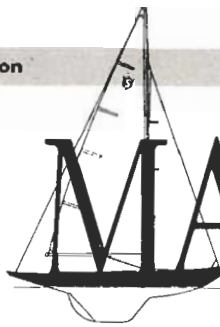


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SHIELDS MASTHEAD



MAY 1993



The Winner, #231 Crossing the finish line

Dallas is it!! 1993 National Championship Regatta

Reportedly activities are to commence on Sunday, October 10th. The schedule calls for the following official races.

- Two on Monday, 11 October
- Three on Tuesday, 12 October
- Two on Wednesday, 13 October

Abbreviated Treasurer's Report by Jim Porath

Thanks to a very frugal leadership, the treasury is very much afloat. Everyone is current in the 1992 dues and all expenses to date have been paid, and we are still showing a cash balance of over \$14,000. A formal detailed report will be prepared for presentation at the National Regatta in Texas.

Have a great sailing season!

Kennedy/Burke Win Shields National 1992 by Ched Proctor

Day 1, Practice Race:

The practice race provided an accurate indication of the conditions for the regatta. Everyone got a chance to warm up in what was the typical breeze, 220 at 20-25 Knots reinforced by a Southwest weather system adding to the strength of the wind and height of the waves. Course was windward, leeward, windward. Vic Onet and the boys of Wizard started near the leeward end of the line. An early left shift of 10 degrees let them cross the fleet and put them in the lead which they held to the finish. Finishing order was Onet, Burke-Kennedy, Bill Berry with Hawk in fourth. These four finished within 30 seconds of each other with the rest of

(continued on p-5)

US Sailing Recognizes Beverly YC for the Shields Championships by Joan Thayer

Annually US SAILING awards the St. Petersburg Yacht Club Trophy to recognize the club responsible for running the best regatta in the country. The rating is done by skippers at the event and is based principally on race management. Factors such as sailing instructions, starting and finishing lines, location of course and reaction to wind shifts are included on the rating form. The Race Management Committee of US SAILING selects the winning event, the selection is based entirely on the rating of the individual skipper's ballot.

The winner of the 1992 St. Petersburg trophy was **Beverly Yacht Club for hosting the 1992 Shields National Championship**. Event Chairman was **Graham Quinn**. Race Committee Chairman was Tom Farquhar, who received the trophy. From my point of view having attended a fair number of regattas of varying size and make-up, this was truly exceptional in many areas. The St. Pete award addresses race management, and I was proud to be at the event knowing that I had the privilege to contribute to Beverly Yacht Club's win.

The qualifications include a minimum of 20 boats entered; at least 3 close-course races; and a volunteer race management.

Several things stand out in my mind about this award. First and
(cont p-5 , col-1)

Thanks for St. Petersburg Trophy by Graham Quinn

Many of those attending the 1992 Nationals in Marion will recall filling out forms for the St. Petersburg trophy. The St. Petersburg trophy is awarded annually by US Sailing to the yacht club who, in the opinion of competing sailors, do the best job of on the water race management for a major regatta held over the previous twelve months. Clubs wishing to enter are required to distribute response forms during the regatta and to collect at least seventy five percent of them back. The sealed response are forwarded to US Sailing, who then read them and make their decision.

After a bit of prodding we were able to gather up one hundred percent of our distributed forms and, by the skin of our teeth, we were able to make the 1992 entry deadline which actually expired while our regatta was taking place.

Shortly thereafter Commodore Stickles of the Beverly Yacht Club was informed that the Beverly Yacht Club had won the St. Petersburg award for the 1992 Shields Nationals.

I would like to acknowledge, and thank all those who in some way, small or large, participated in helping to make our regatta such a success, and I would particularly like to commend Tom Farquhar and his race committee volunteers for the fantastic job they did in running our racing under extremely
(cont p-5, col-2)

National Regatta (cont from p-1)

the fleet very close behind. This was obviously going to be a very tight regatta.

Day 2, Race 1:

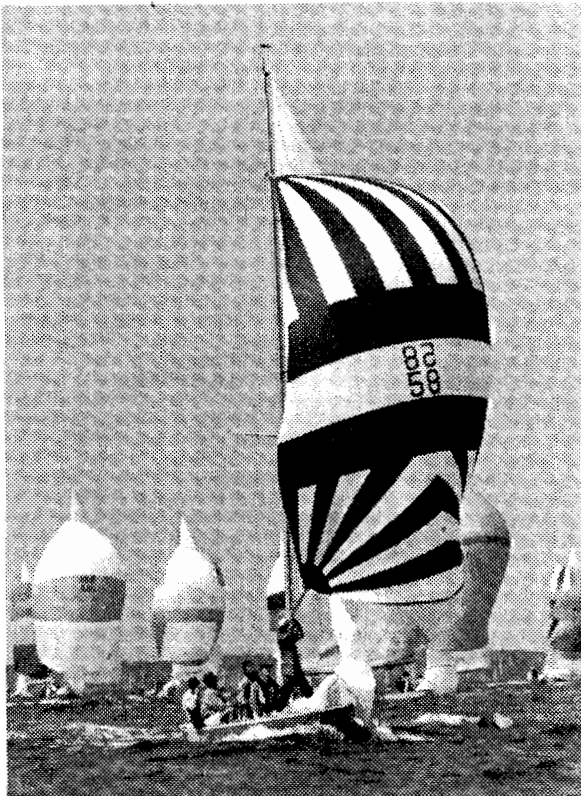
The wind was very similar to the practice race. Direction 220 at 18 knots and building to 20-25 by the end of the first beat. Nick Burke started Pandemonium near the middle of the line with clear air and favored the left side of the first beat. They eventually took the lead on the second beat but had to fight off a strong challenge by Gordon Vineyard and crew, who worked the right side to its fullest benefit and rounded the weather mark in first place. On the run we snuck past Nick to round the leeward mark in second place a boat

length behind Gordon.

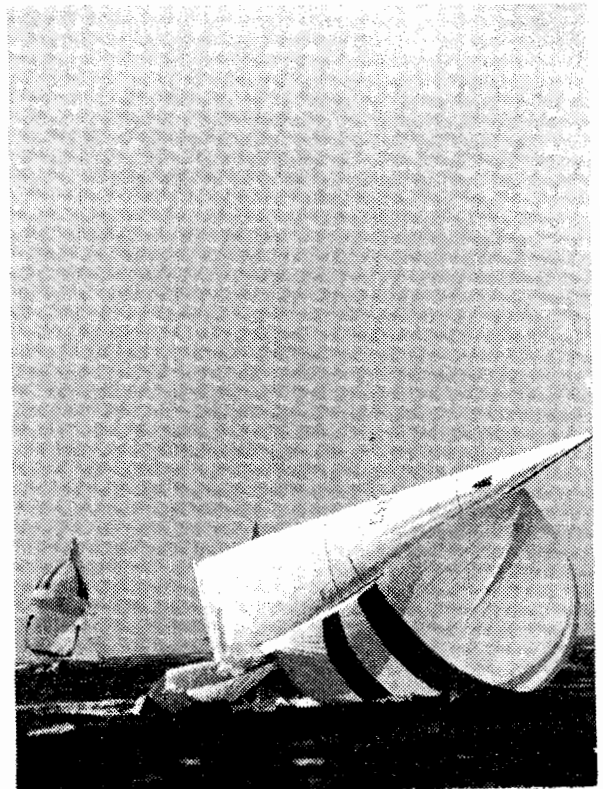
The second beat was interesting. After about 3/4 of the leg with all three boats generally even in boatspeed, we chose to mix it up with Gordon.

This let Nick leverage Pandemonium 5 boatlengths to our right which was enough to lift them up and out of third and in to the lead. With the breeze at a steady 20-25 knots and the waves increasing in size the run became quite a ride. All three boats were pushing their boats to the limits of both rails looking for the combination of wave, roll and surge that would give them the lead. As post mortem analysis has taught us, this leads to death rolls which was exactly what happened. With all three of us approaching the mark barely

(cont p-6)



There was good spinnaker work



and then there was ??

US Sailing Recognizes Shields

(cont from p-3)

foremost is that this is the second year in a row that US SAILING has recognized individuals in the **Shield Class** to receive one of their three prestigious awards. Last year **Dick Ronan**, of the Larchmont Fleet, was awarded the W. Van Alan Clark, Jr. Trophy for "the American sailor who best exemplifies the ideals and traditions of good sportsmanship."

Regarding the St. Pete Trophy, my skipper, Steve Thomas, involved us all in the evaluation process. Steve didn't have to do that, he could have just ignored the entire process. I remember us all sitting down to complete the form. We were unanimous in our answers: excellent. Secondly, an overwhelming number of skippers felt strongly about the quality of the regatta, since at least 60% must return the ballots for the nomination to be even considered. By returning the form each was saying in another way, Thank You to the organizer and race committees. Race committees usually don't get overly involved with the participants, yet Tom Farquhar and his committee went the extra step for the benefit of all competitors. At the skipper's meeting, Tom was friendly while being serious. One didn't feel Tom was unapproachable or that any question was inappropriate at any time. At the end of the day, the race committee posted the race tracking for all races that day. The committee reported the position of each boat at each mark and highlighted the highs and lows of the more dramatic moves. Some days the sheet looked like a stock market report. That board alone fostered conversations and introductions that otherwise might never have taken place. Tom had manpower and the interest, which we all appreciated.

So when the award recipient was announced that evening in New Orleans, once again I was pleased to be member of the Shields Class. My belief was reinforced that we have a class of individuals of commitment, sincerity and above all a sense of fairness and a desire for all to enjoy the sport of sailing. Those who are associated with Shields Class activities are an extension of those qualities. Congratulations to Graham for choosing Tom Farquhar as the Committee Chairman and to all of the Race Committee members.

Thanks for the Trophy

(Cont from p-3)

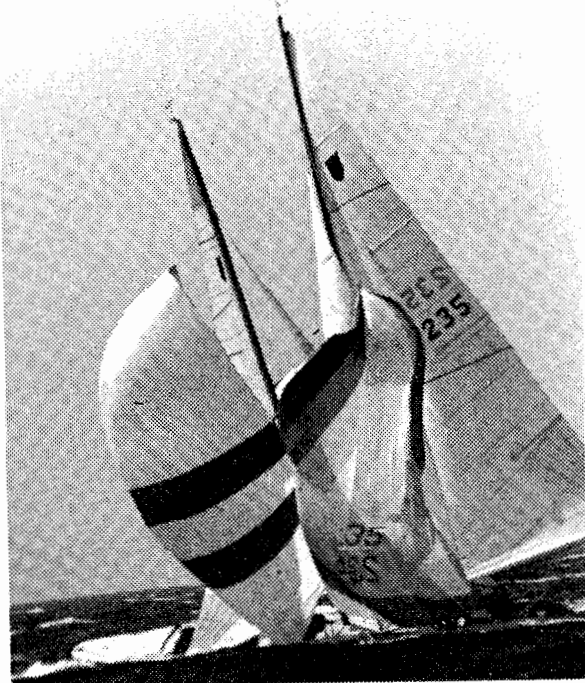
challenging conditions. Tom was able to travel to New Orleans last October to receive the trophy personally at the U.S. SAILING annual meeting.

To our knowledge, this is the first time that this trophy has been awarded for the running of the Shields Nationals and we hope that this will help to advertise the top flight amateur racing our class offers.

See you in Dallas.

In an attempt to douse the chute, I took the initiative of releasing the guy just as the boat went into its roll to weather...Oh no! Everyone Polka! Of course with my untimely release of the guy, they pole went to the headstay so that the spinnaker would stay full as we made the eventual heel to leeward for some more rail dipping.

Does one dip in a Polka? The video later showed what a spotless bottom Hawk had. Well, we pulled out of this roll heading for our next drama.



**Another
Very close, too close??**

Somehow we got around the leeward mark behind Nick & Gordon whose boats were in various stages of disarray. Unfortunately, the jib was wrapped around the headstay. Without the jib the boat heeled over and stopped in the water. Before the mark we were a

rapidly moving target, now we were a sitting duck. We avoided a serious collision and got squared away on port tack with the job cleared. As the Main was a bit full, I started to pull on the backstay. It came in with no pressure. I slowly came to the realization that there was no longer a backstay attached to the masthead. The masthead had met with another boat and had broken the crane. We were left with the pleasure of sailing upwind in 25 knots with no backstay. Slowly we made it but very slowly. Nick and the boys of Pandemonium held on to win with Gordon and his crew a very close second.

Race 2:

By the start of the second race the breeze was at its highest velocity, 25 knots and the waves were making the upwind leg resemble a mechanical bull contest. With another windward, leeward, windward course the race provided more opportunity to become one with the bay. Because of our breakdown we were only able to watch the start which had Pandemonium towards the leeward end along with Gordon, Vic and Bill Berry. Another early left hand shift gave the opportunity for the group to tack and cross the fleet. In these conditions, getting out to an early lead is enormously beneficial as you do not have to execute tacks and/or ducks in conditions which make the simplest of maneuvers a difficult task. Once again the second race was a battle between the crew of Pandemonium and Gordon Vineyard's gang with Pandemonium edging out the win.

(cont p-7)

National Regatta (cont)



Who is that to windward?

Race 3:

Wind Northwest shifty making for exciting racing 10-15 knots course: windward, leeward two times around with a downwind finish. We started near the weather end. Pandemonium was nearer the leeward end. As is typical in a northwester, the boats 100 feet away were in a different wind. We were headed early on starboard tack while the boats to our left were lifted. So we split and sailed the lifted port tack while Pandemonium and most of the fleet were lifted on starboard. When we came back with the subsequent right shift (starboard tack lift) Pandemonium

and several boats, now on port tack, had us by considerable margin. But in these shifty conditions things can change real fast and it is difficult to consolidate when ahead. You are often in a different wind from the competition even though they are behind. I feel the trick is to try to stay on the lifted tack and avoid getting to layline until you get close to the mark. The wind will always change and you have to position yourself to take advantage of change. By using opportunities to work back to downwind of the weather mark, you are always prepared to sail the lifted tack whichever it is. Withers worked the left side early and gained an early lead. Pandemonium was close and we were several boat lengths behind. For a while we were force to follow these guys in order to stay in phase. But eventually we got our change from the wind gods, to split to the left of them. It didn't take much. We tacked onto port tack only a few lengths to weather of Pandemonium and Withers tried to cover us as we tacked back to port tack and hooked into a nice lift. But our lift was the real one. We sailed up across Chris Wither's stern and had Pandemonium in our main window. Oh, how sweet it is!

Now in retrospect, as I write this 2 months after the event, I have the sudden realization that a pattern was developing on this first beat that held for the whole day. The left side always worked a little better. Withers had gained an initial lead when he was to the left of the competition, and now we were getting back into the ball game by being to the left of the competition. On the next run we gained the lead in the race by being to same side (left as you look upwind).

(cont p-9)

Mailings

A mailing was sent to the Fleet Captains in early December with the proposal from Dallas for the 1993 National Championship Regatta. This mailing included a stamp addressed envelope requesting that the Fleet Captains respond on their concurrence in having Dallas host the National Regatta. I have received concurrence from 6 of the 9 active non Institutional fleets. I have not received any information from the other 3 non Institutional fleets or the 3 Institutional.

There was also a mailing sent in early March to all the Fleet Captains and the nine non Institutional fleet secretaries concerning two subjects.

- 1) Proposed changes in the Blue Book Specification
- 2) Request for proposals for the 1994 and 1995 National Championship Regattas

The article by Nick Burke briefly states the intent of these changes in the Blue Book specifications. There are additional changes that have been mailed to the fleet captain and secretaries during April concerning additional changes to the Blue Book specifications. We urge all Fleet members to contact your Fleet Captain and/or Secretaries concerning these changes.

The second item is a request for proposal for the National Championship Regatta in '94 and '95. We would like responses for these by 1 June 1993 but the drop dead date is 1 July 1993

BLUE BOOK CHANGES - From Your Technical Committee

Nick Burke

Through the efforts of many individuals over the last few years our Blue Book has been updated and brought into the 1990's. In an effort to continue this progress and to make our Blue Book a more readable document, we have prepared a revision of the "Specifications" within the Blue Book.

Among other things, the "Specifications" section has been reorganized so that items which are related to one another are placed together. It will contain a separate list of things that individuals can and can't do and will include changes approved by the Technical Committee over the last few years which have yet to make their way into print. Virtually all of the "legalese" and convoluted grammar have been removed in favor of plain English. Cross references will be included as well as a thorough index so that you can find specific material without a prolonged search.

Blue Book Update

Attached you will find pages to update your Blue Books. These do not encompass any of the changes in Nick Burke's proposed Specification changes.. Everyone gets these Blue Book updates since we do not know who has Blue Books. Please insert these where appropriate.

The specification changes will be out sometime in the near future.

National Regatta (cont)

On the next beat, Withers caught us by getting to our left side and we were able to control Pandemonium by being to their left. On the final run Withers passed us when he stayed to the left. In the afternoon race, Pandemonium protected the left and pushed us back a little right early on the first beat. This became our undoing as the wind went hard left and put us too far out of the race to ever back in contention.

Anyway back to the first beat of race #3. We were hooked into a beautiful left hand shift getting us right back into the ball game. Pandemonium waited patiently for their chance to come back at us. We were now almost laying the mark on port tack. Pandemonium got their rightly which let them cross us by a boat length or tow on with less than 100 meters to the mark. We tacked to starboard on Pandemonium's weather quarter. We were further into the shift and were gaining rapidly. Pandemonium took a short hitch to put a perfectly timed lee bow on us. This forced us to tack away. Pandemonium laid the mark from there and we rounded in third with Withers in the lead. Pandemonium was slightly in front of us. Pandemonium jibed immediately and Withers covered. This was a great break for us since it left us alone on the favored side. We held a puff all the way to the leeward mark. We rounded the leeward mark close on Withers stern with Pandemonium a couple of lengths behind us. As Pandemonium rounded the mark, they treated us to front row view of their bow sailing through the spinnaker. The halyard house works great on a tight

reach with pole on the headstay but not so on a square run!

The second beat was a great three way battle between Pandemonium, Chris Withers and ourselves. Everyone had a chance to win but it wasn't decided until the run to the finish. We rounded the last weather mark just clear in front of Chris with Pandemonium in third a few lengths back. Hey this feels good! But I immediately made a unilateral decision to pull off a stupid move. I figured that we better get to the inside immediately. Not really any good reasoning. Especially since we had gained the lead by staying on the outside (holding starboard jibe) on the previous run. We jibed and put Withers to the side with more wind. He gained, broke the overlap 2/3 of the way down, and jibed across our bow with the lead in hand. He crossed the line a few feet in front to get the gun. Although Nick and the Pandemonium team still were well in front on the series score, with two firsts and a third we felt that we had a reasonable chance of making a close series out of it.

Race 4 Held directly after Race 3

The northwest wind was holding on but becoming a little more spotty. It shifted well to the left on the first beat requiring the race committee to scramble, changing marks. Nick did his usual fine job of starting Pandemonium near the leeward end of the line. We were toward the weather end with the situation similar to the previous race. We took one short hitch on port and then came back at the group on starboard tack.

(cont, p-10)

National Regatta (cont)

We were not in great shape. Pandemonium was in a position, on port tack, to cross us but opted to protect the left side and for some reason decided we were the ones he wanted to beat! Well imagine that! Nick tacked Pandemonium ahead of us but left us

there. But before long, the wind started to go back left and things were getting little difficult so eventually we had to clear out. We tacked to port and Pandemonium continued into the progressing shift to the left along with the bulk of the fleet. So this created the next situation. We were on port tack to the right of the fleet. The left hand shift



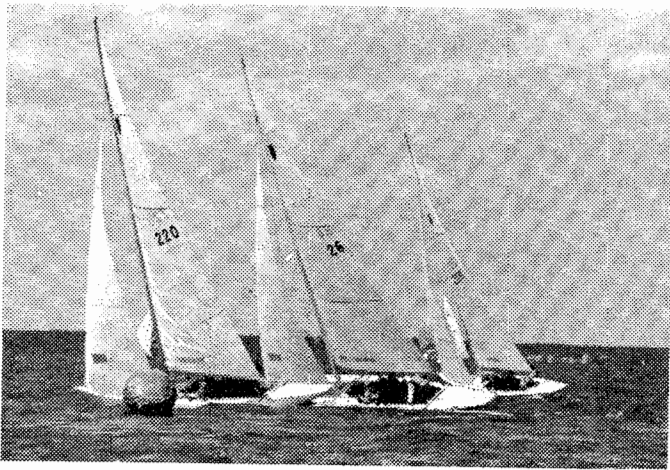
just enough clear to allow us to work up on his weather hip. We were able to live there for a while but John Pope and Chris Withers were to leeward and ahead sailing in clear air and going fast. They played a couple of small shifts to gain an early advantage. We stayed on Pandemonium's hip as long as we could since starboard tack was lifted and I guess we were beginning to think that the left side was ok, so why not get

brought everyone over onto port tack on our weather side. This all seemed ok. Here we were on the lifted tack with clear air to leeward of the fleet with along way to sail on that tack to the mark. Now when the wind shifts back it will be a header with us to leeward and we should be able to gain control. How can we lose from this position? It's easy.

(Cont, p-11)

National Regatta (cont)

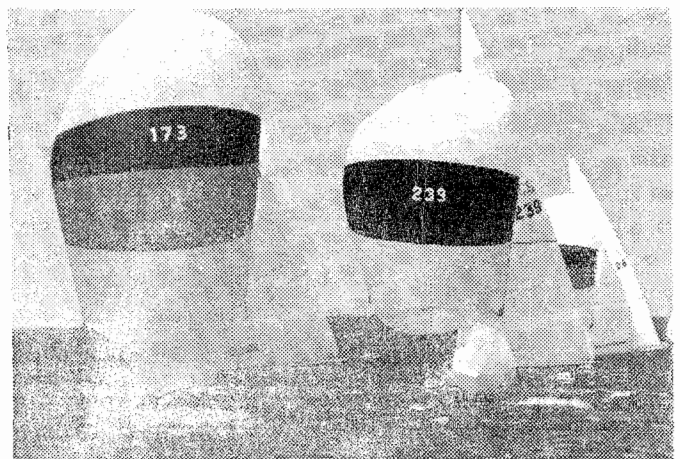
The wind just continues to shift left and fill in from the weather side. Well a few minutes later we had a great opportunity to tack and consolidate last place! Pandemonium had continued slightly to the left and was now being



lifted to the mark in five knots more wind. What could we do except moan, wait for a break and play a "please God" card. Eventually we got a little bit of the right shift back to get in sight of the leaders. We rounded about seventh or eighth. Pandemonium was firmly entrenched in the lead. When we hoisted the spinnaker the brummel hook came unhooked on the guy. John and Chip did a great job of getting things hooked back up in a great hurry before we lost any boats. On the reaches of the olympic course there was no chance to catch up and as always happens on reaches, the leaders just got further ahead. Our real opportunity came on the next beat though. The wind shifted

far enough to the left to make it nearly a fetch on port tack. We seemed to be really hooked in and moving. With most of the boats on the favored port tack, we climbed out to weather of the boats ahead and into clear air. Doyle Sherman rounded ahead of us and did a nice job of taking the low road. In a situation like this it usually pays to avoid tacking until the end. Doyle sailed low until he had clear air and then just waited for a header. Which put him across still in front of us.

At the weather mark the committee signaled a new course to the leeward mark. So this became a run again with the wind shift. Also the last beat was square with some long oscillations to make for interesting sailing. John Pope played them all correctly to finish second. We recovered to third. With another win, Pandemonium was looking pretty tough for the series. Now our best hope was for the wind to get light and shifty. Maybe we could be lucky since we didn't seem good enough to beat Pandemonium.



(cont, p-12)

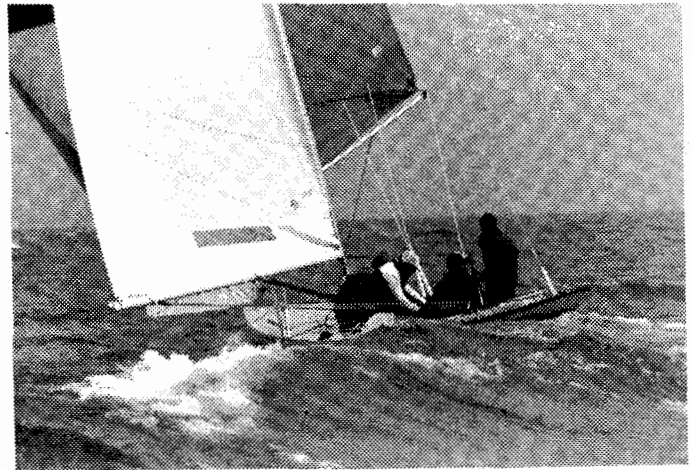
National Regatta (cont)

Day 3, Race 5

The Northerly flow was still present but not as strong. The shifts were much bigger than the previous day. Sixty degree swings coming through as we went through 3 general recalls. The wind was also streaky. We selected to ease off the headstay 10 turns since it looked like the wind would keep dying.

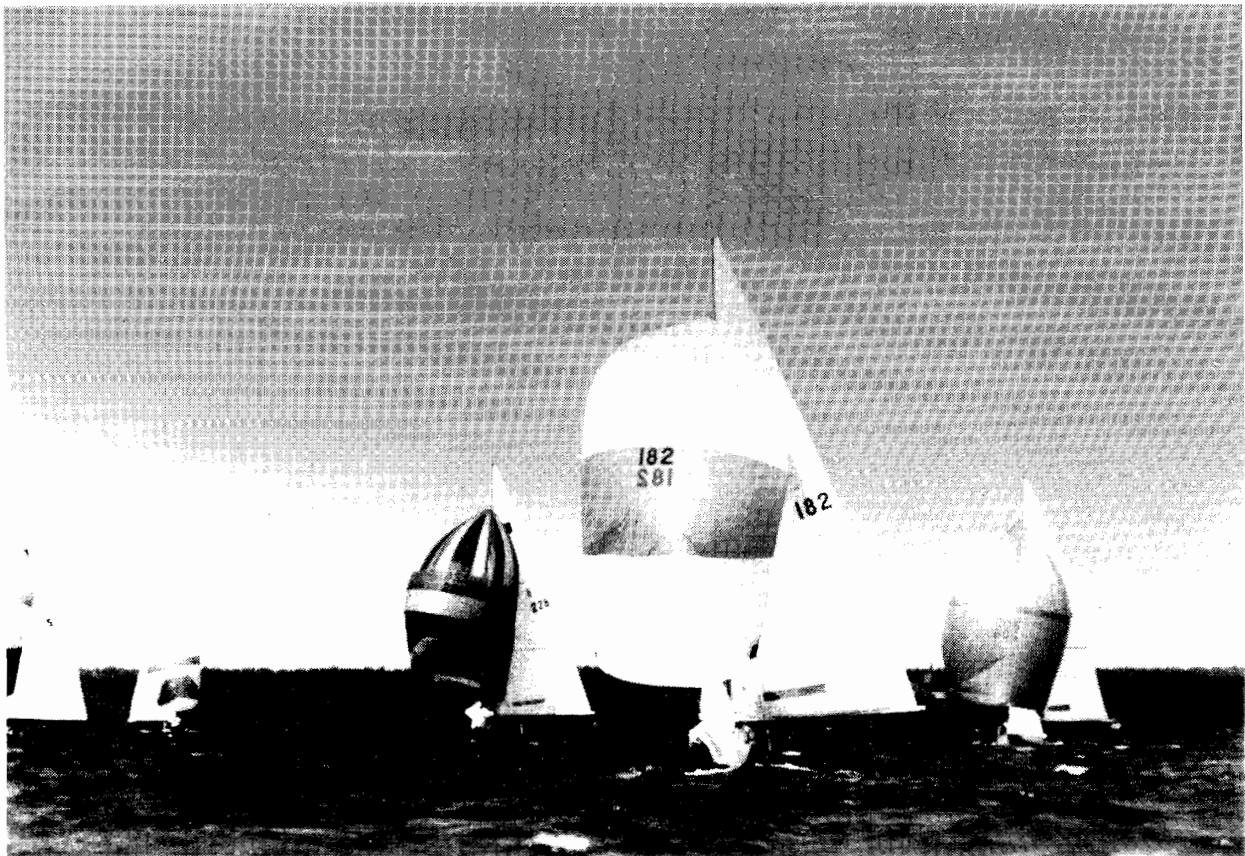
The great thing about sailing the Shields Nationals as late in the year is that there is only one crazy light air race and this was it. The wind got very spotty by the time we started the race. As in the previous two races we lost to the left side right after the start. But this race had several chances to screw up. Martin Plonus went further left than anyone. He gained a huge lead that just got bigger through all the shifts. The wind was real spotty by the end of the first beat. Pandemonium was in good shape and we were further back. On the run the wind played with the fleet randomly. The last boats got a puff to catch right up to the leaders. Martin Plonus held onto his lead and was half way back to the weather mark when the rest of the fleet arrived at the leeward mark simultaneously. We had used the puff to sail up to Pandemonium, and managed to break the overlap on them to round ahead. However, the wind died completely for a while so the game all started again. We again let Pandemonium get to the left side and first this appeared to be a mistake. At one point we were separated so far that it was impossible to tell where they were. It didn't seem to make a lot of sense to cover them too closely. We not only needed to beat them but put boats in between if we were to have a reasonable chance of beating them in the

series. As it turned out we got back across most of the group when the wind again filled from the right side. Somehow we were fortunate to feel our way through the last puffs of the dying northerly to arrive at the mark in fourth place. Pandemonium was well back at this point but it's hard to keep a good man down. The start of the thermal seabreeze appeared on the horizon at this point. We were around the mark and headed for it. Pandemonium was using the last breaths of the north wind to sail around boats. They were staying high in the last of the north while we were trying to drift our way to the start of the new breeze. It took forever to get to us, and in the meantime Pandemonium had sailed back into contention. When the new breeze filled in, the run became a close reach on starboard tack. We got to second place with Pandemonium in fourth.



#231 SLIDING HOME

(cont, p-13)



National Regatta (cont)

The finish line was moved again to provide a beat. To leave the mark to the required port side, hardened up on port tack, meant we had to cross the line of boats still reaching in on starboard tack. We had to duck behind 2 or 3 boats including Pandemonium, before we could harden up. The wind had filled in to a nice 12 knots and was building to make the beat to the finish uneventful. With one boat between us and Pandemonium our score was helped a bit. It still wasn't going to be easy though.

Race 6

The seabreeze filled in to a solid 20 knots so the turns went back on the headstay. the race turned into a real drag race, and other than trying to avoid disaster downwind, the race was somewhat boring after the first beat. There was some excitement at the start as there always is in a good fleet. We sailed back from the pin on port tack with about a minute to go. Pandemonium had already set up with a nice hole to leeward. We even had plenty of time to discuss whether there was enough room to tack ahead and decided to go for it. Vic Onet and Doyle Sherman had set up closer to the pin but

(cont, p-14)

National Regatta (cont)

well clear of Pandemonium. There was plenty of room for us so we took it. Pandemonium tried to sail over the top as we tacked with 30 seconds to go, so we trimmed in and started to race down the line. Pandemonium luffed and slowed down. We didn't react immediately, and ended up closer to Doyle and Vic and further from Pandemonium than ideal. We did have a pretty good start though. We rolled over Doyle in the first thirty seconds and gradually worked above Victor. So we were clean to work on Pandemonium. We seemed to be a little faster and gradually gained forward.

I was a bit nervous when Chip reported that we were getting lifted by the compass. However, the good news was that we were gaining by being faster. We got to the point where we needed to tack even though we were lifted, because we were too near the layline. We were able to cross Pandemonium easily and it quickly became apparent that our boatspeed had done its thing. We were easily across the fleet from the right side of the course. Pandemonium crossed behind us and tacked on our weather hip. From there the race became a matter of protecting our lead and trying to take any chance to slow down Pandemonium. We hoped to get Onet in between to help close the points on Pandemonium.



National Regatta (cont)

But Nick and Wayne know how to make their boat go fast and in spite of us throwing all the bad air we could at them, did a good job of keeping Vic at bay. We finished first with Pandemonium in second.

Bill Berry showed his usual excellent heavy air speed and good crew work, to edge out Vic for third place.

Our speed advantage was very gratifying considering that we had struggled a bit in the same conditions of the practice race and the first race against Pandemonium. In trying to see what we did differently, I think it was in the jib trim. We moved the lead forward slightly to take some twist out of the jib. Whereas previously, we had the leech near the end of the spreader, in this race we set it 6" further in. The foot was pulled quite flat. I think people tend to set their sails too full in these breezy conditions with waves. I was wanting to twist the top of the job too much to reduce heeling moment. When we closed it up by moving the lead forward it seemed to let the boat sail higher and feather more without losing speed. We set the jib halyard, to let slight wrinkles in the front of the jib. Our jib was in its first season. With an older jib I would think a tighter halyard would be better. Of course next time the conditions will be different and a slightly different trim will seem to work. The situation here was that the wind was very steady. I think puffier conditions with similar strength may dictate a little more twist. On the main trim, we had the backstay about maxed out. The top batten was about 10 degrees off. We played the traveler for every wave.

With one race to go we were left in an interesting spot. We could win by winning the race but Pandemonium had to be fourth or worse. Anything else, and we would be second and we couldn't do any worse even if we sailed our throwout.

Day 4, Race 7

The day of the last race was raining, and the wind was blowing a nice 18 to 20 out of the south. The course was an olympic. Given the points situation it made sense to let it all hang out. We mixed it up with Pandemonium a bit. We tailed them as they sailed downwind from the start line. We both eventually hardened up for the leeward end on port tack. We had Nick to leeward. We approached pin end of the line on port tack with 20-30 seconds to go. For a while the fleet seemed to be late enough that we could sheet in and start on Port tack! But we didn't have it quite that easy. We both had to tack for the first starboard tacker, which was probably Vic Onet. It worked out fine. We were able to win the leeward end start, with Pandemonium safely put away to leeward. This positioning seemed like it would be possible to have them far enough back to be fourth, if we could get ahead. However, its hard to keep a good team down. Pandemonium hung in to leeward, rather than taking a clearing hitch. They reached off a bit to get clear air and used their good boatspeed to hang in. We worked out a big lead by the weather mark, but Pandemonium popped up in second place. This was an olympic course, so we had to sail two boring reaches. None flew their spinnakers, but I think it would have been an easy carry. On the second beat the rain came down so hard that it was hard to see to windward.

(cont , p-16)

National Regatta (cont)

On the run there was a strange shift to the left. Pandemonium and Bill Berry got quite close to us, so we had to keep our wits about us for the last beat to the finish to win the race. We tried to protect the left side since that was the way the wind shifted to. We had no chance to push Pandemonium back beyond second place so they won the championship. Having sailed an excellent series. The crew of Pandemonium, Rob Gorman, Will Kraft, Wayne Kennedy and shipper Nick Burke certainly deserved it.



The winning team

l to r

Rob Gorman, Will Kraft, Nick Burke,
Wayne Kennedy (photo by Joan Thayer)

Final Results

1992 National Regatta

<u>Place</u>	<u>Hull</u>	<u>Owner</u>	<u>Point</u>
1	231	Kennedy/Burke	9.25
2	245	Hardy	10.40
3	163	Withers	30.75
4	58	Hill	39.00
5	182	McQuire	46.00
6	239	Berry	47.00
7	42	Weeks	48.00
8	220	Ronan	51.00
9	235	Vineyard	52.00
10	80	Onet	52.00
11	184	Sherman	53.00
12	53	Gerard	59.00
13	228	Gumprecht	63.00
14	23	Muir	67.00
15	230	Sheehan	76.00
16	28	Merrill	81.00
17	173	Pardee	94.00
18	36	Thomas	96.00
19	145	Quinn	104.00
20	205	Bryant	105.00
21	8	Gardner	107.00
22	130	Plonus	110.75
23	26	Tomlin	118.00
24	88	Higgins	128.00
25	247	Symchych	131.00
26	242	Tirrell	131.00
27	126	Perelman	139.00
28	189	Skarecky	148.00

Note: All the yachting photographs in this publication were taken by Gail Sleeman

FLEET 3

Dues Payment - Note to Fleet Secretaries

Over the past few years there have been some fleets that have not been in compliance with the due requirements. The misunderstanding has been their interpretation of the Blue Book. I would like to refer you to page I-1, Article IV, Members.

Therefore, each registered yacht needs to have at least one Active Member related to it. Each registered yacht needs to pay at least the following:

Registered Yacht	\$35.00
plus Active Member	\$15.00

There must be a minimum of one active member. There may be more than one active member if as an example there are two owners, or the owner is not the regular helmsman (person). The regular helmsman must be an active member.

There are some fleets who have only registered their yachts.

Form no. 1 on pages IV - 10 through IV - 13 in the Blue Book should be completed. A computer printout that contains all the information on Form 1, (but not constrained to that exact format), or a floppy disk that is either MAC or IBM compatible in either Word or Excel is acceptable. The floppy disk is the preferred method of transmission.

Chicago Fleet Moves North! by Karen McLane

Greetings from Fleet 3 in Chicago! We are alive and well in the Windy City and have not floated away through the Loop tunnels that flooded downtown Chicago this past April! (That's it for weather related news. Glad we don't have hurricanes in the Midwest!)

After several fleet meetings beginning in the fall of 1991, Fleet 3 unanimously decided to move the fleet from Monroe Street Harbor to Belmont Harbor and the Chicago Yacht Club. With acceptance by the Chicago Yacht Club of Fleet 3 and the co-operation of the Chicago Park District Marine Division, all nine boats in the fleet have made the move north.

For those of you who participated in the 1989 Nationals in Chicago and trailered your boats, you will remember the fine facilities offered by the Chicago Yacht Club at its Belmont Station (where launching and mast stepping occurred); but most importantly, the fleet is racing with a yacht club that provides one of the finest race committees in the country and starts a total of nine fleets averaging 5 or 6 fleets starting every race day. We race two races on Saturdays and one race on Sundays. This past summer 30 fleet races were completed with 18 towards National Qualifying Series C and D.

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Fleet #3 ***(cont)***

Enthusiasm was high and the competition keen, especially in the B series where all nine boats competed.

The laid back Wednesday night "beer can" races put us in competition with Etchells, J-24's and International 110's. This handicapped series of 10 races awarded fleet skippers many bottles of run as the other fleets had to give us time for finishing the "unusual" course configurations. Forget Olympic courses on Wednesday nights! How about a downwind start taking marks to starboard?

Fleet 3 members are very happy in their new home at Belmont Harbor. For the first time, all nine boats are moored in close proximity to one another allowing for the exchange of ideas and crew. The Chicago Yacht Club has made the fleet feel welcome and has been most helpful in making the move north as smooth as possible. The fleet looks forward to encouraging new members to join the fleet with additional boats and to exciting racing on the ever changing conditions of Lake Michigan.

Fleet #4

Northern Mass Bay Shields **by Joan Thayer**

The Marblehead Fleet #4 had an invigorating year in '92. We had 3 series of 6 races each, a spring and fall series, a 12-week evening series, a single-handed race, a team race with rival Beverly yacht Club in Marion, in which we were not victorious, Marblehead Midsummer One-Design Regatta which brought out

#82 that had been under wraps all season. Several new people joined the fleet as crews. One enthusiastic young man arrived from Boston with 4 other available bodies one Saturday. Now that's enthusiasm! Two more regular crews and frequent helmsmen were instrumental in getting boats out on a weekly basis, even if it meant only a duo. Doug and Lisa Allen (#75) have been doing that for years. The only problem there is we all know the drill: hit the line, tack onto port and we'll see you at the weather mark. A horizon job one way or the other. However, we have seen the younger Allen's aboard more frequently. Might be some new strategies in the following years.

Two of our boats competed outside local waters: Steve Thomas, host of the popular WGBH T.V. program, "This Old house" sailing #36 and Wayne Kennedy campaigning #231. We all know just how well Wayne did and we are all extremely proud of the winning performance of Wayne, Nick Burke, Will Kraft and Rob Forman in Buzzards Bay in September.

We had terrific parties with novel activities at the one hosted by our national president, Wayne Kennedy. Contests included fastest bailers and spinnaker packers. Unfortunately no new tricks were learned, but lots of laughter and support. Indeed we had a lot of fun and camaraderie whenever we got together.

Our annual dinner and awards in early November was another success - 40 attendees, including photographer and reporter Gail Sleeman. Gail brought her slides from the National Regatta. I felt as if I were looking at them for the first time.

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Fleet #4 ***(cont)***

We'd like to share a few comments on the nationals: I was sailing with Steve Thomas. On the second day we broke out wooden spreaders, a great disappointment to us and incident that greatly hurt our overall performance. However, as we were being towed in, we had an opportunity to watch Nick outmaneuver 4-time winner Ched Procter at the weather mark. This racing was far from watching grass grow!

Steve Thomas was impressed with the depth of racing skill experience. "This is a higher level of competition than we experience on a weekly basis. It was a great pleasure to see Wayne and his crew receive the award. Nick and Wayne were extremely supportive of me in this my first year in the Shield Fleet. They continuously shared freely and willingly their knowledge which saved me a great deal of time and frustration."

The overall Shields Season Championship went to Joan Thayer. Steve Thomas placed second and Richard Sides third. The Gene Connolly Trophy for outstanding contribution to the success of the Marblehead Shields Fleet was awarded to Sissy and Ralph Walker. For the past decade Sissy and Ralph have been supporting the fleet as officers, organizers, hosts and ambassadors of the local fleet.

Nick Burke demonstrated his creativity and commitment to the fleet by instituting new noncompetitive annual trophies including "This Old Boat" award. Steve Thomas, being fond of wood, was attempting to compete in the Nationals with the original spruce spreaders. However, when the inevitable occurred the second day out,

Nick recorded the event appropriately and Steve was the first recipient of the This Old Boat award. The "What's Up" award - this year - went to Tony Chamay who really couldn't come up with a good reason why his boat hasn't seen the water for over 3 years even when the bottom was painted accidentally this spring. Finally, the "Mikhail Barysnikov" award went to Will Kraft for his fancy footwork on the foredeck during the Nationals. The Hackers Medal will be proudly worn by Bob Metzger for the winter months. The charming necklace is to be modeled whenever two Shields members request.

The 1993 Shields officers elected were Joan Thayer, Fleet Captain, Tony Chamay, Secretary, Will Kraft, Treasurer; and Jim Eardley, Measurer. We look forward to more fun in 1993 and The New England Championships, which will be held during the Midsummer One-Design Regatta, July 23-26.

Fleet #5

Seawanhaka **by Trevor Pardee**

The 1992 season was another great one for fleet #5. Here are some of the more outstanding finishers:

- Second place posted by Copp at the Districts (22 boats)
- Second and third at Larchmont Race Week by Gumprecht and Copp (21 boats)
- SCYC Match Racing Championship won by Pardee in Sonars (8 boats)
- Islands Challenge Cup Team Race won 4-1

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Fleet #5 (cont)

- First and second in Pollyann Trophy by Copp and Gumprecht, pending outcome of Larchmont Fall Regatta scoring (21 boats)
- Greatest total number of boats crossing the starting line during the season of any one design class at SCYC

Scores for the past summer are enclosed. Robert has expressed his desire to switch to a Cox-Sprague system, which rewards performance exclusively, from the current system which rewards performance and participation. The Cox-Sprague calculates a percentage of perfection based on the points earned from finishing positions divided by the total possible points which could have been earned. In order to prevent a boat from sailing one race, finishing first and achieving a Cox-Sprague score of 1.00 for a series, a yacht must be scored in some minimum number of races, usually 50 or 60%, to qualify for that series. Q's would be awarded for Race Committee service but would only count towards the minimum number of races for scoring and not have a score themselves. Similarly, on a windless day with no race, no score would be earned.

The sail purchase this year is a mainsail since we purchased spinnakers last year and jibs the year before. North seems to be the best combination of price and performance. Happily, their price represents only a small increase since our last mainsail purchase three years ago. Preliminary indications from Larchmont are that they will buy mains from North. Each person buying a sail is responsible for placing the order and sending in the money.

According to the Fleet #5 Constitution and By-Laws, officers serve

terms of two years beginning January 1. An election is supposed to occur at the Annual Meeting. Our meeting, however, is usually in April. Since the current officers have held their positions for more than two years, the Executive Committee thought it would make sense to have an election prior to January 1 in order for the new officers to assume office and prepare for the upcoming season. You may notice Robert Copp has decided to step down to a lesser position after four (five?) years as Fleet Captain. I think we all owe him a word of thanks for the hard work and time he has put in to promote and defend the Shields Class and fleet #5 at SCYC and on Long Island Sound.

With respect to fleet development, Karl Maier was a welcome addition and provided healthy competition on the race course this past summer. I've had a few inquiries about chartering #24 but nothing concrete yet. The current officers have also been discussing designating a SCYC event to count towards the Pollyann Trophy so that all the qualifying events are not sailed at Larchmont. Hopefully, this will encourage more SCYC boats to compete and may even entice some Larchmont boats to come sail Oyster Bay. Longer range, it is my desire to have SCYC host a one-design multiclass regatta for Shields, Etchells, Sonars and J-24s (Lasers too?) much like Larchmont's and Manhasset Bay's Race Weeks. The SCYC Annual Fall Regatta is a natural but it is usually over Labor Day Weekend. Another possibility is Memorial Day Weekend at the end of May. Let me know your thoughts.

Your National Officers

Note: We have not included any photos since we can't seem to all get together in one spot.

President - Wayne Kennedy

Wayne came to the Shields fleet in Marblehead in 1984 as owner of hull #231. Pandemonium flies the Eastern Yacht Club burgee. Wayne set his sights on winning the National championship a number of years ago and has been concentrating on that goal. He achieved his goal in 1992. He has been the boat to beat in Marblehead for a number of years. Assisting him in his sailing endeavor has been Nick Burke (See below). Most Marblehead sailors can't understand how Wayne can squeeze in the time for sailing. He travels extensively for Millipore Corporation where he is Vice President. He has been home enough to assist in the creation of four lovely daughters the oldest being 8. His wife Mary Jo wants him out on the water for when he is home he micro manages the homestead. Unfortunately due to a very full business schedule that will take him out of the country Wayne is selling his Shields and will not be racing this coming year. We hope to see him back in a year or so.

National Secretary - Ralph Walker

Ralph has been sailing Shields on and off since 1977. He owned hull #7 for a few years, but then business required him to move to California, where he took up windsurfing. In 1985 he returned to Marblehead and purchased #204 from the U.S. Coast Guard Academy. Ralph usually sails as a crew on Prudence which is steered by his wife Sissy. They get an occasional gun when assisted by their son Bill and

daughter-in-law Missy. From 1987 to 1991 Ralph was Fleet Captain in Marblehead, but his wife really did all the work. Ralph is a manager for ICBM guidance system testing at the Draper Laboratory in Cambridge, MA.

National Measurer- Nick Burke

Nick has been sailing since he was less than one year old, according to his brother. During his yachting life he has amassed a background in one design yachts that is hard to surpass. He joined the Pleon Yacht Club in Marblehead at the age of ten and went on to win the prestigious Curtis Cup 3 times. He went to Boston University where he sailed intercollegately. During this time he was named All American collegiate sailor of the year. He has had a history of sailing Shield having crewed for his father and then went on to sail with his brothers. In the more recently past 6 years he has been at the helm of Wayne Kennedy's #231, steering it across the line for the National Championship.

When not on the water, Nick has been busy raising 2 children with his wife Lisa. Nick is an executive at Burke Insurance.

Treasurer- Jim Porath

Jim was somehow diverted from one of his favorite sports, downhill skiing, (where he excelled at Dartmouth college to sailing. His first yacht was a 38ft US One Design (don't start small). From that point on he was hooked on sailing. He has campaigned an Ensign

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Nation Officers (cont)

and then went on to purchase his very own Shields. After some years he sold this yacht and went into partnership with Newt Clemenson on #33 which they sailed together with their wives for many years. Since the sale of #33 Jim and his wife Jean have been sailing with Joan Thayer. Asking Jim to be Treasurer was a natural since he is an accountant by profession

Apology by Ralph Walker

I would like to apologize for the lateness in publishing this Masthead. My goal was to have it mailed before Thanksgiving! Once that came and went I shot for February. Here it is May. Some of the articles in this Masthead were received a week or two after I first requested them. Others came months later. There are still others that have been requested and not received. I guess more phone calls, less business traveling, advertizers who were no shows and less skiing (40 days) are some of my excuses.

Examples of some of the articles I had hoped would come in are; more information on "Go Fast", A detailed report and analysisd on some of the measurement data taken at the Nationals, reports significant regattas and additional news on fleet activities.

I would urge each fleet to appoint a reporter to assist the National Officers by supplying articles. I have a terrific secretary who can translate almost anything. Julie's done all the typing for this and past two publications.

FOR SALE

Hull #7 Built by Cape Cod Shipbuilding. Boat has been professionally awlgripped navy blue with two thin red boot top stripes. Combing has been completely replaced. Sails by Shore and Cressy. New boom with internal outhaul. Many other extras. Asking \$10,000. Call Ralph Carlton, 617-631-8410, or 617-631-7397

Hull #61. Brand new (1992): Mast, boom, standing rig (all stays), halyards, topping lift, some sheets. North Sails: 1993 main and 1992 spinnaker (never used), current jib. Structurally sound, needs some cosmetic work. \$8,000. Contact Steve Henkind at 914-381-5811 or 800-554-0601 #564 (phone mail - leave message).

Hull #56. With wooden spreaders, no traveler but a series of blocks, adjustable backstay, 2 mains, 1 decksweeper jib, 1 regular jib, 1 spinnaker and pole. Location: Charlevoix, Michigan. \$8,000. Call Richard Platt, 313-774-2500

Hull #58. 4th Place 1992 Nationals - Beautiful Blue Hull, New Sails. Asking \$15,500. Contact Arnold Hill, 508-485-0104

Hull #89. White hull, blue boot, new mast, new mast mounted compass. New 1992 main, 1990 jib and spinnaker used last season only. Updated for racing. \$12,500. Contact Charlie Levy, 401-849-4415.

Boats for Sale
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Boats for Sale

Hull #149. CHRIS CRAFT light gray hull, blue boot stripe, red bottom. 3 '87 SOBSTAD sails, and Harding main. Fully race equipt. \$11,500. Contact Bill Barker, PO Box 101, Dublin, NH 03444, (H) 603-563-8631 or (W) 603-352-1130.

Hull #208. Not in the water past four years. Has all racing gear. Cradle. \$14,000. Contact Arch Hodge, 255 Rt. 3A, Scituate, MA 02066, 617-545-3466.