcast skies and repairs to the pier and floats as a result of the hurricane last season, about 15 sailors attended.

In the morning, foul weather clad individuals gathered around three boats to hear Gordon Vineyard's words of wisdom on preparing your boat for racing. Stephen Symchych's boat, Kiskadee #247, was the lucky boat for the tuning demonstration. After about an hour, the rain drove the group inside where hot coffee and homemade muffins would take away the chill and a classroom-style lecture continued. A hearty, but brief lunch of chowder and deli-sandwiches followed.

In the afternoon, the participants were either on two Shields or on the powerboat with Ched. For the next 2 hours the two boats sparred one another with Ched hailing from the powerboat and taking pictures. Ched also got on each boat for individual attention on trimming and helming.

Around 4p.m. as the wind came up and the cooler air started in, the group returned to the harbor and reassembled at Dr. Vineyard's home. (Just

in time to catch the final moments of the America's Cup competition!) Ched had developed his slides at the clubhouse and was able to show them and reiterate what he had discussed earlier in the day. More sandwiches and hearty chowder closed out the evening.

Joan Thayer, Marblehead Fleet Captain, and Chris Dowley attended from the Marblehead fleet. "I was very impressed with Gordon's teaching skills and the amount of time he took to demonstrate tuning the boat and answering questions. It was perfect timing for us since our boat was going in the next weekend. Of course, it was also an excuse to get together with the Marion Shields sailors. Ched has a wonderful dry sense of humor, but you've got to be paying attention to appreciate it."

Dr. Vineyard and the Marion fleet did an excellent job of organizing the boats, the meals and providing a full day of clinic work.

Team Race
Marion versus Bermuda
by Ben Bryant

On June 13 and 14, Shields fleet ten kicked off their 1992 season by winning a team race against sailors from the Bermudian I.O.D. fleet. Five Shields per team raced as part of Beverly Yacht Club's Spring Team Race Regatta.

Buzzard's Bay provided spectacular winds and chop for the two day event. The winds were gusting to over 25 knots

and put a premium on heavy weather sailing skills. This was the first weekend of sailing for many of the Shields in fleet 10. Thus what should have been a shakedown regatta for us almost turned into "The Breakdown Regatta". Fortunately, hard work by Denny Makepeace, extra special assistance from Gordon Goodwin of Cape Cod Ship Building and Graham Quinn of Harding sails, and the patience of the boat owners allowed us to keep the regatta running.

The regatta was a best of seven series with fleet 10 winning four races to one. The courses were all windward-leewards, either twice or three times around. The windward-leeward course was chosen to keep the sailing close and exciting. Martin Siese, captain of the Bermudian team, showed excellent boat handling skills as he stacked the fleet up behind him at the windward marks. This maneuver wasn't enough to get his teammates past the home team but with the high wind and seas it did cause high anxiety among the boat owners.

Bill Moonan of Beverly Yacht Club and owner of Shields 156 managed the race committee work. In addition to our races, team racing was held for the J-24 and J-22 fleets. A separate leeward mark in front of the starting line allowed for continuous racing of the three fleets. We all owe Bill and his crew our appreciation for the skill with which they ran the regatta.

A dinner dance on Saturday night and a cookout for the fleets on Sunday night rounded out the weekend. Although the Bermudians didn't win the regatta, Jay Hooper (Unofficial spokesperson for the Bermudian Team) said it was the most fun you could have in a weekend. We find that on top of being a great time, a spring team race leads to successful season because of the number of boats that have to be ready for the event.

Marion/Beverly Y. C. Keeps the Roosevelt Bowl

by Joan Thayer

Sunday, June 28, the Eastern Yacht Club and the Marblehead Shields Fleet hosted the annual team race competition against the Beverly Yacht Club of Marion, MA. In recent years the event has been held in the Fall when the weather is less predictable and the winds usually stronger. Both teams agreed this was a better schedule. Ralph Walker, Event Chairman, comments "The winds were ideal for team racing. 10 knots allowed us all to concentrate on tactics and teamwork rather than just keeping the boat and crew together, which has been more the case when we hold the event in September or October. Unfortunately we didn't wrest the cup away from Beverly."

In the best two of three races, Beverly captured the first two ending the competition for another year. Sailing for Beverly Y. C. was Steve Symchych, Gordon Vineyard and Graham Quinn.

Representing the Eastern and the Marblehead Shields Fleet were Ralph Walker, Richard Sides and Joan Thayer. The event will be held in Marion, MA next year.

The Roosevelt Bowl, a sterling silver Revere bowl, was donated by Franklin D. Roosevelt in the 1930s as a result of the excellent hospitality extended to him by each club during a cruise through New England waters. Since then, there has been friendly competition for the cup between the two clubs.

1992 Nationals - Marion, MA.
by Graham Quinn

By now we hope you are all well into your qualifying series. Here in Marion we have already had some of our best Shields racing in years. New contenders have emerged and the winners have become very hard to predict. With the New England Championships and the Nationals here this summer we hope you will be joining us for some great racing.

The schedule for the Nationals goes as follows:

Friday, August 28th: Boat launching and inspections; Registration for early arrivals

Saturday, August 29th: Registration, boat and sail measurement

Sunday, August 30th: Practice racing; Cocktail party, Shields Annual Meeting

Monday, August 31st: Races 1 & 2, Dine Around

Tuesday, September 1st: Races 3 & 4, Dinner at B.Y. C.

Wednesday, September 2nd: Races 5 & 6, Cookout

Thursday, September 3rd: Race 7, Trophy presentation at B.Y.C. following racing

By action of the governing board we are able to schedule seven races.

Competitors should anticipate thorough inspection of their boats for conformity with class rules.

Beverly Yacht Club and Shields Fleet 10 invite all qualifying Shields sailors to come and join us for a great week of sailing and fun here on Buzzards Bay. See you on the water.

1992 Armadillo Cup
by Garry Brown and
Peter Gerard

By almost any criteria, the 1991 Armadillo Cup was a record setting regatta. The field of fourteen boats, the ten crew visitors contingent and the seven fleet representation were all records.

Current National Champion co-skipper, John Hardy (245), sansa pacing papa to be, Ched Procter, sailed with his regular crew Chip Whipple and John Bryndel plus local skipper Jay Warren. Former National Champion and just retired Class President Chris

Whithers (164), returned to the scene of his 1981 triumph with at least one of his championship crew, a former National Champion co-skipper and an Armadillo Cup regular, Bonnie Shore.

Narragansett Bay had the best representation. In addition to Chris Whithers, Bryce Muir (23), Patrick McIntyre (158), and Bill Winthrop/Mike Palmer/Larry Ahern (155) made their presence known both on the race course and off.

Buzzards Bay was well represented by the two boat campaign of Graham Quinn (145) and Gordon Vineyard (235). And Bob Whittemore's (244) Edgartown crew, including Newporter Henry Little, in addition to sailing a very competitive regatta, showed us what hanging on for dear life meant.

Jeff Perelman (126) and crew ably represented the Chicago Fleet. And Ersin Yigiter (189) and crew demonstrated that the Shield class is alive and well in California.

The host fleet was represented by four crews chosen during two hotly contested qualifying regattas held during February, March and April. Former National Champion Rick Tears (51), Fleet Captain Peter Gerard (53), current Fleet Champion Doyle Sherman (184) and fleet sage Jim Craig (98) survived three months of intense competition to secure positions in a fleet, that all believed would be the most

competitive in the Armadillo Cup's history.

The regatta began, as it has for the last two years, on Wednesday evening at the official boat draw. Six visiting crews made it to the draw, along with a strong Fleet 11 contingent. The absent crews, however, were extremely well represented by local stand-ins. It should be noted that many of the attendees were there anticipating that Ched Procter would repeat his 1991 performance. Unfortunately for the assembled throng, Mr. Ched was sipping his cocoa by the fire in Southport waiting on their family's new arrival.

Thursday was spent tuning and bondoing (jargon specific to the world of borrowed boats) and sanding. Assisted by regatta quartermasters Gary Brown and Bob Brown, all the boats were either ready or had their wish list completed in time to attend the regatta kick off cocktail party held at the Gerard's and the second annual "so this is the Southwest" dinner at the Blue Mesa restaurant. It should be noted that this dinner also served as the official Fleet 11 celebration of Patrick McIntyre's 35th birthday (I thought you had to be old to drive a Shields). Great company, a birthday bottle of two worm Mescal, and lots of food made for a good time for all.

Friday saw the Spring lion's roar. With two races scheduled for the afternoon, and the wind beginning to howl out of the south (big wind but no waves) everyone went about

getting ready. PRO Bob Gough and his able race committee set a windward-leeward course in 18 knots of wind for the first race. Local knowledge, crew weight tone, and sailing skill set the tone early in the first race. Doyle Sherman reading the shifts and keeping his boat flat crossed the finish line well ahead of his two fleet mates, Jim Craig (second) and Rick Tears (third). The boys from Hawk, having had to substitute a 98 pound crew member with a 200 plus pound local, at the last minute due to illness, crossed the line fourth, and ahead of all the visiting crews.

By the start of race two (also a windward-leeward course, as all the races would be), the wind had built to between 23 and 24 knots. Rick Tears, demonstrating superb heavy air boat handling skills and seamanship claimed the top place. Doyle Sherman was not far behind, taking a well deserved second. Jim Craig insured that, at least on Friday, the top of the fleet belonged to Texas. Hardy et al. once again demonstrated that they "were comfortable conditions" not usually found in W.L.I.S and finished fourth.

Race two, with its steady 23 knots with gusts to 30 knots, unfortunately, was notable, not only because it was a demonstration of superb seamanship in sailing edge of the envelop conditions by all the crews, but also because it was the venue for near disaster. On the second downwind leg, Graham Quinn boat 145 broached twice, and sank. Graham and his crew

were able to get to the foredeck, and the Rescue boats were all on the scene immediately and removed them all. Wet and shaken the crew was taken to the yacht club unharmed. High praise for the Rescue boats, and food for thought about what we need to think with regards to the safety of our class.

Saturday morning started much as Friday had left. A high pressure ridge stalled just to the north resulting in 9p.m. wind reading in excess of twenty knots. As the crews left the dock, their thoughts were still on what had happened the day before and why.

As the start of the third race approached, the wind began to lay and move to the west. At the start, Sherman, just like in race one, took the high ground and played the shifts to perfection. Jim Craig made it look like the boys from Texas would continue to monopolize the top of the fleet until an upper shroud turnbuckle let go on the first weather leg (no doubt a leftover dividend from the prior day's races). By the second weather leg, however, Rick Tears had moved into a position to challenge, and took the lead taking the best advantage of the erratic shifts. Tears held on to his top position, followed by Sherman, Whittmore and Whithers.

After lunch at the yacht club, the fleet returned to the race course and southeast winds of ten to twelve knots. Graham Quinn and crew returned to the race course in "their

backup boat". Capitalizing on a strong start, Peter Gerard and tactician Rob Johnston built up a strong lead and held it to the finish. Rick Tears was second, preserving the Texas monopoly on the top two slots. Bob Whittemore filled out the top three, with Hardy and Whithers close behind.

By late in the afternoon, the wind had dropped considerably and moved to the southwest. Shifty conditions made this one of the most challenging races of the regatta. And when all was said and done, Chris Whithers showed the Texans that they did not own the lake. Second place Hardy and third place McIntyre emphasized the point.

Saturday evening the crews were treated to a Texas barbecue at the yacht club and a lesson in the Texas two step at a well known Dallas honkytonk.

Sunday morning brought overcast skies and some bleary eyed crews. A ten knot northeast breeze showed the visitors a different look at the lake. Peter Gerard, with a good start, went right. By the first weather mark they had built up a big lead, which they held to the finish. Sherman, needing to win the race in order to move ahead of Tears, found himself in Tear's rear view mirror early and Tears made sure he stayed there. In the end, Sherman crossed the finish line fourth, behind Gerard, Tears and Whithers.

Rick Tears and his crew (Bill Draheim, Charlie Price,

Phil Audet and Stewart Litzinger) won the 1992 Armadillo Cup convincingly. Doyle Sherman and his crew were a solid second place finisher. Third was hotly contested. Only four points separated Chris Whithers, the third place boat, from the seventh place finisher.

After the races, all those involved confirmed that close racing typifies the Shields experience. We were glad that we could introduce our friends to the Texas Shields experience, and we hope we will see them back next year. We were thankful for our good fortune and Graham and his crews' well being. We also were pleased to present Graham with a new perpetual Shields Class award, the Herb Swafford "Take-A-Swim Perpetual Award", presented to the skipper who sinks a Shields during a major regatta. The award is retained by the incumbent until a successor earns the right to it (Herb had held the title since 1976).

The official presentation will take place in Marion at Nationals.

1992 Armadillo Cup Final Standings

1. Rick Tears	#51	8.50
2. Doyle Sherman	#184	14.75
3. Chris Whithers	#164	18.75
4. John Hardy	#245	19.00
5. Bob Whittemore	#244	20.00
6. Jim Craig	#98	21.40
7. Peter Gerard	#53	22.50

In Our Next Issue...

If you send us a picture of some smiling faces,
boat sailing or drifting, we could fill this space.

How Bonnie Shore won the Volve Cup in
Newport, RI

More from the technical committee and
National Measurer