

SHIELDS MASTHEAD

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Special National Championship(s) Edition — Part 2

It was a manifest case of black magic at the National Championship Regatta on Sound, September 10-15, 1988. At least it was a black hull — and its name is *Wizard* with top honors at the annual donnybrook last Fall. That's *Wizard*, the lead boat in our cover photo, with new National Champion Vic Onet at the helm. Details

Long Island — that sailed off (#33 on the bow) of the Regatta inside.

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PREVIEW of the 1989 Nationals in Chicago

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TOAST to all Shields sailors

GO-FAST ideas in the concluding part of our series on Shields racing

NEWS about Shields people, fleets, and the Class

**RARE CENTERSPREAD
POSTER**

Cover photo by
Ralph Naranjo



Showdown at Seawanhaka

Hometown Sailor Vic Onet Wins
1988 Nationals in Tightly-Contested Regatta

A historian/scholar specializing in the lore of the American Indian relays two pieces of information which should be of more than passing interest, especially to those Shields sailors who gathered at Seawanhaka Corinthian Yacht Club last Fall to do battle in the 1988 National Championship Regatta on Long Island Sound, September 10-15.

As prologue to this brief educational digression, we caution the unwary reader that our source presents this data unaccompanied by any guarantees of strict authenticity. Herewith, then, these two bits of enlightenment.

"*Seawanhaka*," she asserts, "is the name of a tribe of seafaring Indians

who flourished on the shores of Oyster Bay until the arrival of the first settlers, who brought with them substantial quantities of their provocative fire-water." The Indians are gone; the firewater remains in plentiful supply at the handsome clubhouse on the hill.

"Freely translated," she continues, "the name *Seawanhaka* constitutes a reminder to racing yachtsmen everywhere. With somewhat familiar ring, it means, approximately, 'Red skies at night, sailors' delight; red eyes in the morning, too much delight last night.'"

It is conceivable that some of the above might withstand the scrutiny of a polygraph machine, but this department rather doubts it.

We certainly do know, however — and with no doubts whatever — that *Seawanhaka*, as in Seawanhaka Corinthian YC, meant a standout National Championship Regatta last Fall.

It started with a lottery on Saturday morning, September 10, when the drawing was held to assign borrowed boats. It almost ended in disaster for the eventual winner with an errant throw of the dice on the next-to-last leg of the last race



Wednesday afternoon. And it wound up with a merry romp in the form of an entertaining awards banquet Thursday evening. In between, there was a lot of good racing, in a lot of mostly-westerly breezes.

After Saturday's AM lottery, the day was given over to the details of registration, sail measuring (please see "Measurer's Report," page 15), and boat launching.

The combatants gathered on Sunday for the skippers' meeting at noon. SCYC's Commodore Lawrence R. Glenn set the tone for the week with cordial words of welcome to gladden the hearts of the intrepid pilgrims who had ventured thus deeply into Indian country. They received further reassurance of the civilized nature of the enterprise with an overview of the Regatta plans from Race Committee Chairman Barnaby Blatch and National Regatta Committee Chairman Jim Lucarelli. Any lingering doubts that the forces of law and order were in control were dispelled when Chairman Blatch introduced Judges Henry Anderson, Elizabeth Roosevelt, William Habler, and William Foulk.

The scheduled practice race was sailed that afternoon in a pleasant, sunny westerly, a direction which was to remain uncharacteristically constant through most of the Regatta.

The fleet came ashore for what proved to be a lengthy and animated Annual Meeting, conducted by Class President Don Tomlin on the front veranda of the Clubhouse. (The brisk

discussions primarily addressed qualification requirements for future National Championship Regattas. Increasing concern by many Class members about inequities and possible abuses centered on three major considerations: eligibility of "ringer"/professionals who are not regular Shields sailors, sail usage, and definition of proper qualifying series. You'll be hearing more about those matters in other communications.)

Sunday's scheduled activities concluded with a convivial barbecue on the front lawn. Details of *unscheduled* happenings later that evening will *not* be reported in this family-oriented gazette.

Race Day 1, Monday, September 12.

Monday morning probably seemed to many like a good one for indoor pursuits as sleeping in, or researching more Indian folklore. It was raining heavily, and the wind was an uninspiring light southwester (about 3-7 knots), so it was a long haul out to the course for the 35-boat fleet. The Race Committee signaled a short postponement to allow stragglers to reach the starting area in the light air. The wisdom of this move was underscored as the rain slowly stopped and the sun broke through.

In the familiar Long Island Sound Summer breeze, it was not surprising that LIS light-air expert Mike Grinnell of Manhasset Bay led the fleet after the day's two races with near-perfect finishes of 2 and 1.

Race #1 got under way with no general recalls, thanks to a generously long starting line that favored the pin end slightly. Early up the first beat many of the Long Island Sound natives and those who had read Corny Shields' comments on LIS winds headed for the Long Island side in search of a southerly phase and stronger winds. As the fleet approached the weather mark, it was clear that going south had not paid off. The leaders came in from the right. Grinnell led a tight pack of five boats including the Crowley/Saltonstall team, Meril, Onet, and Tears. After the two reaches, the fleet had begun to spread out going up the second beat. The leaders moved ahead in the clear air and smooth water, with the Crowley/Saltonstall duo having edged ahead of Grinnell at the leeward mark. The other leaders remained in the same relative positions. On this second weather leg, while many boats again headed for the Long Island shore looking for the afternoon southerly, a few brave souls went west towards the middle of the Sound. The bravest, Tears, went far out to the right, and as the first boats approached the weather mark, it was clear that he had made out very well. He rounded first, with the biggest lead of the race. The expected southerly never arrived, and, as it turned out, there was more breeze and a stonger, more favorable current on the right side.

(continued on next page)



Photo by Roger Shope

Tears spent the remaining two legs deftly protecting his lead, while Grinnell moved into second place by the finish.

Meril passed Crowley/Saltonstall to take third, and the John Hardy/Ched Proctor team rounded out the top five.

The second race was a lighter version of the morning session. The first five were Grinnell, Joe Tomlinson, David Cooke, Hardy/Proctor, and Crowley/Saltonstall.

Back ashore, the learning program continued in the Junior Clubhouse, where videotapes of the day's racing were viewed while the sailors studied the restorative effects of the products of the Budweiser, Miller, and Heineken tribes.

when they tacked, lifted them inside the bulk of the fleet in slightly more air.

Hardy/Proctor showed good boat speed in the moderate air, played the left-center and rounded the first mark about three to four lengths ahead of Onet who was closely followed by Tomlinson. After a gap of four lengths, a cluster of boats which included Meril, Crowley/Saltonstall, and Gordon Vineyard rounded almost as one.

The stately parade down the first reach saw little position change, although there was a slight shuffle at the wing mark as Vineyard dropped back behind Meril, who made a faultless turn. Tomlinson, obviously wise beyond his years, closed on Onet

avored, although Ronan found some good air on the right as the beat progressed. For most of the leaders it was a drag race up the left side to the top mark. Meril played center-left most of the way and overtook Tomlinson, who had gone further — perhaps too far — to the left. At the top mark it was Hardy/Proctor, Meril (who had nipped Onet), and Tomlinson, now a relatively distant fourth.

At the beginning of the run, Hardy/Proctor slid out to the right, Meril went low, and Onet went right at the finish, a mile-and-a-half distant. Slowly, these three pulled out from the fleet. Onet gradually closed on the other two in wave action which included some moderate rocking and rolling. At the finish it was Onet first, Hardy/Proctor second, just edging Meril in third. Withers took fourth, followed by Vineyard, Kennedy, Crowley/Saltonstall, and Tomlinson. Unfortunately, Hardy/Proctor took a 20% penalty dictated by a port/starboard incident along the way; this gave them a point score of nine for the race.

The fine racing conditions held for the afternoon race. Again, the left side of the weather legs seemed favorable, and the ebbing current was least detrimental in the shallower water near the Long Island shore. Familiar names took the top three spots: Hardy/Proctor first, Onet second, and Withers third. Rounding out the top five were Peter Hancock fourth, and Jim Lucarelli fifth.



Headquarters for the 1988 National Championship Regatta: Seawanhaka Corinthian YC Clubhouse. From the captivating painting by Dianne Copp.

Race Day 2, Tuesday, September 13.

The wind Tuesday morning was from the same 270° area, but coming in much more solidly. At 12-15 knots, it made a lovely racing breeze.

Apparently inspired by the fresher air, the starts were much more aggressive than those on Monday. After two general recalls, and chastened by the somber black flag on the Committee boat, the fleet started very carefully. The pin end was slightly favored, and populated by Grinnell, Tomlinson, Tears, and Onet, with attention too from Crowley/Saltonstall, Meril, and Hardy/Proctor. It was from this group that the eventual leaders of Race #3 emerged about halfway up the first leg. They generally played the left to left-center, and benefited early on from a significant starboard tack header which,

by artfully engaging the old fellow in a young man's conversation about life, love, and the state of the planet. It seems clear there was also talk about sex, a topic in which Onet indicated particular interest. This inquisitiveness ultimately cost him two boat lengths. At the leeward mark, it was Hardy/Proctor by four lengths, followed by the two philosophers, and roughly the same clump as at the previous roundings: Meril, Crowley/Saltonstall, and Vineyard, who had been joined by Chris Withers, Brian McSweeney, and Dick Ronan. (Ronan, sailing out of Larchmont YC, won the LIS District Championship in 1988, his first year as a Shields owner. You can take this bet to the bank: we'll be hearing more from Dick in the future.)

Again, the left side seemed slightly

Race Day 3, Wednesday, September 14.

The wind machine was still stuck in the west (with some shifts to the southwest), and the velocity control was turned down to the lowest level of the Regatta, at about 3-5 knots. At the start of the morning race (#5), virtually the whole fleet favored the boat end of a long line, and went on to prefer the middle to middle-right of the first beat in those light and flukey conditions.

Crowley/Saltonstall, Vineyard, and Onet had the pin end to themselves, and went hard left into what turned out to be more wind and less adverse current. At the outset, the right side looked like a brilliant choice as the wind swung that way, but after ten to fifteen minutes little puffs began marching down the Sound from the southwest. This provided the left-side players with a comfortable margin at the weather mark, with Onet leading around the turn, followed by Crowley/Saltonstall, and two who had worked to the left on the way up, Trevor Pardee and Meril.

The reaches were light-air agony, though Onet managed to open up a bit, followed by Meril who had moved

ahead of the other two in the leader group. (Editor's note: the handsome cover photo, by Seawanhaka's Ralph Naranjo, was taken on the first reach.)

The second weather leg saw the top mark moved about 40° to the left, with a narrow wind "chute" (the same 3-5 knots) leading to it. It was absolutely necessary to stay in this little pathway of breeze, which created a short-tacking situation up the middle of the course. It was at this juncture that Pardee overtook the leaders, passed Onet at the mark, and moved out to the right soon after rounding. Meril hung on to a solid third, followed by Crowley/Saltonstall.

The last leg was the next thing to a real drifter, characterized by little cat's paws mainly from the right (Long Island) side, as might have been expected. Pardee was well-positioned to benefit from these small pushes and



Shields #80's tactician (foreground) with friend (National Champion Vic Onet, holding championship trophy).

sailed around Onet (who had regained the lead) and went on to win by a comfortable margin. Onet was second, Meril third, followed by Crowley/Saltonstall, Hancock, and Tomlinson who had recovered nicely from a serious flirtation with the right side on the first leg.

The afternoon race (#6, and the last of the Regatta) was started in even lighter air than that for the morning session. As one of the contestants accurately described it, "she was a real dice-rolling breeze." For most, the less said about this one the better. A few brief notes, however. Vineyard edged Withers as the last weather leg of the Olympic course was wisely eliminated. Race Committee Chairman Blatch shortened the course with a good call as the breeze died almost completely, and the race was finished at the end of the leeward leg. About half the fleet had a

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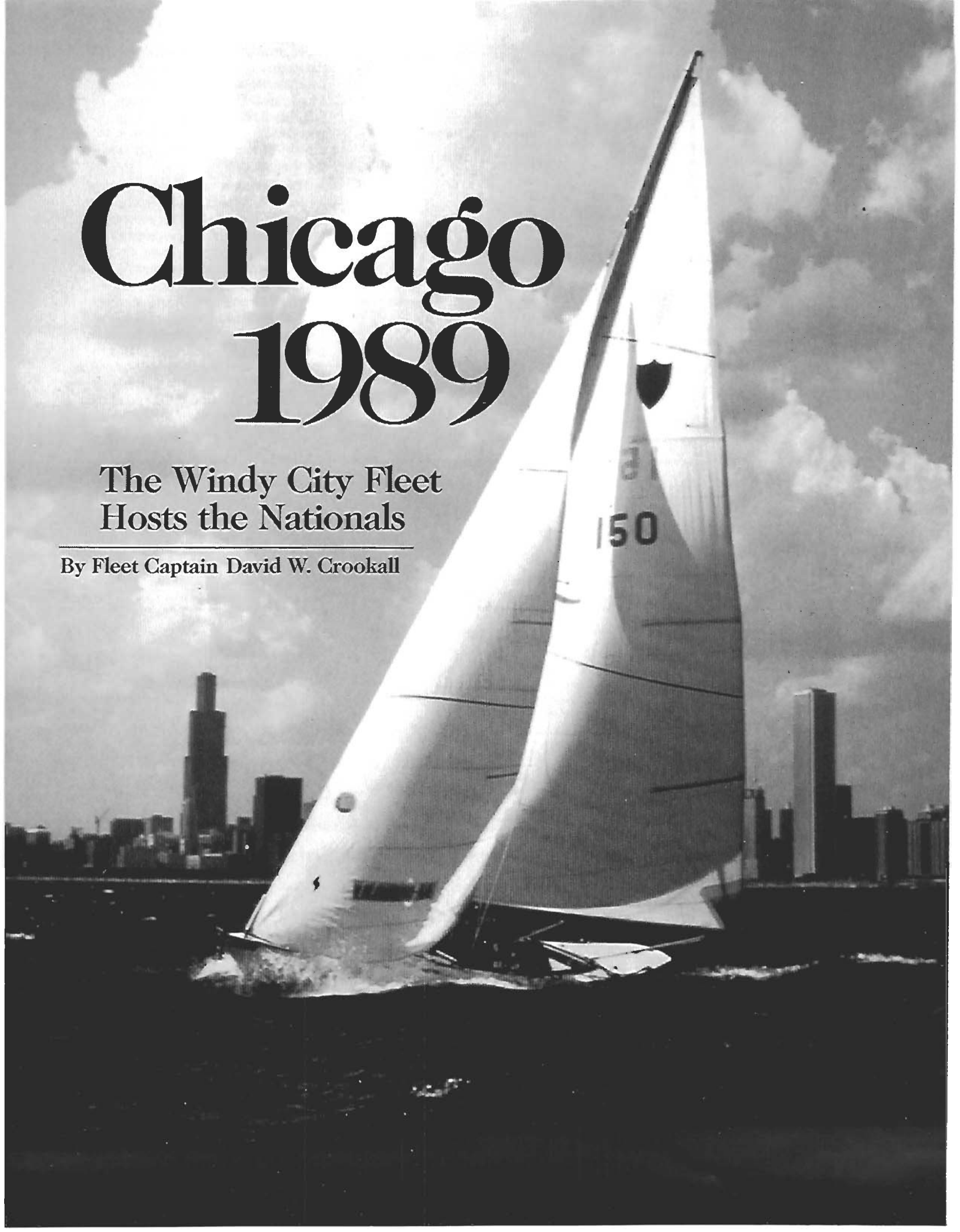
Final Standings, 1989 Shields National Championship

Position	Skipper/Co-Skipper	Boat #	Fleet	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Points
1	V. Onet	33	Seawanhaka	8	(12)	0.75	2	2	3	15.75
2	A. Meril	28	Dallas	3	8	3	(15)	3	5	22.00
3	J. Hardy/C. Proctor	3	Manhasset Bay	5	4	9	0.75	(23)	7	25.75
4	D. Crowley/W. Saltonstall	16	Marion	4	5	7	13	4	(15)	33.00
5	C. Withers	6	Newport	(19)	9	4	3	16	2	34.00
6	J. Tomlinson	11	Marion	13	2	8	7	6	(20)	36.00
7	J. Lucarelli	37	Seawanhaka	6	14	11	5	(36)	9	45.00
8	R. Tears	4	Dallas	0.75	(18)	14	16	7	10	47.75
9	R. Ronan	15	Larchmont	12	11	9	(20)	10	6	48.00
10	M. Grinnell	30	Manhasset Bay	2	0.75	13	10	28	(36)	53.75
11	P. Hancock	24	Larchmont	14	(21)	18	4	5	14	55.00
12	G. Vineyard	20	Marion	18	25	5	(36)	15	0.75	63.75
13	M. Plonus	34	Chicago	7	7	(31)	17	14	19	64.00
14	W. Kennedy	21	Marblehead	11	23	6	11	17	(36)	68.00
15	D. Tomlin	26	Larchmont	9	6	26	22	8	(31)	71.00
16	D. Mack	1	Manhasset Bay	(36)	19	19	9	9	18	74.00
17	W. Weeks	35	Edgartown YC	25	(29)	15	15	13	8	76.00
18	D. Cooke	17	Marblehead	15	3	16	19	25	(36)	78.00
19	S. Kinney	18	Manhasset Bay	10	17	(36)	14	21	21	83.00
20	B. McSweeney	19	Marion	23	16	12	6	(33)	28	85.00
21	S. Pardee	2	Seawanhaka	17	10	(36)	29	0.75	29	85.75
22	M. Carr/N. Lorentzen	27	Larchmont	16	26	21	26	(30)	4	93.00
23	K. Casser	8	Manhasset Bay	22	(22)	17	18	19	18	94.00
24	R. Donahue	7	Edgartown	27	15	23	21	12	(27)	98.00
25	M. Ames	22	Larchmont	24	20	25	(31)	18	13	100.00
26	L. Hall	12	Marion	33	28	10	12	22	(36)	105.00
27	F. Werblow	25	Larchmont	28	13	27	28	20	(36)	116.00
28	B. Muir	23	Newport	21	24	20	27	(29)	26	118.00
29	J. Higgins	31	Chicago	31	24	29	(35)	26	12	122.00
30	D. Russell	36	Seawanhaka	32	33	(36)	26	11	22	124.00
31	D. Crookall	9	Chicago	26	(36)	24	24	27	30	131.00
32	G. Brown	5	Dallas	29	32	22	(36)	24	25	132.00
33	D. Mallonice	10	California	30	30	30	30	(32)	24	144.00
34	S. Erlanger	32	Seawanhaka	34	36	28	(36)	31	23	152.00
35	J. Moore	15	Manhasset Bay	20	(36)	36	36	36	36	164.00

Chicago 1989

The Windy City Fleet
Hosts the Nationals

By Fleet Captain David W. Crookall



The Windy City sailors pictured on the back page are Fleet Captain David Crookall (left) and National Championship Regatta Chairman Jay Higgins. In an impressively well-organized effort, along with other diligent members of Fleet #3, they have put together enticing plans for the 1989 Nationals, to be held September 10-15.

We asked David for background data. Here are his entertaining and informative comments — and a warm invitation. We hope to see you in Chicago at the Nationals.

This year the Shields National Championship Regatta will be set against the towering skyline of Chicago. Participants will enjoy a spectacular stage-set of granite, steel, and glass, juxtaposed against Lake Michigan. The view cannot be overstated, nor can the sailing. Consistent winds prevail, but beyond the time spent on the water, this year's participants, friends, and families will be provided a landscape designed for learning, excitement, and adventure. Some will come to Chicago only for the sailing, but those in the know will take advantage also of the museums, wild night life, fine restaurants, world class shopping, famous art districts, world-renowned architecture, and much more. From ancient Egyptian artifacts to Frank Lloyd Wright, from the Shed Aquarium to the Museum of Science and Industry, from Bloomingdale's to nights that end only when you do, Chicago offers something for everyone.

Fleet No. 3 and the Columbia Yacht Club will be your hosts. The Club is located on the water, only walking distance from Chicago's lively downtown.

Columbia has a long and varied history, indigenous to the Chicago style. The Club was conceived at the end of 1891, when a handful of sailors met at the home of a local bridge tender for a bit of relaxation. They were inspired to form a downtown yacht club, which they named "Columbia." In 1892, members built the first "clubship," a shed built atop a barge. Surviving one sinking, this clubship was outgrown by 1904. A new, much larger clubship was built on pilings at the same location.

Just before World War I the Club's mortgage was foreclosed, but Columbia continued to function until the city tore down the house. Columbia's search for a new facility ended in 1924, when the Club purchased the 193-foot *Pere Marquette IV*, an old wood and ironplate steamboat. Upon construction of Lake Shore Drive, the vessel couldn't be relocated, so she was towed six miles out and sunk in January of 1937. To

replace her, the decommissioned lake steamer *Florida* was purchased.

On May 5, 1955, fire broke out in the kitchen ventilator and spread quickly. To control the fire, the ship was sunk, and then raised. Members fell to the backbreaking task of removing accumulated mud, and got the job done, bucket by tedious bucket. *Florida* saw many racing victories, including Nicholas Geib's spectacular *Fleetwood's* MAC winds in 1950, 1952, 1953, 1954, and 1956. Pete Stern's *Rangoon* earned the honors in 1955 and 1958.

In 1959 Columbia hosted the Dragon Class and 6-meters during the Pan American Games. The Penguins had been active for years, and in 1956 Bob Smith won the National Championship. In 1962, he brought home the Dragon North American Championship, with Sig Nelson and Bud Wenzel. Sig is currently a member of Shields Fleet No. 3, and is preparing for this year's qualification series.



Chicago hosts Crookall, Higgins

1982 was time for another change, spurred by the relocation of Lake Shore Drive. After 45 years of good service, *Florida* was old, tired, and outgrown. She was sold, and the stately 371-foot Canadian icebreaker and ferryboat *Alequeit* was purchased. Forty members helped transport her from Pictou, Nova Scotia to Chicago in April, 1983. The new clubship has already hosted many championship events, including the Penguin Worlds, Tartan 10 Nationals, the One-ton Worlds, and Adams and Mallory Area K Finals, to name a few. In 1989, in addition to the Shields National Championship Regatta, Columbia will host the Penguin International Championship event.

The last Shields Championships held in Chicago took place in 1974. That series was won by Martin Plonus and crew, local fleet racers who hope to repeat their previous performance. Approximately 24 boats participated, but this was when Chicago's Fleet No. 3 was at peak size. During the late 70s and early 80s the fleet lost boats to other fleets. Recently, however, participation and boat count has risen, and the fleet is currently working hard

to increase its size. Because the fleet currently consists of only nine boats, it is urging qualifiers to trailer their boats to this year's Nationals. All qualifiers are encouraged to take advantage of this unique sailing/vacation opportunity by bringing their boats, crews, and families. (All sailors requiring assistance should contact David W. Crookall, Borrowed Boat Chairman at (312)728-7569.)

"...the Venturi effect caused by winds funneling between the city's skyscrapers. 40 MPH flow can easily be generated from winds that are actually ten MPH."

Chicago is known for its winds. Much of this reputation is based on the Venturi effect caused by winds funneling between the city's skyscrapers. 40 MPH flow can easily be generated from winds that are actually ten MPH. However, Chicago's location adjacent to open plains and Lake Michigan, and in the path of the jet stream, creates relatively constant winds. The jet stream track can generate regular 20 MPH breezes, and the large city surface can be heated in the Summer to create big thermal effects. In September, the long Summer thermals are usually overtaken by the growing jet stream influence, and the winds are expected to clock from the southwest to the west and northwest. The weather is still quite warm and sunny, but it's those winds that sailors keep coming back for.

The National Championship series in Chicago promises to be exciting, both on and off the water. The event begins September 10, with registration, sail measurement, etc. The first practice race will be run on Monday, September 11. The last of the six-race regatta is scheduled for Friday, September 15. The weekends have been left open to allow time for trailering boats, and/or spending time enjoying the unique sightseeing and exciting activities Chicago offers. As before, the local fleet will provide housing and many special events for all guests. Jay Higgins, who is serving as Shields Nationals Committee Chairman, will be glad to provide more information. Jay can be reached at (312)256-4942. All Shields qualifiers are most cordially invited to come to Chicago for the big regatta. We know you're going to have a great time.





*Lead me not
into (more)
Temptation;*



**I ALREADY OWN
A SHIELDS **

Showdown

(continued from page 5)

reasonable ride to the finish; the rest had a long, slow trip to the end. (As it turned out, the wisdom of completing the race, even though on an abbreviated course, was demonstrated again on Thursday. The 30-35 knot NNW howler that came in then would have made for difficult conditions in which to run another race.)

It was on the next-to-last leg of this, the last race, that the disaster we mentioned near the start of this treatise almost overtook Onet. Unaccountably, he sailed away from the two boats he had to cover (Meril and Hardy/Proctor) to guarantee winning all the marbles — and promptly was in deep trouble. However, Dame Fortune smiled upon him, he recovered to take third, and earned the National Championship. (We urge you to read, and enjoy the impressive details, in the discussion below of the “Take a Bow” Trophy; we think it’s a fascinating lesson that’s an education in itself.) And finally, to conclude the account of the final race: the top-five group had the Mike Carr/Nis Lorentzen team in fourth place, and Meril fifth.

The racing was now finished, but the Regatta, most assuredly, was not; still ahead was Thursday evening’s big awards banquet. This turned out to be a thoroughly diverting festival, and demonstrated once again that it’s hard to find entertainment as engaging as a gathering of Shields sailors.

The Awards

The highlights of the celebration were the awards themselves, and the highest light, of course, was the National Championship Trophy. The graceful sterling silver Chippendale tray (donated to the Class by Cornelius Shields himself) was presented to Vic Onet and his skilled shipmates Mike Neff, Woody Glenn, and Peter Beame, amidst high-decibel cheers from the exuberant crowd.

Silver went also to Al Meril of the Dallas fleet, for his strong second-place finish (with crew of Bonnie Shore, Bill Harnett, and Greg Ellis); the third-place team of John Hardy/Ched Procter of the Manhasset Bay fleet (with crew John Brendel and Ken Callan); the Dave Crowley/Bill Saltonstall combine who finished fourth (with crew Douglas Watson); and fifth-place winner Chris Withers of Newport (with crew Charles and Bill Shoemaker, D. Brown, and G. Winslow).

The special annual awards were greeted with great relish also.

The Cornelius Shields Memorial Trophy went to Don Tomlin of the WLIS fleet, who was ably assisted by Polly Brazelton, Kevin Hynes, and Suzanne Miyamoto. The trophy is a beautifully-mounted-on-mahogany Shields half-hull model which was donated in 1982 by Larchmont Yacht Club in memory of our founder/mentor.



Don Tomlin, Fleet #1, displays his newly-won Cornelius Shields Memorial Trophy.

It is awarded “each year to that skipper who improves his or her standing the most from the previous Nationals Regatta.”

The Senior Skipper Award (aka The Moore Trophy) went to Vic Onet, who seemed to spend most of the evening at the presentation podium. The attractive pewter tray was donated in 1981 by James B. Moore, Jr. of the Manhasset Bay fleet. (Jim, we admirably note, is himself qualified as an expert skipper, as well as a senior ace.) The award goes “to the skipper over 50 years of age with the best score at the National Regatta.”

In 1981, as a companion piece, Jim also donated **The Junior Skipper Award**, which was earned this year by Joey Tomlinson of the Marion (Massachusetts) fleet, with great crew support from Peter Truslow, Paul Downey, and John Wardley. The comely Chippendale tray of pewter is awarded “to the youngest skipper with the best score at the National Regatta.”

The Shields Class National Championship Institutional Trophy (the Withers Trophy) was donated to the Class by Capt. Christopher Withers, USN, Ret., to be “awarded annually for the best performance by an institutional

crew at the Shields National Regatta.” The Univ. of California, Irvine team of Skipper Darrell L. Mallonee and crew Molly Holman and Karen Lundgren took the pretty pewter Revere bowl home this year.

For sheer size, the near-mythical **Take A Bow Trophy** is certainly the most impressive prize of the Class. It is, equally certainly, the least-sought-after honor bestowed at the Nationals. The trophy is a full-size, fully-rigged bow section of a Shields, mounted on a teak door, originally donated (in 1985) by the Monterey Peninsula Yacht Club, and later adroitly refurbished by Brian Ladouceur, Graham Quinn, and confreres of Shields #46, Buzzards Bay fleet. This suspect encomium is “awarded by a select committee to an individual or individuals for dubious achievement during the Shields National Regatta.” (Emphasis ours.)

While it is not yet an ancient tradition, it is now reasonably well-established that “dubious achievement” is usually interpreted to refer to some notable off-the-water, nocturnal, perhaps spirits-inspired, or even particularly distasteful activity. (Incredible as it may seem, even the last has been observed on rare occasions on the part of known Shields sailors.)

The 1988 award of the “Bow” trophy had nothing to do with any of these or similar considerations, for two reasons. First, this year’s recipient, the ubiquitous Mr. Victor M. Onet, Jr., is generally considered far too old and infirm for outstanding, upstanding, or courageous (as the case might be) performance in such areas. Second, his dubious achievement, which he logged on the water, during a crucial race, had real potential for severe psyche-damaging effects; *it almost cost him the national championship*. Consider this for high drama.


Going into the sixth, the final race, Mr. Onet had what could fairly be counted as a moderately comfortable lead — especially considering his wonderfully consistent performance to that point. He could, in fact, afford to finish four places behind his closest competitor (Meril), and 5 ¼ points behind the next-closest rival (Hardy/Proctor). So he had only to stay relatively close to these two to assure ultimate victory. Did he do this? No! On the last weather leg, Onet, despite having both safely tucked away to leeward and behind, made his bid for the “Bow” award. Suddenly, and for no apparent reason, he tacked away to

proceed in lonely, vainglorious splendor to the opposite side of the course. Almost immediately, the wind failed him. Hardy/Proctor and Meril, in the company of about *eleven or twelve* other boats, sailed away.

At that juncture, the Shields National Championship had also sailed away. Here was the classic case of snatching defeat from the jaws of victory at almost the last moment. That Mr. Onet subsequently recovered, particularly in the disconcertingly fluke conditions that prevailed, even he sees to be purely a matter of enchantingly good fortune. (Parenthetic note: appropriately, in the best tradition of this trophy, Mr. Onet has yet to receive it. When last seen, the infamous "Bow" had taken an equally inexplicable tack/lurch towards lower Thames Street in Newport where, presumably, it too ran out of air.)

Whatever the logic — or lack thereof — Mr. Onet richly deserves this award, and more to the point, the glorious victory he won on the water. The Shields Class is proud to give you a 21-gun salvo, Vic, as our National Champion.

We dip our colors also, to the hard-working and devoted people at Seawanhaka Corinthian Yacht Club who helped make the National Championship Regatta once again, a great show and a thoroughly enjoyable experience for all who participated. In addition to those who have already been named, special thanks go to Robert M. Copp (who served as Senior Advisor to the Regatta Committees); Mr. and Mrs. David Bowen (Housing); Mr. and Mrs. Paul K. Strader (Entertainment); Linda Dunn and Henry P. Davison II (Registration); Trixie Taylor (Awards); J. Wooderson Glenn and Ralph Naranjo (Land and Water Support); Jack Jennings (Race Committee Chair, with Barnaby C.F. Blatch); Paul Berberich and Trevor Pardee (Borrowed Boats); and Victor Onet (Sail Measuring — and talk about ubiquitous!)

Those Indians and early settlers alike would have been proud of you all. And all of us in the Shields Class are looking forward to a return engagement at Seawanhaka. 

Editor's note: This article is based on — indeed, could not possibly have been completed without — the valuable and perceptive contributions of Michael Neff, Victor Onet, and Richard Ronan. To Mike, Vic, and Dick goes a most sincere salute of appreciation.

Fleet #1 Awards Dinner Draws 104 Enthusiasts

A party-minded congregation of 104 Shields skippers, crew, spouses, and friends of the fleet turned out for Fleet #1's 1989 edition of its annual awards dinner at Larchmont Yacht Club, Saturday evening, February 11, to salute accomplishments of the '88 season, exchange creative stories of "how I had

that race won until a crazy shift did me in," and greet honored guests.

Top honors for the season went to Dick Ronan, who won the season championship in his first year as owner of #220. (Please see final standings below.)

"It's gratifying to see such a big crowd," said Fleet Chairman Keith Wilkins, "because it's another indication of the continuing growth of the fleet." Keith welcomed new owners Mark Heydt and Mike Eggers, who had recently bought *Talisman* (#38), noting that this addition brought the fleet boat total to 23, "with more coming soon."

Honored guests included Dr. and Mrs. Michael Haines (he's the administrative head of the State University of New York's Maritime College at Ft. Schuyler); Al Rohr, Director of Waterfront Activities at the College; Mary Savage, President of the Yacht Racing Association of Long Island Sound (see "Profile" in this issue of your *Masthead*); and LYC's Vice Commodore and Mrs. Charles Glennon.

Plans for a home-and-home team racing series with the Edgartown fleet were disclosed. The first match is now on the calendar for September 30-October 1, at Larchmont.

A boat-tuning and sail-trim seminar was also announced. The two-part session, first at dockside and then on the water, will be conducted by North Sails experts on July 8 at Larchmont YC.

Of the fleet's 23 registered boats, 15 were listed as season qualifiers. Final standings for the 1988 season:

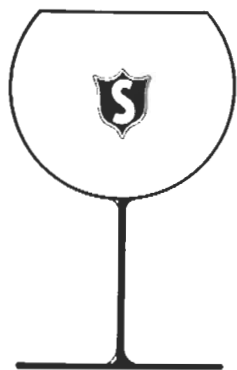


Fleet #1 Champion Dick Ronan.

Place	Boat #	Skipper
1	220	Dick Ronan
2	25	Fred & Adam Werblow
3	106	Bill Rich
4	26	Don Tomlin
5	114	Mike Carr & Nis Lorentzen
6	178	Tim, Rick & Jack Walsh
7	22	Peter Hancock
8	183	Ed Yocum & Jeff Csenge
9	113	Mark Ames
10	108	Paul Fitzgerald & Jim Kelly
11	35	John Lyons & Larry Jaccoma
12	142	Hoke Simpson
13	49	Steve Gottlieb & Rick Lorenti
14	221	John Ackert, Tom O'Brien, Mary Savage, & Charlie Siddons
15	197	Tom Bankes, Tom Birdzell, & Steve Piccone



A TOAST to SHIELDS SAILORS



When Shields people gather, the time zone is irrelevant; regardless of what the clock says, it's always an appropriate time for a toast to good friends, good health, and good sailing.

*May you find all the puffs
on the still days,
Only favorable waves
on the rough ones,
And just enough inside
overlaps on all of them.*

We raise a glass to
John Lovelace
of Fleet #1, WLIS, NY
who gave us this toast
(John crews on *Gaudeamus*, #106,
out of Larchmont YC)

What's YOUR favorite toast? Share it with the other members of the Class. Those that are used will be properly credited in print. In addition to the resulting fame, you'll also receive one of those handsome Shields pins. Send to: Cheers Dept., this publication.



Shields Racing

and other bizarre delights — Part 3

By Victor Onet

The Most Important Ingredient

In a sense, I've saved the best for last. By far, the most important ingredient in a happy-making race equation is crew — or should I say crew-work. Make every effort to assemble and keep a regular team. I use the word "team" with fear and trepidation because at the outset, you may well have harvested a rag-tag group of enthusiastic screw-ups. Now it is up to you to forge your band of merry men/women into a slick sailing machine. This requires practice and lots of it. You will have to schedule regular sessions and hew to a predetermined agenda which could look something like this:

- (2 hours)
- 30 tacks
- 15 mark roundings with spinnaker sets
- 15 spinnaker jibes
- 15 take-downs with transition to upwind configuration

During the first work-out, you will see immediate improvement and the troops will be talking about what works best for each evolution. After two sessions, you will look upon the wing mark as a place to blow people away. After fifteen hours, you will resemble Stars and Stripes.

You might want to maintain a separation of powers. For instance, on *Wizard* I do nothing but steer. Peter Beame worries about sail-trim and boatspeed. Michael Neff watches things develop and dictates tactics while Woodie Glenn does the mast and foredeck. In terms of boat/sail handling, everybody has a specific job. For

example, when we tack, I simply put the helm over (no fishtail) while Woodie jumps in the boat and handles the jib. Michael eases the main two inches and adjusts the traveler. Peter, administers the same treatment to the backstay. Fifteen or twenty seconds later, Woodie puts more trim into the jib and Michael and Peter tension the main and backstay. Seldom is a word spoken. Granted we have a lot of time together but, believe it or not, we still practice before a major regatta.

Guess What Makes Perfect?

A word about practice as it applies to sailboat racing. Golfers seem to spend hour after hour whacking balls and messing around on the putting green. Tennis players always seem to be taking lessons or "hitting" with someone. What do sailors do? They hit golf balls or work on their backhand. I know of no other sport on which so many people spend so little time. Yet, ironically, I know of no other sport where "time" reaps so much reward. I realize it's difficult to get two or three people going in the same direction at the same instant. And I know it's painful to get the boat off the mooring etc., etc. But I also know that five hours of organized, disciplined, systematic practice will probably improve your season position by one boat. Ten hours should equal two boats. I will leave it to you to count the boats in your fleet, factor in our most recent competitive result and do the calculation that will turn your transom into a "new view" for your friends. All it takes is time.



Author Onet (left) unsuccessfully tries to hide his jubilation at completing writing assignment.



Profile of a Shields Sailor



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

Mary M. Savage

Fleet #1, Western Long Island Sound

You don't like to reveal things like this about good friends, but duty dictates we blow the whistle on her right up front: *we strongly suspect that Mary Savage is illegal. She must be in violation of Rule III, 7, (g) of the Shields Class National Rules. That's Section III (Specifications), No. 7 (Equipment), Paragraph (g), which plainly states, "No electrically powered equipment is permitted."*

Check this *partial* list of Mary's accomplishments and activities. It simply defies all the laws of logic to think she can be this inexhaustible *without* supplementary power and/or electronic devices.

Before we get into the list, however, a few notes of identification. Mary is a long-time member of the Larchmont Yacht Club, where, it seems to this observer, she has been constructively involved in just about every yachting activity of significance. She's an ace sailor, having taken top silver in a number of highly competitive classes in addition to the Shields. She's won the Syce Cup, the Women's Long Island Sound Championship; was winning crew in the LIS Match Racing Championship (sailing with Dick Ronan, now a Shields owner himself); and crewed for Pat O'Neal when he won the LIS Men's Championship for the Hipkins Trophy.

Particularly noteworthy, especially for those who have jousted in the demanding competition of Larchmont Race Week, is the fact that Mary won the Anne Kathleen Cullen Memorial Trophy (with co-skipper Dick Ronan in their then-shared Shields). The special stature of the Cullen silver is indicated by the stated basis for selecting the recipient. Of the *hundreds* of boats competing in the regatta, the award goes "to that skipper who, in the judgement of the Commodore and the Regatta Committee of Larchmont Yacht Club, has turned in the overall best performance." That's best of *all* classes and divisions.

A prime decoration was added to Mary's trophy collection in 1987, when the Horseshoe Harbor Yacht Club awarded her its Horseshoe Harbor Bowl "for dedicated service to yachting on Long Island Sound."

Now the list, starting with Mary's latest contribution to our sport. She was recently elected President/CEO of the Yacht Racing Association of Long Island Sound. Although she dismisses this fact as irrelevant, it should be noted that Mary is the only woman ever elected to this post as head of the nation's largest YRA. She had served previously as VP of the organization, where, among other vital functions, she chaired the One-Design Coordinating and Scheduling Committee, the One-Design Evaluation Committee, and put together and chaired the highly successful Dinner/Racing Seminar Series. She was also a member and then chair of the LIS Women's Sailing Committee.

At Larchmont YC, Mary has served as Chairman of the Yachting Committee, member of the Protest Committee (since 1976), and as Instructor in the Club's effective Women's and Men's sail training programs for 20 years. She wins plaudits also as originator of the Women's Race Week Regatta. Not incidentally, Mary is also Associate Editor of the Club's newsletter, *The Mainsheet*; that alone is almost a full-time task for ordinary mortals.

On the national level, consider these contributions of our distinguished Shields Class member. Mary is Area B Representative, USYRU Women's Sailing Committee; former committee member and then Event Chairman of USYRU's Match Racing Championship for the Prince of Wales Trophy; chaired the USYRU Single-Handed Championship for the O'Day Trophy; and ditto USYRU's Women's Sailing Championship for the Adams Cup.

Apparently not busy in 1977 (giving only

about 80 hours per week), she was appointed a USYRU Judge that year. Predictably, she displayed such skill in that post that she was certified as a Senior Judge in 1984. She has been serving in that capacity ever since, in major events across the country.

(Those are only some of Mary's *yachting* enterprises. Amazingly, she also takes on vital community-related tasks. Typical examples: she was an officer of the Mamaroneck School Board, and serves now as a member of the Board of Governors of the New Rochelle Hospital Medical Center.)

Re-reading this extended catalog, those laws of logic reasserted themselves: such a long rundown couldn't be correct. We asked Mary to check it for accuracy. "It's right," she said, "and it's fun to be reminded of some of the nice things that have been happening. But you left out the most important item. Please remember that I'm the mother of son John, who has won practically every yacht racing thing in sight!"

This Shields sailor is, obviously, a class act — with or without extra batteries.



Which Shields sailor would you like to see a Profile on? Please send suggestion(s) — with brief bio — to: Dept. of Esteemed Sailors, this publication.



Short Tacks

Of Poet/Philosophers and the Nationals

Old Massachusetts sailor Ralph Waldo Emerson once said, with incisive brevity, "It is a luxury to be understood." On the subject of who should be qualified to sail in the Shields National Championship Regatta, it's a luxury we haven't yet had.

At the last annual meeting, Class President Don Tomlin reported the results of the proxy vote on the eligibility of sailing professionals in the Nationals. A massive majority had agreed that the practice of bringing in professionals just for the Nationals — that is, experts who did not compete as *regular* crew members during the season — should be prohibited. This response, while statistically overwhelming, was hardly surprising. It is clear that most Shields Class members do not approve of bringing in "ringers" for this top-of-the-season event. It was surprising, however, that a few (rather vocal) people at the meeting apparently misunderstood the meaning and intent of the proposal. The Class, as well as every individual fleet and its members we've ever talked with, have always worked to upgrade the competition, to attract the active, continuing participation of the best racing sailors. *There has never been any concern about their status as professionals or amateurs*; the objective has always been to get top sailors aboard Shields as *regular, every-week* competitors. As one owner put it, forthrightly if inelegantly, "I don't appreciate beating my brains out all season to qualify for the Nationals, and then get there to find that I'm sailing against some professional 'hired guns.' It's cockeyed to know these 'ringers' have replaced crew members who helped qualify their boats in the first place."

If you detect an expression of editorial opinion here, you're absolutely right. This department feels strongly that we should be very strict about keeping the Shields Nationals an event to be enjoyed by *regular* Shields sailors, people who are truly members of the Class, regardless of their professional or amateur status. Now, what do *you* think? The Class is eager to hear your opinion.

Rigging Alert

No debate about this item. A boat in the Dallas fleet almost lost its rig recently because of failure of the bolt that attaches the headstay assembly to the hull. On that boat (and a number of others, we find) the bolt was carbon steel, and badly corroded. All boats should be checked (get up into the under-deck bow compartment, probably with a flashlight), and if the bolt is corroded it should be replaced with one made of stainless steel.



Membership (great) Progress Report

In the last *Masthead*, in this "Short Tacks" section, readers were invited/urged to enroll crew and other friends of the Class as Associate Members. We're delighted to report that we're now more than halfway up the beat to the immediate goal of 100 new members. As we observed in that item, "the annual fee for an Associate Membership in the Shields Class is a staggering \$5. Clearly, active participation by anyone involved with Shields sailing as an Associate Member makes that involvement more meaningful. That, in turn is valuable to skippers — and the ultimate effect is stronger fleets and a sturdier Class." New initiates receive all mailings, handsome membership pin, and the newest bonus described below. (Please see "Alligators.") To enroll, simply send name, address, fleet (and boat) affiliation, with check, to Shields Class, c/o Tomlin, 107 Cliff Ave., Pelham, NY 10803.



"Toast" (little) Progress Report

We lost a bet on this one. Knowing that Shields sailors have been known to lift a celebratory glass on more than just rare occasions, we wagered a full glass that there would be a voluminous supply of suggestions for the *Masthead's* now-established "Toast to Shields Sailors" feature. (Please see page 12.) We were wrong, our faith is badly shaken, and editorial activities are, as a result, severely paralyzed. This, then, is an appeal to your sense of duty, allegiance to

the Class, and commitment to enhancing the education of your fellow Shields sailors. Send your favorite toast now. It need not be nautical, incidentally; it's the sentiment of good cheer that counts.



Alligators Beware!

We'd like to recommend you get busy removing those embroidered alligators (or crocodiles, tigers, lambs, or whatever) from a few of your sailing shirts. You'll soon be receiving several copies of the most majestic sailing symbol of all, our Class emblem, to place on those shirts, (or caps, jackets, or you name it). They're good-looking, two-color embroidered patches (made, the manufacturer assures us, by the highest quality Swiss embroidery method); we're confident you'll be pleased to wear them as the badge of honor only Shields sailors are entitled to display. They'll be on the way to you as soon as they're delivered here (with easy, "it-takes-just-a-minute" application instructions).



More Pride, Olympic Style

All of us in the Shields Class can take considerable pride in the fact that one of our own young aces is making a serious run at a spot on the Olympic team. Joey Tomlinson, of the Marion fleet, has been hard at work on his campaign to represent the U.S. in the Finn Class in the next summer competition. To make that pride meaningful, your Class Executive Committee voted unanimously to help Joey meet the rugged financial demands of his effort, with a modest contribution on behalf of all members of the Class. You've got our check, Joey, and our enthusiastic best wishes for a winning campaign.



Shields Sailors: Bashful Correspondents

We know you're out there; we do not know nearly enough about what you're doing. Which is by way of saying the purpose of the *Masthead* is to report news of *all* our fleets, boats, racing,

happenings ashore and afloat — and, mostly, the very special people who are Shields sailors. As always, your input is what counts most. So please send along notes on your fleet. Unfailingly of interest are items about any fleet activities, regatta results, special events, new owners, and whatever; the list is endless, just so long as it's about Shields people. And don't forget the *pictures* (black and white preferred, but we'd like to see them all.)



Talking About Pictures

Please credit these talented people for the illustrations which grace the pages of this *Masthead*. The cover photo is by Ralph Naranjo (of Seawanhaka). Roger Shope (he's Commodore of Manhasset Bay Yacht Club) contributed the impressive shot on pages 2-3, the beauty which makes up the center spread, and the informal, windblown portrait on page 13. The portrayal of the Seawanhaka Clubhouse is from a painting by the gifted Dianne Copp. We're not sure if he took it, but the dramatic photo of Shields #150 against the Chicago skyline (page 6) came from Fleet Captain David Crookall, along with the other photos illustrating the '89 Nationals story. Cathy Ronan (Larchmont) gave us the photo of the smiling character on page 11. Sources for the other pictures, unfortunately, are not identified. With our apologies for the omissions go our thanks to the contributors.



Boat Emporium

Some of these opportunities to buy a beautiful Shields may be gone by the time this issue comes off press, but here's a rundown on what has been available recently. (Details, of course, as supplied by the sellers.)

#41 — White hull, Awlgrip coating 1987, 3 sail credits. \$10,000. John M. Dinse, Shelburne, VT. (H) 802-985-2196, (O) 802-864-5751.

#65 — Dark blue, recently painted; 3 suits of sails; 3 sail credits; fairly new mast. \$13,500 includes trailer. Peter Skujins, Sterling, CT.

#85 — White hull, new Micron bottom in '88; new teak coaming in '88. \$10,000. James E. Berry, 311 Scenic Drive, Forney, TX 75126. 214-771-6324.

#117 — Light grey Awlgrip, dark blue boot stripe; white Micron bottom '88; completely refitted 3 years ago; brand new mast; mast support (for trailering);

all new running rigging '88; complete Sobstad suit '85; 3 sail credits. Robert Lane, Marion, MA. (H) 508-748-1045, (O) 617-461-0660.

#123 — Gold hull; 1981 National

Champion (!). \$7,500. (Is this the best buy of the decade?) Steve Polkabra, Monterey, CA. 408-373-2728 or 408-375-5403.

#125 — Sugarbush — Dark green; bottom fairing; new rail; new backstay; new Sobstad sail package. \$20,000. Dave Kollock, Jamestown, RI. 215-242-3614.

#137 — White Imron topsides, maroon boot stripe; black bottom; maroon-coated spars; 3 sail credits; needs some work. \$10,000, includes steel storage cradle. Dan Marantz, Manhasset Bay. (H) 516-944-6276, (O) 516-944-3511.

#148 — Salted Nuts. White hull; 10 sails,

incl. '87 Sobstad main, '86 3 Sobstad sails, '84 Shore main & jib, '83 Shore spinnaker, bilge pump. \$12,000. Larry Hall, 101 Front St., Marion, MA 02738.

(H) 508-748-0909, (O) 508-748-1160.

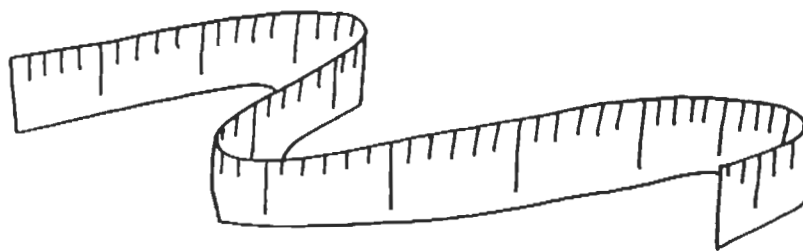
#193 — Greenish blue hull; Hinckley-built '72. \$12,000; negotiable. Nancy Morrison, Monterey fleet. 415-354-4517 daytime.

#205 — White hull. \$17,500. Joan Smith, Marion, MA. 508-997-8849.

#228 — Dark blue Awlgrip; green keel; built '82; '86 Sobstad main & jib, used less than 20 times; all new running rigging; won Mallory Cup; 4 sheet winches. \$20,000. Graham Quinn, Marion, MA. (H) 508-295-8449, (O) 508-748-0334.



Measurer's Report



We measured 105 sails just prior to the 1988 National Regatta as required by Rule 8.5(c) (Sails.).

Three sailmakers, North, Shore and Sobstad built 102 sails. A small Marblehead organization made one set. Virtually all sails were found to be within the required tolerances as outlined in the "Specifications". Only five or six spinnakers required a little cooking to bring them into the fold.

It was interesting to note the varying approaches to Rule 8.3 covering "Reinforcements" (at the corners of sails), "Stiffening Reinforcements" and "Additional Reinforcements" particularly as applied to the clew of the jib. As I mentioned at the Annual Meeting, it is difficult for an eye as unpracticed as mine to establish the number of "additional layers" being used to reinforce. However, I suspect, in some cases, there is one illegal layer or overlay.

All four sailmakers take full (72") advantage of the "Additional Reinforcement" provision although each

approach differs with respect to the design and construction of the patches. For example, one sailmaker actually cuts away a small, inaccessible portion of the patch after it is made and laid down so as to comply with the "additional layers" provision. I am told this exercise adds to the cost of the sail.

I would like to suggest we do away with Rule 8.3 in that it creates a classic paradox. On the one hand, we all call for longevity and durability (of sails) yet on the other hand, we place fairly stringent limitation, Rule 8.3, on a sailmaker's ability to achieve same. As well, the rule may well increase the cost of the sail. If left to their own devices, sailmakers should eventually find an efficient, economical way to reinforce (at the corners of sails).

Respectfully submitted:

Victor M. Onet, Jr.
Measurer



Who are these windy schemers?



And what are they plotting for you in '89?
See page 7.

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

