
August 2018 e-MASTHEAD

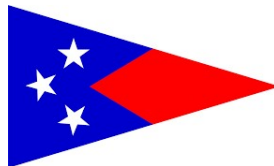
Volume 1, Issue 2

Presented by the Shields Class Sailing Association



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Letter from the National Championship Regatta Chairman:

Welcome to the 2018 Shields National Championship Regatta at Edgartown. Fleet 8 is excited to be hosting this year's event. Historically we have good wind and great racing on the Vineyard in September. We have a full schedule of activities and social events, as well as expert presentations on tactics and tuning from our sponsor Quantum Sails.

Many of your questions can be answered by looking at the regatta website. Go to the Edgartown Yacht Club site at www.edgartownyc.org and click on [Racing](#). Then select the Shields Nationals Regatta. If you cannot find the information you are looking for feel free to contact me by phone or email.

Please register now to avoid the late registration fee. Payment in full is due no later than August 15. After that there is a \$100 late fee.

Housing requests were due on August 1. Late requests are still being honored on a space available basis. Send an email directly to Cindy DeLotto if you have not submitted your housing request. Her email is CADL12M@aol.com.

Moorings are being provided at no charge. Bring fenders because you may be doubling up with another Shields. Please submit the mooring request form on the regatta site or contact Clare Sullivan directly at clare_marie@hotmail.com. If you want to be guaranteed a single mooring, you can contract a town owned mooring through www.dockwa.com at \$40 per night.

MacDougall's will be launching boats in Falmouth Harbor. They've asked us to advise boat owners that they will be using a single point crane. Boat owners will be required to provide a spreader bar or borrow one from another Shields owner. Parking for empty trailers and tow vehicles will be nearby at the Falmouth Heights Motor Lodge. They are offering a rate of \$100 for parking September 4-9. Pay and pick up a windshield tag in the office. It is a grass lot and cannot handle a loaded trailer. Contact the owner/manager, Maureen, at 508-548-3623 if you have any questions. The regatta volunteer helping at MacDougall's will be Tom DeLotto tdelotto@aol.com.

Please advise us of your planned arrival time and date. Jeff Randall is coordinating power boats to stand by as safety escorts through Woods Hole or to assist if needed in the crossing from Falmouth to Edgartown. Tim Bryan will make sure someone is standing by to show you the way to your mooring in Edgartown Harbor. Send an email addressed to the two of them of your planned arrival times. Jeff Randall jr@jlrassoc.com and Tim Bryan tbryan46@mac.com.

The yacht club launch is Helot. They monitor channel 72. If Helot is not running, contact Old

Port launch on channel 68. Old Port will be working for us under contract and should not be charging you, but tips are always appreciated. Be careful when approaching your mooring in Edgartown Harbor. The current can be very strong and counter to the prevailing wind, especially at the moorings near the lighthouse. Also watch out for the Chappaquiddick ferries. They will make the 200 yard crossing between Chappy and Edgartown (one coming from each side) approximately every 3 minutes. Treat them as vessels restricted in their ability to maneuver per Rule 18 of the Inland and International Navigation Rules.

Please remember to bring your printed certificate of compliance and waiver forms to turn in at the registration desk. Also bring your credit card to set up a temporary club account. We will not be accepting cash or using tickets to pay for drinks at the bar.



See you in September.

Best regards,

Bob Hurst

rhurstw909@aol.com

Regatta Chairman

786-566-7080 cell/text

Tiburon Wins Ocean-Great Lakes Challenge **by Eric Anderson**

Fleet 9 and the Ida Lewis Yacht Club were welcoming hosts to the class for the 2018 Ocean-Great Lakes Challenge. Now in its fifth season as a class mainstay, the participation and support for this regatta has grown annually as it has become very much a part of Shields lore. 2018 saw ten boats on the line representing eight different fleets. Five races were held over two days, with the outcome in doubt until the conclusion of Sunday's lone race.

The sailing conditions at each of our fleets offer the opportunity to master different elements of the science. In Marion, the locals have become masters of sailing in the big breeze with chop, Larchmont typically reinforces light air skills and punishes over-trimmed anything, while in Monterey dressing in layers, choosing the proper course up the face of waves and avoiding kelp, scuba divers and marine wildlife are the order of the day. We are thankful the practice race gave us an opportunity to (re)learn the finer points of sailing in Narragansett Bay. The concept of tides, current, eddies, and their interaction with the islands became important lessons for us.

(158 Glory, 71 Old Paint, 207 Circe, 64 Pearl, 33 Maverick)



With second place finishes in each of the two previous OGLC Cups, doing better this year seemed to be a tall order, especially considering the level of competition in this year's field. Tiburon's victory was the by-product of preparation, a gritty crew and some good luck too.

Our good fortune began about a week before when Housing Coordinator John Burnham informed me that Tiburon would be staying at the home of William and Lowie Crisp. In addition to their residence being an easy walk to the club, a well-prepared prime rib dinner was waiting for us upon arrival. And later that evening William treated us to a sampling of his collection of Scotch whiskies. That was just the first night. The hospitality continued in this fine manner throughout our stay. **(Crisp home, Rob, Eric and Lowie)**

The second stroke of luck came when Boats Coordinator Ted Slee notified me that we were assigned his boat, #33 Maverick, in a random draw. Maverick had significant work done this offseason to include the installation of a new mast. Let's face it - in a borrowed boat regatta, drawing a known-good boat certainly limits your downside. Maverick proved to be in excellent condition and lived up to its billing.



Our final windfall was the late addition of Rob Vann. We had thought about going with just four on crew, but the breeze in Newport for the three weeks preceding the event was at the higher end of the normal range, so seeking a fifth crew became a need unfulfilled. However, finding a competent one on late notice before a holiday weekend isn't always an easy task. When I called Rob a few days before the event to "kick the tires", he quickly opted in. Things seemed to be falling into place. **("Part-time Tiburon" Maverick)**



The practice starts and race were on Friday afternoon. Although we had good boat speed, made good decisions and sailed a clean race, fifth place was all we could manage. Our tactical game plan was incomplete as the local sailing nuances and tide patterns were still a work in progress. Most discouraging was the distance between winners Ted Slee and Betsy Alison over the second-place boat. It was a significant amount and it seemed that no one might challenge the 2015 National Champs on their home

course.

Races 1 and 2 on Saturday didn't do much to change that thought as Ted and Betsy notched convincing wins in both. We scored 4-2, finding ourselves in third, but well behind #33. It was beginning to like a repeat of last year's regatta in Larchmont where Burnham and Baer knocked down three bullets in the first three races. Things did improve for us in Saturday afternoon races. The end of Day 1 found us clinging to a slim, but important 1-point lead after four races.

The forecast for Sunday was for light air. In reality "light air" might have been a little optimistic. We were towed to Racing Area D, north of the bridge where the RC set up just to the south of Gould Island. The fleet bobbed around for 3 hours without even a whisper of breeze. The idle time of the morning was punctuated with many of the competitors going for a swim to cool off from the 90+ degree temperatures and there was the impromptu diving/backflip competition happening off the transom of #181. The Sailing Instructions called for no race to begin after 3:00 pm, and it was beginning to look like Sunday might have no races at all. At around 1:45 pm, PRO Robin Wallace had us towed to a position south of the bridge where reports were indicating a sea breeze was forming. **(Tiburon's Gritty Crew: Todd Greene, Jon Dean, Randy Shore, Eric Anderson and Rob Vann)**

A 3 NM race was called, and the fleet went into sequence at 2:15 pm. It was going to be a winner-take-all scenario - one race for the regatta. Surprisingly the course had filled in by now pretty nicely. We had 7 kts with a slightly boat-end favored line. We elected to go for clear air near the pin, to stay away from other boats and remain in position to work the left corner and to get into the current which was



nearing max ebb. The effects of the ebbing tide were more noticeable to the left side of Rose Island. The strategy was sound, but we had trouble holding our lane and elected to tack while the boat speed was still sufficient to cross several boats. We rounded at the top in 5th place, amidst a big left-hand shift, but behind two of our closest competitors in the standings. An immediate gybe leveraged the shift and put us in good position on the course, trailing only #237 and #71 heading to the favored side for breeze and allowing us to stay clear of the current still ebbing the other way. We managed to pass #71 on the run and trailed only #237 at the leeward rounding. The third leg saw us tacking toward the left side again with #237 applying loose covers as we both worked up the beat. Both boats held

serve through the weather mark rounding and both gybed quickly again to port following the playbook from the previous downwind leg. When they gybed back to starboard, we gybed too managing a windward pass and soon broke the overlap. We rounded the bottom with a 1 boat length lead. On the fifth and final leg, we extended and finished the job with a nice margin of victory and our only first place of the series. **(Final Results)**

It can be assumed that our Newport sailors know a thing or two about hosting regattas and event co-chairmen Ted Slee and John Burnham did nothing to alter this paradigm. The boats were in great condition and the housing was very accommodating. The club's recently completed remodel offers significant additional square footage to the deck making ILYC a truly outstanding place for an event like this. The race



Boat #	Boat Name	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	PTS	PTS
33	Tea Sca	1	1	2	6	5	13	5	16 - 2
64	Rob Vance	10	10	8	18	2	11	33	51 - 9
71	Jon Shamanski	11	11	13	7	21	1	32	32 - 7
158	Ken Oand	8	7	11	2	10	8	26	31 - 6
181	Jon Janson	6	6	4	10	8	19	2	25 - 5
182	Stephen Gunn	2	2	5	9	4	11	8	23 - 4
191	Eric Anderson	11	11	2	6	3	3	12	13 - 1
207	Tom McNamee	3	3	10	19	7	26	8	20 - 10
237	Ken Dyott	5	5	3	8	1	3	6	17 - 3
245	Peter Siegel	3	3	3	12	11	22	7	23 - 8

committee was professional and competent - making the correct decision every time it mattered. Ever the preeminent host, Ted could be seen running to the liquor store after Saturday's races to get a second keg of Ocean State Lager.

Thank You to my friends - Todd Greene, Jon Dean, Rob Vann, Randy Shore and William and Lowie Crisp.

*** Featured Article ***

Learner's Permit

By Emma Gronda and Anna Foster

As graduated students from the Mason's Island Yacht Club youth sailing program, we discovered a lull in regard to expanding our understanding of and experience in sailing. From Optimists to 420 racing, there is no loss of time on the water. Beyond the 420-racing class, however, there was a gap, a chasm, between the seventeen year-olds eager to race more, and the 40+ year-olds, carrying endless, yet inaccessible knowledge of the sport.

"Last summer I was fortunate enough to be invited to crew on a family friend's Shields on our Thursday night races at the club. Instantaneously, I fell in love with the boat. The way it felt, worked, moved through the water. It was a new, yet familiar experience for me. All I wanted to do was race with this boat. It occurred to me that this was the next step I was looking for. The next breeze line, to bring me forward in my quest for knowledge." Manager Emma Gronda

"I had a slightly different perspective. Last summer I took a job as a sailing instructor, but

there was far more power boating than actual sailing. Aching for more sailing, and from watching Emma fall in love with the Thursday night racing, I started looking towards the Shields fleet. Even though I only raced once last summer, it still amazed me how Shields could heel to practically 90 degrees, but not capsize! Having rarely sailed on boats larger than 420's, their fluidity and ease to which they steered surprised me as well-- I expected them to feel heavier and slower. From just that one race, I was hooked. So, when Emma suggested I attend the Shields Dinner in early June to try to find a boat to crew on this summer, I was all for it." Skipper Anna Foster

Let's just say the Shields Dinner went in a direction we never would have imagined. At our table it was brought up that there was a boat out of use, looking for an opportunity to race. We turned to each other and formulated a wild, seemingly unrealistic plan of creating a boat run by kids that would race in the fleet. Someone at the dinner table picked up on our conversation and jumped on it. Soon two whole tables were saying something along the lines of "You should absolutely pursue this idea, it's awesome!"

We looked at each other and smiled, raising our eyebrows at the sudden adrenaline (and stress) from the thought that this could really happen. As we walked to the parking lot, overwhelmed by the support for this youth boat, we continued our discussion.

Could this really work?
Are we even allowed to do this?
How much will it cost?

We started talking logistics: timing, monetary requirements, various boat parts that may or may not accompany the boat, possible crew, and if anyone would be crazy enough to actually let teenagers use their boat. There were a lot of factors and it wasn't going to be easy, but we sent a proposal to the man who owned the boat, Bradley Honan, and waited for a response. It was a huge "Yes!" from Mr. Honan, as he was excited to have his boat be used in his late father's honor. And so **Grand Biddles** was born! (Right: Shields #89, Grand Biddles and Crew)



Since receiving the go-ahead, we have done extensive work on the boat, including repairing a hole in the keel, removing a year's worth of leaves from the cockpit, and attempting to pull together a dedicated crew (Anna, Peter Halsey, Liam Gronda, and Finn McMillian), all of

whom are under twenty years of age. Along the way we have been supported and advised by so many dedicated adults. We had no idea the amount of work it really takes to maintain and sail a Shields throughout the racing season.

We would like to take this time to thank the numerous adults who've guided us and encouraged us along the way. First off, thank you so much to Bradley Honan for lending us **Grand Biddles** for the season. Thank you to John Foster, Rob Gronda, and Bob Banas for advising us on how to best navigate this whole adventure and taking lots of time out of your weeks to help us ask the questions we didn't even know to ask. Thank you especially to John for trusting us enough to put **Grand Biddles** on your insurance. Thank you to Jack Morehouse and Mason's Island Marina for launching the boat and stepping the mast. Thank you to Neal O'Connell for the fine tuning and lending of boom vang parts; Scott Parry for your lending of jib sheets, spin sheets, twing lines, and your mooring; Dan Van Winkle for buying and installing a proper boom vang; Mark Briggs for assembling and donating an entire boat cover and convincing Dan to lend us his boom vang wisdom; Commodore Melinda Carlisle for the endless assurance; and finally, to the entirety of Shields Fleet 19 for your support and waiving of our entry fee into the fleet!

Grand Biddles has since raced in three Thursday Night Races at Mason's Island Yacht Club. Each week we have on board a "mentor", an experienced sailor from the fleet, to help guide our team to success. Our goal is to soon race on our own, though, and to encourage future graduates of the 420 classes to join us in expanding our knowledge and passion for racing. Hopefully we can continue this endeavor in summers to come, but we'll have to figure out the logistics on that.

Team Bit-O-Honey Takes New England Shields Championship - A Buzzard's Bay Regatta Story

By John Burnham

On the first weekend in August, Team Grace made our third trip in three years from Newport's Fleet 9 over to the flagship event of Fleet 10, the three-day Buzzards Bay Regatta. Once again, my co-skipper Reed Baer and I found a "learning opportunity" in one of the windier venues for Shields sailing. For the first two days, we sailed in southwesterly winds of 15-18 knots, gusting over 20 on Friday; then on Sunday it was a light southerly of 5 to 8 knots.



What's great about Fleet 10 is that everyone is fast upwind in a solid breeze, and candidly, we struggled at times to keep pace. But over the course of the first two days, we adjusted jib leads, trimming style, and headstay length to the point that we were competing on a level basis

with the entire fleet...except Ken Deyett's #237. Ken was happily crushing all of us, winning five out of six races. The only race in which we got the better of him was when we started at the pin, three boat lengths ahead of the entire fleet on a pin-favored line, and held on to win. We ended up tied for second on Saturday night with two-time national champion Bill Berry. With Ken throwing out a second at that point, there wasn't much question at that point about who would win the regatta.

On Sunday, we had more Newport-like conditions and won two races, but Ken's team won the other one and took the regatta title of New England champion easily. What's remarkable about Ken's team is that on the morning of the regatta, they discovered their boat had a mast-step issue so they borrowed a boat that wasn't sailing, The Grinch, and didn't lose a step. Proof, yet again, that borrowed boats don't necessarily slow you down.

The downwind legs were some of the most fun surfing we've done in quite some time, with enough wind and short, steep waves to really get the boat rolling. The only unfortunate incident of the series was when #8, skippered by Paul MacKinnon, lost it's mast due to backstay failure on one windy run. Fortunately, nobody was injured. We had a bit of weather roll through on Saturday afternoon, a heavy set of rain showers that washed a season's worth of salt off the boats, but the winds never spiked much over 20. **(The Winners of #237)**

Congratulations to 237 on sailing a great regatta (Ken Deyett, Curtis Johnson, Ali Deyett, Josh Johnson, Tim Desmond and Beau Plessner.). Our thanks to Fleet 10 for its hospitality. This is a regatta we recommend for all, although next year the New England Championship will be in Newport and hopefully we can attract more than a few boats from nearby fleets.



**2018 Buzzards Bay Regatta
Preliminary Cumulative Results**

Shields New England Championship															
1.	237	Grinch	Shields	Ken Deyett	1	1	1	2	1	1	2	1	5	[5]	10.0
2.	107	Grace	Shields	Reed Baer	2	3	3	1	3	2	1	2	1	[3]	15.0
3.	239	Syrinx	Shields	William Berry	5	2	2	3	2	3	3	3	2	[5]	20.0
4.	238	White Rabbit	Shields	Richard Robbins	3	5	4	4	4	4	4	5	4	[5]	32.0
5.	244	Nuts	Shields	Kevin Walsh	7/SCP	4	5	5	5	5	5	4	3	[7]	36.0
6.	8	Goodnews	Shields	Paul MacKinnon	6	6	6	7/DNF	7/DNC	7/DNC	7/DNC	7/DNC	7/DNC	[7]	53.0

- John Burnham, #107 (with Reed Baer, Micah Reyes, Pete Siegl, Chris Hufstader)

Perfect Spinnaker Douse - Video



Dear Wendy,



Dear Wendy:

Recently one of the Shields in our fleet lost its mast. Everyone is safe, but what should we do to prevent this from happening on our boat?

Sincerely,
Randy Rubbernecker

Dear Randy:

The boat from your fleet lost her mast because the backstay swage failed, due to age. Now is a good time to talk about what steps we can take to prevent this from happening to others. Standing rigging should be replaced about every 8-10 years, even if they show no signs of failure. Water penetrates into the swage & eventually eats away at the wire deep inside the swage. If you find a strand un-raveling or the wire kinked, the stay should simply be replaced. Replace the entire stay-don't hold onto your old turnbuckles, they too will fail as threads strip. If you don't know the age of your standing rigging, consider replacing it. Keep a record/file with your yard bills so you know how old the rigging is. The best insurance for keeping your mast is to replace the wire rigging that holds it all upright.

The standing rigging isn't the only way you might lose a rig. For those who have upgraded to a spectra backstay pennant, you should be replacing those every 2-3 years as they break down from UV exposure. I recently had a call from an owner who noticed the pin had disintegrated that connects the forestay to the fiberglass hull structure under the foredeck. I know no one in their right mind wants to squeeze themselves into the bow air tank on a hot August day, but we recommend you inspect those pins periodically as this takes a lot of pressure when you pound through the chop on your way to the windward mark. We've replaced rigs due to backstay pennant sheave failures & slowly all the masts that had a vang bail & bolt have upgraded to the vang plate. The bolt on the bail eventually chews up the extrusion. I admit I've been at the helm when the turnbuckle cotter pin came out of the forestay deck plate. I'm thankful for an observant crew who pointed it out before we rounded the mark, but we could have finished the race had I simply checked the rigging

tape. Hope this helps point you in the right direction for what things to check to keep your rig on the race course.

Sincerely,

Wendy J. Goodwin
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508-295-3550
wendy@capecodshipbuilding.com
www.capecodshipbuilding.com



Long Island Soundings Update on Shields Fleet #1

by Douglas Millar



Fleet One has had a great racing season thus far, with the opening Memorial Day Regatta won by 221 Cornelia with Mike Carr & the Azzaretti brothers. Although, we did not race the following weekend so we could represent Race Committee, with Skip McGuire 182 as PRO and Mike Carr 221 as his Technical Advisor, we were able to get off a few races with many happy competitors. The Independence Day Regatta was won by 41 Havoc with their impressive two bullets. LYC's 120th Larchmont Race Week had 12 Shields competing in the first weekend and even with the light and shifty breeze, Race Committee PRO Nick Langone was able to get six solid races in the books with 176 Katherine in the lead with 23 Rascal close behind. The second weekend came in with much stronger breeze with gusts of 25 to 30 kts. and few hobbled Shields including a blown main. 23 Rascal with Mike O'Connor at the helm won Race Week with 176 Katherine, 2nd and 182 Lure, 3rd. We would like to note that Fleet One members have represented well this year on big boats as well, including Peter McWhinnie 142 and his LYC crew's win in Antigua on his new JPK 1080, Leon. And of course Chris Schoen's (41 crew member) new XP 44 Phantom placed 2nd in the 42nd Around Long Island Race



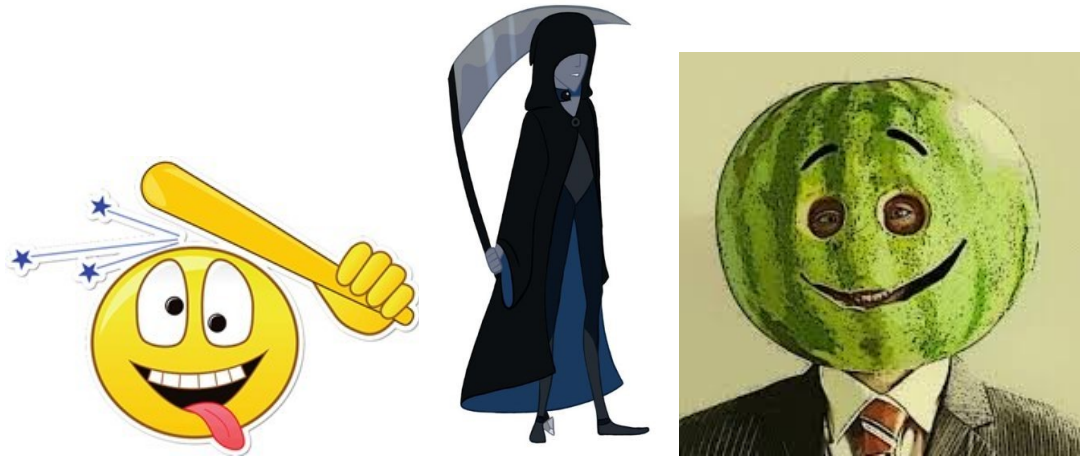
with help of Fleet One members John Mawe & Doug Millar 106, Roland Schultz 70, Chris Foley and HL DeVore as Tactician. Additionally, Commodore Olsson's J 105 Morning Glory was 3rd with his LYC Juniors Crew and Com Crocker 23 as Tactician. After our August break, we look forward to a busy September with LYC's Labor Day Regatta, the 2018 Nationals at Edgartown, IHYC Classics Regatta September 15 - 16 and our One-Design Season Finale September 29 - 30. Hope to see you on the water soon. (Top: Rascal, Bottom Left: Leon, Bottom Right: Phantom)



Don't be an Executioner....

Why is that **Mr. Stick** and **Ms. Executioner** never get hit in the head by the boom on a gybe? **Mr. Stick** calls for a gybe and **Ms. Executioner** throws the boom over as it swishes by your head. The two of them are pretty happy with themselves when they successfully complete the move. The rest of the crew are happy to escape death by guillotine. A baseball player gets paid millions of dollar to have a 100-mph fastball thrown at their head. Shields crew get paid zero. If they are lucky they might get a beer. I wonder how fast the Shields boom travels in a gybe in 18 knots... anyone have a speed Gun?

Don't be THESE Guys



Mr. Stick Ms. Executioner Melon Head Crew

In the Shields there is a slight delay in the command from **Mr. Stick** "Gybing" and the time it takes for **Ms. Executioner** to pull in a 100' of mainsheet and throw the boom over. As we all know it hard to hear when **Mr. Stick** is talking away from you, especially for the crew that sits in the back. I have been **Mr. Stick, Ms. Executioner** and the melon head crew. Sometimes all at once. Now I am happy to be **Mr. Go Lucky**.

The responsibility falls on each crew as a team. We all need to pay attention and know what is going on. Communication can help keep all of us safe and sailing fast.

Here are a few tips.

- **Mr. Stick**, "Gybing" Make sure this is loud.
- **Ms. Executioner** -Lots of communication here. "MAIN COMING IN"! Simply means the boom is moving. Second warning to the crew something is happening.
- **Ms. Executioner** -"MAIN COMING OVER"! Third warning that something is happening. Watch your HEAD. Boom is coming over like a weapon to take your head off. Be aware!

I have clocked plenty of crew in the past from 5 years old to 80 years old. Never a feel good moment. Since I adopted this communication technique I have ended my day as the Executioner. Some skippers may look at you funny but better to look funny than injured.

Mr. Go Lucky



Stowaway on Grace

by Pete Siegl

It was my intention to sail Hawk (Shields 245) in the Buzzards Bay Regatta this year but was unsuccessful in recruiting crew for the 3-day, weekend event. I crewed on Hawk in two events at Marion with the previous owner, Charlie Shoemaker, and enjoyed the challenge of more wind and larger waves than we usually see during Wednesday night racing on Narragansett Bay. Sailing with Charlie in Buzzards Bay events, I have fond memories of repeatedly pumping out the bilge during exciting downwind legs in waves.



Alongside my posting for crew on the Fleet 9 weekly email, Grace (Shields 107) was also posted for crew. I jumped at the chance to sail with a top boat at this exciting venue. Neither Buzzards Bay conditions nor sailing with Team Grace disappointed. Wind and waves were brisk on Friday and Saturday (compared to home) and light on Sunday. **(Grace in Travel**



Lift)

On Friday morning we put Grace on her trailer at Sail Newport and launched her in Marion (Barden's Boatyard) with plenty of time for 1500 start of racing. In fact, we were so keen, we left the dock 2 hours before the race and, with "plenty" of breeze, ended up hanging out below the starting area to conserve energy. There were 2 races on Friday. Our focus was figuring out how to set rig and manage sailing in the

waves while the boats from Marion showed us how to sail in these conditions.

Saturday was the most memorable day with respect to sailing. Lots of wind and waves with the heaviest rain (that I noticed because we were wet all day) holding off until we were coming back in. Indeed, we enjoyed the traditional pumping of the bilge whenever there was time which was followed almost immediately by a large wave coming over the bow to refill the bilge. Going upwind, Micah Reyes, the bow person, was very impressive calling waves and gusts amongst the rough seas. I was responsible for reporting our speed and height and, compared to other boats, upwind it was most often "similar speed but lower". Once again, the Marion sailors seemed to have an upwind gear in these conditions that we were not able to completely emulate. Equally impressive was the control and speed sailing downwind by the Grace team. We did not take the jib down when the spinnaker was up. With Micah calling waves, and great coordination of main trim (Reed Baer), spinnaker trim (Chris Hufstader) and helm (John Burnham), our speed when surfing was exhilarating. The crew commented that they wished the downwind legs were longer. This was significantly

different from my experience of sailing in these conditions which are more 'survival'. After the 3rd race, RC asked if competitors wanted to go in and our answer was, "No, we came to sail". A fourth race was completed before the rains came.

Winds was almost nonexistent on Sunday morning and boats were towed out to the race course to wait for the wind to settle in. RC managed to get in 3 solid races. With tide and wind in the same direction for most of the races, conditions were more like those at our home turf. The competition was very good which made for fun racing.

Congratulation to Ken Deyett and team (237) for winning the regatta and becoming 2018 New England Shields Champions. Job well done!

The BBR event and my experience were highly positive in many aspects. The RC and hosting YC did a fabulous job in organizing the event, executing/managing races and making us welcome. The logistics for trailing and launching the boat were seamless. We got to bond with our Shields sailors and argue whether the forestay should have been longer or shorter when the wind pipes up on Buzzards Bay (A J80 sailor told us we had the least amount of sag in our forestay of all the Shields). It was a tremendous learning experience for us as we will soon be sailing in Nationals at Edgartown (Sept 5-8). I encourage other Shields teams to take advantage of these great opportunities to sail in different venues and network with Shields sailors from other fleets.

Thank you and congratulation organizers on a job well done and special thanks to Team Grace for allowing me to experience their effective teamwork as well as John's keen leadership on the race course. See you in Edgartown in Sept!
(At Right - 2nd Place Grace with Stowaway Author, 3rd from right)



Tuning Day with Will Wells of North Sails

by Kevin, Jack and Brian Walsh

On July 20, #244 NUTS and crew had Will Wells from North Sails (Portsmouth, RI) aboard to spend the afternoon tuning a new set of sails. We took advantage of North's fall discount and purchased a new main and jib at the end of 2017. In return, Will generously agreed to help tune the sails and provide some pointers on tuning the rig. We also bought a new Harding spinnaker (Marion, MA) using their fall discount.

For Buzzards Bay, wind conditions were near ideal with 10-12 knots of breeze out of the southwest. Prior to setting sail we did a full inspection of the rig. We adjusted the forestay length to 48", inners to 350 lbs., and uppers to 800 lbs. Next, we hoisted sails and had a red Sharpie on hand, which we used to mark the halyards other settings for that breeze. (#244 NUTS and #248 The Grinch)



We were fortunate to have Dan Goodwin on #248 Grinch (thanks Dan!) come out as our sparring partner. We started going to weather setting up on starboard tack with Grinch to leeward. With Will's help, we trimmed our jib with the leach-line just inboard of the spreaders (~1-2" when looking up at it from below) and we maintained the upper tell-tales on the leach streaming at all times. The main was trimmed with the boom to near or above center line, the main sheet trimmed to close off the top batten, and the top tell-tale on the leach line streaming ~30% of the time. We did several tacks back and forth comparing our speed and angles over several miles. Not surprisingly, the boat with the new sails and sailmaker onboard looked good - if only for that afternoon.

If you are like us and have not invested in new sails in many years, the new fabric takes some getting used to and will obviously change with use over time. After feeling like we had the boat tuned up, we then set the spinnaker for a run back into the harbor (pic attached). Will was certainly helpful, and the benefits of new sails and an hour or two tuning the boat became clear when the next day we capped off a great experience by taking two bullets in our club races.

Some Tips from the Sailmaker:

Taught Halyards: Keep the halyards relatively tight, no “speed wrinkles”. Many shieldsailors sail with too much halyard, especially on the main.

Jib Cars: Do not be afraid to move them. Work the cars early and often to adjust the shape of the jib in changing conditions.

Main Sheet and Traveler: In moderate and lighter breeze do not be afraid to move the boom past centerline as you trim your mainsail.

Backstay: Make sure you have enough play in your backstay to enable you to haul it in when the breeze is up and flatten your main.

Photos of Fleet 19

