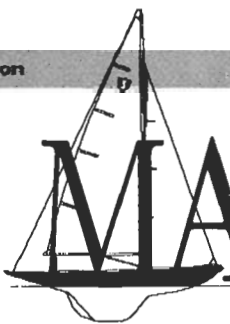


SHIELDS MASTHEAD



Spring 1994



By-Laws Amendment Becomes Effective

May 29, 1994. Having received no objection from the fleets to the amended sections 8.3 and 8.5 of the Shields Class By-Laws. **Continued on page 2**

Armadillo Cup Sees Hawk Sweep the Lake

by Peter Gerard
Photos by Garry Brown

At 1300 CDT on Friday, the 6th of

May, eleven yachts representing five fleets lined up for the start of race 1 of the Texas Invitational or Armadillo Cup. For the 19th time Rush Creek Yacht Club and Shields Fleet 11 hosted this kick off event of the Shields Class regatta season. As was the case in the first Texas Invitational, the regatta was won by a multiple national champion. And despite the fact that #245 dominated the top spot with three first place finishes and two seconds, the competition was keen with four of the next five places being settled in the last race. **Continued on page 6**

From The Crow's Nest

by Peter Gerard, President

Its spring! if you haven't noticed. The ice is off the pond and there are little ducks trailing behind big ducks. And talk has turned to bottom paint, new sails and boat speed.

But as Graham Quinn found out that fateful Friday three years ago, in the pursuit of speed we can lose sight of something more important, the safety of our boat and our crew. Read Graham's account of the sinking of #85, and then review your own boat and your priorities.

I did, then I had all my tanks and bulkheads resealed. I also bought one of the automatic inflatable life jackets. (Unobtrusive and effective. 35 pounds of buoyancy, that's enough to support you in full foul weather gear and boots, when you need it).

Bob Whittemore reports that there have been a fair number of new folks interested in attending Nationals this year. Apparently the new qualifying procedure is allowing people to plan further ahead, and therefore making a commitment such as the one required to attend Nationals possible. That's great, since that was one of the BOG's objectives.

Congratulations to Fleet #1 and Larchmont Yacht Club, the official hosts for the 1995 National Championship Regatta. If the quality of their proposal is any indication of how they are going to run the Regatta, we can look forward to a great event.

We will be selecting the 1996 Nationals site at the 1994 annual meeting. Fleets interested in hosting the National Championship Regatta should refer to the By-Laws for a description of the process and the proposal format.

And finally, I believe that inter fleet competition is one of the activities that will keep our class strong. Therefore, I am delighted with the inauguration of the President's Cup series (described in this edition).

See you on the race course.

PAG

1994 CALENDAR

June 11-12

One Design Weekend

Seawanhaka Corinthian Yacht Club

-Trevor Pardee 212/535-8956

June 25-26

Long Island Sound District Championships

Larchmont Yacht Club

July 14-16

New England Championships

Edgartown, Martha's Vineyard, Massachusetts

-Bob Whittemore 212/270-3492

July 16-17 and July 22, 23 and 24

Larchmont Race Week

Larchmont Yacht Club

July 28-31

Marblehead Race Week

Marblehead, Massachusetts

-Joan Thayer 617/248-6388

August 5-7

Buzzards Bay Regatta

Marion, Massachusetts

-Bill Berry 603/964-9598

August 19, 20, 21

Verve Cup

Chicago YC

-Joe Graziano 708/848-4500

September 4-5

Labor Day Regatta

Marblehead Racing Association

Marblehead, Massachusetts

September 6

Chowder Race

Eastern YC

Marblehead, Massachusetts

September 10-14

NATIONAL CHAMPIONSHIP REGATTA

Edgartown, Massachusetts

-Bob Whittemore 212/270-3492

By-Laws Amendment Cont'd

Sailing Association By-Laws, Bob Broun, National Secretary, declared the amendment approved and effective.

A copy of the Table of Contents and revised pages 1,2 and 3 of Section VI of the By-Laws is enclosed with this publication.

Contact your fleet secretary for additional copies.



My View From the Masthead
by Garry L. Brown, Editor

In this issue is an excellent article by Graham Quinn, recounting a near disaster at the 1992 Armadillo Cup. Graham and his crew nearly lost their lives during this regatta. They were forced to abandon a sinking Shields so rapidly that their life jackets went down with her. They were wearing full foul weather gear and boots as they abandoned the boat. It was only due to quick response by rescue craft that a more dangerous situation was avoided.

As Graham relates, it is all too often the case that we take safety for granted. We let our safety equipment get past its prime with the attitude that it won't really be needed or that our spending and maintenance priorities are for new sails, bottom jobs, or go-fast hardware that get us up the course faster. Watertight compartments, life jackets that fit and float, a throwable floating device, a good pump in working order, a bucket, an anchor with ground tackle that can be deployed rapidly and will realistically hold the boat in a blow, a horn, and a paddle are all items that are required on any racing Shields. Their workability and prudent use can be the difference between life and death for ourselves or our racing friends.

Sailboat racing, as all water sports, has hazards that are inherent for air-breathing, warm blooded mammals like most of us. Every crew member should be a good swimmer. In addition, the prudent use of safety equipment will save lives. It is the responsible thing to do to wear a life jacket when the breeze builds. (Ched Proctor wears his ALWAYS.) Find a jacket that is comfortable and does not restrict movement and wear it early and often. It can save your life if you are suddenly a swimmer instead of a sailor. Each boat should carry at least five USCG approved jackets in good condition. Keep a throwable float in

the cockpit where it can be deployed at any moment. Life jackets that are stored in the bow are of no use in a broach/sinking. Would you want to go get one with a cockpit full of water?

Make safety a state of mind when you are on the water. Use alcohol responsibly. It can quickly lead to impaired judgement, loss of motor control, and accelerate the effects of hypothermia. Most boating related drowning involve the use of alcohol by the victim(s). Sail safely and be observant of other boats; we are sailing small winnebagoes that can easily crush a person in a collision. Impact forces from flailing spars can cause broken bones, concussion, unconsciousness and drowning. Insist on proper rescue equipment (power boats) from the authority holding your race. A power boat with a radio and a qualified rescue crew should be in attendance at any race, offshore or inshore.

Enough of the morbid and graphic. What I am relating is to use the experience of a well-seasoned, veteran Shields skipper and sailing professional to raise your own awareness of safety when sailing. Graham survived to sail another day; would you be as lucky?
GB



THE SINKING OF #85

By Graham Quinn

Hard as it is to believe, it was two years ago that Wayne Younger, Rick Stickle, Carl Stillings and I travelled to Dallas for the Armadillo and returned home having left our borrowed boat at the bottom of Lake Ray Hubbard. She still rests there today, home of a variety of southern critters no doubt, awaiting the dangling hook of some lucky Texas fisherman who will be credited with having discovered the remains of Shields 85. What part of the boat will he snag, I wonder? Will it be shred of neon pink spinnaker cloth? Or a six-pack of Lone Star Beer (we hated the stuff)? Best of all could be Carl's duffle bag, which contained a waterproof disposable camera, a can of sardines in a zip-loc bag and his wallet with three hundred bucks in it (cash money)!!

Before leaving for home, I promised our friends down there that I would write a piece detailing my experience. Despite having sat down to do it several times since then, it has not been until recently that I have been able to keep my promise. Although my sailing friends made damn sure that I was unable to put the events of that day out of my mind for long, to force myself to write about it was downright unpleasant, and I kept putting it off. Lately though, I found myself starting to jot down notes here and there as things came to mind and what follows is my best recollection of what happened to us that fateful day-April 30, 1992.

We were a little late arriving at "Chantilly Lil's" for the boat draw, but managed to find a group of Shields sailors who had stuck around after the drawing (for some unimaginable reason!). Peter Gerard wasted no time informing us of the good and the bad news of the boat that we had drawn.

"The bad news" he said, "was that # 85 was a boat purchased by the Fleet and that she hadn't been sailed in some time. The good news was that a couple of the guys had worked on her to try to get her in shape and that she had a working traveller system and that the bottom was OK."

Once we finally got the boat the next morning we found that we had what we pretty much expected- a stock Shields that had a number of people re-rig her over the years the way they thought was best, leaving tracks and old hardware where they were mounted. Peter's description was essentially correct and after some wet sanding we took the boat from the trailer where we found her and went ahead and launched her.

For some reason we had a miserable time trying to tune the rig. We did it over and over again before we got the stick set up so that it was in the middle of the boat with good and equal tension on both sides and without a bow in the middle or a hook at the top- you've all been there, you know how that goes... Finally, late in the afternoon we were satisfied and set out for a practice sail.

The wind was very light and after running through a few boat handling maneuvers and doing some straight line speed testing with other boats, we headed for the bar.

The next morning, a whole different set of conditions met us on the race course. The wind had started blowing hard early and by the time we were on the starting line, we had a steady 18 knots with gusts whose direction was unpredictable. We pretty quickly felt comfortable, and having five good size guys, we were able to really power up and by getting on the right side of those big shifts, we were in the lead around the first windward mark. Doyle Sherman was right behind us and quickly headed to the left. We had already set the chute on starboard and were headed right. By this time, the breeze had really picked up and the gusts were moving left and setting up some pretty good death rolls. Deciding that the smartest thing to do was to jibe the fewest times, we stayed right until we were well down the leg and then jibed for the leeward mark. It was shortly after this jibe that things took a turn for the worse. With the pole well back on port, we were hit with a major gust. As the boat rolled to weather the windward tweaker came loose, followed by a violent roll to leeward. With the boom in the water and the pole too far forward, we saw water coming over the cockpit coaming for the first time that day. A struggle to get things back under control left us beyond the leeward mark. With our sails trimmed back in, we set off upwind pursuing several boats. We had a lot of water aboard and John set to pumping her out. We then learned of a problem which I regret now that I didn't give serious attention-the pump aboard was a thirsty mate type with a hose too short to reach overboard. I was angry with myself for the oversight during our previous day-long re-fit/tune and to this day blame only myself for racing a boat with inadequate safety equipment. Pumping was a two man chore with this pump-John pumping into a Clorox bottle bucket that Carl held as it filled and emptying it overboard. Progress was slow, but they stayed at it and with the relative lack of waves, we took on little more going upwind.

Back into the race, we held our own with what had become middle of the pack. We were nagged by one minor gear failure after another, which diverted our attention from the racing. The jib winches started to complain; the outhaul didn't want to go out-then flat refused to re-tighten.

On the last downwind leg, the spinnaker shackle came unsnapped, and went up the mast while we struggled with our neon pink sea anchor.

Sailing downwind after the finish, I climbed the stick and brought the halyard back down. We all tried to settle down and restore calm to somewhat shattered nerves. We hadn't raced in over six months; there were five big guys aboard and we were



Photo by Bob Williams

out in a howler with a failing boat.

In fairness, everyone else was sailing a borrowed boat, and was facing the same conditions. We had to stop dwelling on the negatives and get back into the racing.

We repaired and prepared as best we could, managing to get the bilge dry and set off to redeem ourselves. The weather continued to worsen; we were told later that we were sailing in sustained wind speed of 28 knots. It was sunny, but incredibly windy, with the unpredictable gusts still punctuating a very stiff breeze. As the twing lines continued to toy with our sanity on the first downwind leg, we took solace in the fact that others shared our same predicament. Boats were rocking and rolling all over the lake. White knuckles and clenched teeth were to be seen across the course and a number of hulls were low in the water with pumps being worked ceaselessly.

Heading up the second leg we seemed to re-enter our groove for the first time since early in the first race; we continued to work damage control on failing or jammed hardware, leaving me with a feeling of growing uneasiness. I yelled to Wayne that I had a bad feeling about this boat, worrying about a serious gear failure before the day was out. I also had a growing concern for my crew's safety in this weather. My thoughts were returned to the racing as we passed a couple of boats and were slugging it out at the windward mark with Doyle and Bob Whittemore. As we three peeled off around the offset, we were in the middle of the other two, with Bob to weather on the right and Doyle to leeward on our left. We had discussed the possibility of a non-chute downwind leg as we made our approach to the windward mark; Bob and Doyle were going for it, so up went the kite. The pole came back and the sail filled with a BANG. The boat immediately took a violent pitch to weather as the spinnaker winch drum exploded off the deck and over the side. Someone made a remark about this lake's apparent dislike for Yankees and that now it was launching missiles at us!

The final dance of 85 had begun. We were rolled severely to weather. Bob had to head up to avoid our rig and to give us sea room. Doyle was right below us as I tried desperately to head off to avoid a broach. I hollered at Doyle that we were in trouble and asked for room which he promptly gave us. The roll continued and I worked at the helm as the crew struggled with the chute. Just as the pole emerged from the water, we were hit with a massive left gust that auto-gybed us. The boom slammed into the water on the starboard side and we went into the last broach. The helm was totally ineffective as she laid down. We had been reduced to spectators as solid water roared over the starboard coaming. Slowly, so slowly, the keel began to pull her upright again, but by this time the cockpit had filled and the deck was awash. For a brief time the air tanks kept us afloat, but the rushing of air told the story of her demise. The rushing sounds ended all too soon and she began to settle under the surface. We had only moments to consider our own safety as the deck began to sink beneath us. We all made certain that we were clear of all the tangled lines. One moment we had been seated in the cockpit, now we were treading water next to mast.

She went down perfectly upright, the keel hitting the bottom with about two feet of mast remaining above the surface. We swam to it, using it for support briefly, until the boat began to settle on its side below and the tip disappeared below the surface.

Rescue boats were on the course throughout the day's racing. They had begun to arrive and we were taken aboard safely and to shore. The folks in Texas simply could not have been any nicer; people spent a long time telling us how close they had come to a similar fate that afternoon, and how easily it could have been them in the water. This may have been so, but we really appreciated everyone's efforts to cheer us up. To this day, the experience has left an indelible mark upon me. After hours of consideration, I don't think our boats are inherently unsafe, but I recall spending an entire afternoon tuning a mast and never once considering the bilge pump, the watertight integrity of the bulkheads, or even if there were a set of life jackets in good condition for all aboard.

I will never put performance ahead of safety again. After all, this time we were lucky, we all came back in one piece. **GQ**

bulkheads, or even if there were a set of life jackets in good condition for all aboard.

I will never put performance ahead of safety again. After all, this time we were lucky, we all came back in one piece. **GQ**

From the Treasurer's Chest

By Bob Broun

Get Your Fleet Rosters and Dues In!

Avoid the rush!

Due Date July 1.

ARMADILLO CUP Cont'd

The Armadillo Cup festivities began with the fabled Boat Draw, on Wednesday evening, the 4th of May. With the absence of reigning Boat Draw co-champions John Hardy and Patrick McIntyre, the competition was keen. However, it was not long before class made itself known.

By the end of the evening it was clear that the Shields Class truly had a depth of talent. Skip McGuire (#182) and Don Tomlin (#26) left no doubt among the assembled that they deserved to be contenders for the top ranking for the evening. However, in the end, it was Tomlin's table dance that clinched the top spot.

The official welcoming party was held, as it has been for the past three years, around the Gerard's pool in Dallas. Close to sixty competitors, friends and fleet members consumed the special supply of Wisconsin Brats and Texas Hots flown in just for the regatta. Laura Schramm and Gerri Whitley from Chicago made it down despite the derailing of their skipper, Jeff Perelman, at the last moment.

Friday morning, the 6th of May, saw a weather report full of changes. A 15 to 25 mph breeze from the SE was predicted for the afternoon races, switching around to the NE by late Friday or Saturday. Thunderstorms, which had plagued the area earlier in the week, were also to be expected at any time.

As the start of race 1 approached, it appeared that the weather forecasts were accurate. And as the eleven boats approached PRO Jim Craig's starting for the first time they had to fight a steady chop and brisk breeze.

Race 1 saw three of the top four places go to visitors (so much for local knowledge). The gun went to Armadillo Cup veteran and 1994 Nationals host Bob Whittemore along with his sterling

crew of Bonnie Shore, Ron LeCompte and Brock Callen. Second was scooped up by reigning National Champ Ched Proctor and the crew of Hawk (Chip Whipple and the brothers Brendel, John and Joe). The host fleet finally broke into the standings with the third place finish of Bo Hoag in #104 (Jim Hockart, Mike Teleha and Mike Rist). The top five was rounded out by fourth place finisher Skip McGuire (#182) from Larchmont and Rush Creeker Bob Broun in #73.

Race 2 began soon after the completion of race 1 with the wind and wave conditions unchanged. Proctor took the lead early and held it throughout the race. However, not far behind, as if to indicate a pattern for the regatta, was Bob Broun and the crew of #73 (Paul Forester, Ed Blackburn and Bill Lamm). In third place, and confirming that they were comfortable with the local conditions, #182, Skip McGuire and his Larchmont crew (Lisa Jaccoma, Eric Aborjaly and Tom O'Brian). Peter Gerard and the crew of Llama took fourth and the Steven Craig-less (Doyle Sherman under the pink cap, Laura Schramm John Langstaff and Marcus Clements-Craig had to work) #98 captured 5th.

At the end of the first day as the crew gathered on the deck of RCYC to enjoy Cocktails and Hor Dœvres so excellently prepared by club manager JD and crew and at the annual Friday night Fleet 11 party held at the home of Gini and Tony Secly, the standings were:

<u>Boat#</u>	<u>Pts</u>	<u>Boat #</u>	<u>Pts</u>
1. 245	2.75	7. 104	11.00
2. 244	6.75	8. 26	17.00
3. 182	7.00	9. 232	17.00
4. 73	7.00	10. 107	19.00
5. 53	11.00	11. 123	22.00
6. 98	11.00		

Saturday morning brought with it little change in conditions. The forecast was for the wind to drop and move to the NE, but there was no indication of this change as the boats approached the start of race 3.

Race 3 confirmed the fact that Hawk had not lost its touch with its second bullet in three races. The Edgartown group, #244, let it be known that they were ready, came in second; followed by #73, #182 and #98.

After breaking for lunch (Oh yes! at RCYC we go in for lunch!) the boats followed the RC boat out to what seemed to be the wrong end of the course for the southeasterly breeze. But that is because we neglected to consider the special relationship been the Jim Craig led RC (Garry Broun, Melinda Gerard, Jean Craig, Jean Jeffries, Marshall, the fifth place finisher in the first Texas Invitational, and Leah Nelson, Bill Nolden, Tony Seely) and those that determine where the wind comes from. For after keeping us waiting thirty minutes, the wind, accompanied by spring showers switched around to the north, leaving the committee boat in just the right spot for a start. Now that's

confidence.

Race 4 saw Bob Broun and #73 take the gun followed closely by #245. Third was garnered by John Skiles and the crew of #232 (Paul Gowen, Buddy Wainwright and Derrick Yule). #53 took its second 4th followed by Bo Hoag in #104.

With the breeze holding steady at 12 to 15 out of the north, the normally calm Lake Ray Hubbard built up quite a chop. Hawk continued its dominance of the fleet by taking its third bullet of the regatta in race 5, the last race of the day. Lllama , the second place finisher at the 1993 Nationals, showed the first signs of Armadillo life by taking second. #73 continued its strong place by taking a third , followed closely by Whittemore in #244 and Craig in #98.

Saturday evening was spent at RCYC enjoying JD's famous Bar B Q and the marquerita machine. And with one race to go Hawk with 6.75 points, had clinched first place. #73 had second well in hand with 8.75 Pts. And third looked like it would go to #244 with 12.75, however, #53 and #182 were not far behind.

By Sunday morning the front had moved through, and though the wind was still out of the north it was quite light. You could see the tactician grey matter trying to figure which way and when. It was obvious after the start that everyone had come to the same conclusion, half went right and half went left.

Half way up the first weather leg the left looked great. Three quarters of the way up the left got ugly, and getting back to the right was very painful. Then once again the left got great. #245 hung out the longest and rounded first, ahead of 232, who had gone to the right. # 53 went left early and looked great , and the crossed when it got bad rounded 7th.

The downwind leg was tough. The wind had all but left us. #245, around early went toward the shore and seemed to have wind. The boats the rounded behind Hawk and followed her got caught in a big hole. #53 jibed early and caught a breeze line from the right that carried her to the leeward mark first.

At that point the RC announced they were shortening the course. #53 headed for what was now the finish line.

Hawk got caught to the left in a hole and was overtaken by Bob Broun (#73) and John Skiles (#232). Fifth place went to Don Tomlin on #26 (along with Kevin Hynes, Reid Tomlin and George Perreten).

Thanks to the Race Committee for converting challenging conditions into excellent racing. And a special thanks to all those who either competed or helped.

The 1995 Armadillo Cup is already being planned. So mark your calendars and keep an eye out for cheap air fares around the 1st of May, 1995.

The final standings were as follows:

<u>Finish</u>	<u>Score</u>	<u>Boat#</u>	<u>Skipper</u>	<u>Home Fleet</u>
1.	6.25	245	Proctor	WLIS
2.	10.75	73	Broun	Dallas
3.	16.75	53	Gerard	Dallas
4.	19.75	244	Whittemore	Edgartown
5.	26.00	182	McGuire	Larchmont
6.	28.00	232	Skiles	Dallas
7.	28.00	98	Craig	Dallas
8.	30.00	104	Hoag	Dallas
9.	40.00	26	Tomlin	Larchmont
10.	41.00	107	Hensley	Dallas
11.	53.00	123	Bartholow	Dallas

President's Cup Series Announced

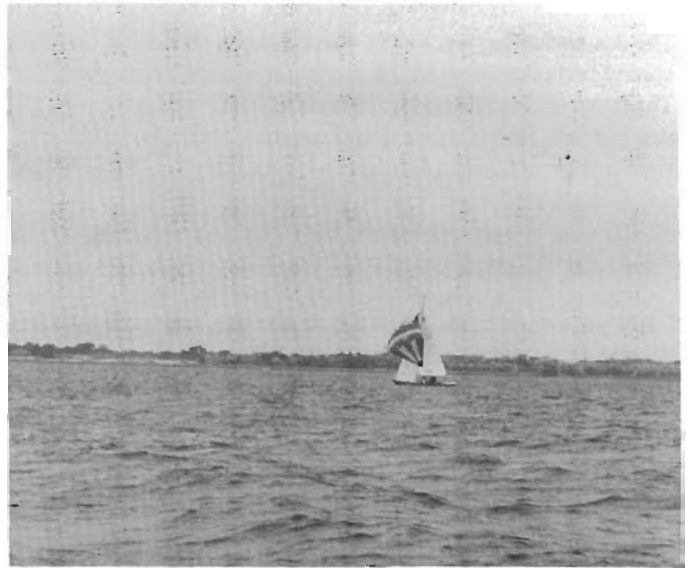
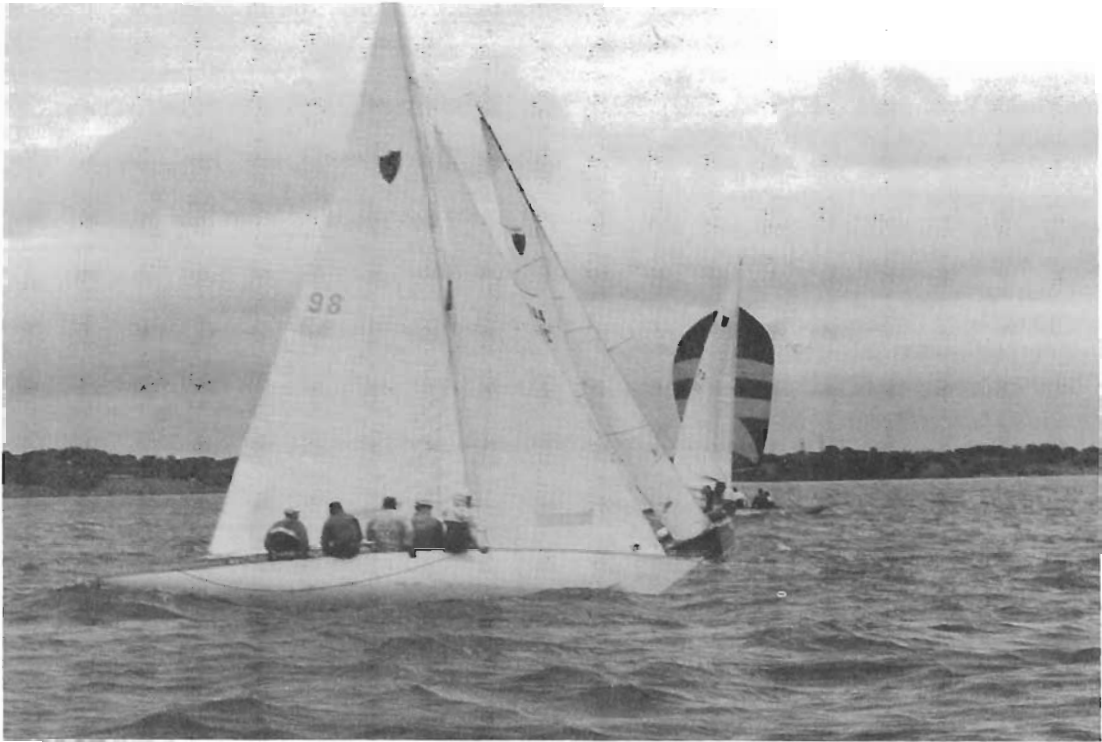
Dallas. The Executive Committee has announced its sponsorship of the President's Cup Series and the donation of a perpetual winners trophy by Fleet 11. The President's Cup Series was established to promote inter fleet competition. The President's Cup is to be awarded annually to the fleet that accumulates the most points in President's Cup Regattas

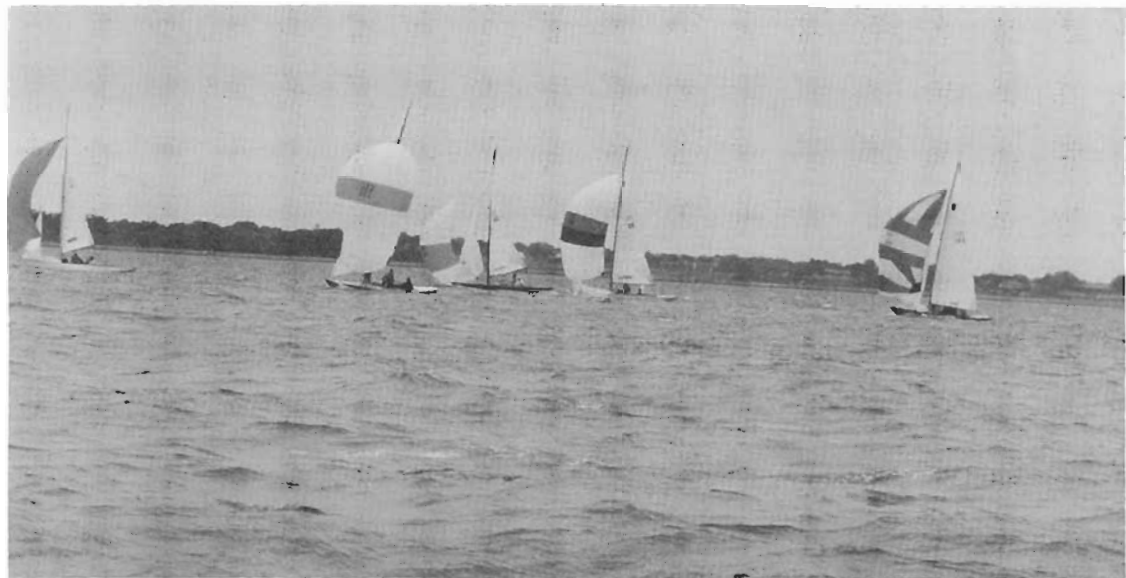
Each fleet will be able to designate one President's Cup event a year. In order to qualify as a President's Cup Regatta a regatta must include a series of races held over a two or three day period, and the host fleet must make available a minimum of four competitive borrowed boats

Fleets earn points each time a fleet member participates in a President's Cup event other then their home event. Points are awarded to each fleet member participating, and the fleet points equal their total. Points are awarded as following basis:

First	-	10 Pts	Forth	-	3 Pts
Second	-	7 Pts	Fifth	-	2 Pts
Third	-	5 Pts	Other	-	1 Pt

Further details will be sent to fleet secretaries within the next few weeks.





EDGARTOWN UPDATE

By Bob Whittemore

START PLANNING FOR THE 1994 SHIELDS NATIONALS AND NEW ENGLANDS !!

As reported in the last Masthead, the Edgartown Yacht Club and Shields Fleet 8 will host the 1994 Shields National Championship Regatta. We will also run the 1994 New England Championship Regatta in conjunction with the Edgartown Yacht Club Annual Regatta.

NEW ENGLAND's JULY 14-16

The Shields New England Championship Regatta will be held Thursday through Saturday, July 14-16. This regatta will be a six race event. As anyone who has recently attended the Edgartown YC Annual Regatta can attest, it is one of the premier and fun regattas held each summer on the East Coast. There will be nightly entertainment at the Yacht Club and Shields Fleet #8 will host a party one evening for all Shields participants and family members. As mentioned before, the EYC Regatta is an extremely popular event, so we strongly encourage anyone who is planning to attend to contact either Bob Whittemore or Tim Bryan ASAP for details. Additionally, please contact the Edgartown YC for an entry form at (508) 627-4361.

NATIONAL's SEPTEMBER 10-15

TENTATIVE SCHEDULE

SATURDAY, SEPTEMBER 10	Boat launching Registration Sail measurement/ Boat inspection
SUNDAY, SEPTEMBER 11	<u>Morning:</u> Registration(Cont.) Sail Measurement/Boat Inspection <u>Afternoon:</u> Practice Race <u>Evening:</u> Shields Class Annual Meeting Welcoming Cocktail Party
MONDAY, SEPTEMBER 12	First Race Second Race <u>Evening:</u> Steel Drum Party
TUESDAY, SEPTEMBER 13	Third Race Fourth Race <u>Evening:</u> New England Clam Bake
WEDNESDAY, SEPTEMBER 14	Fifth Race Sixth Race <u>Evening:</u> Awards Banquet
THURSDAY, SEPTEMBER 15	Boat Haul Departure

As discussed in the last Masthead, The most convenient location for launching your Shields will be MacDougall's Marine in Falmouth on Cape Cod (508) 548-3146- ask for Steve Bunnell. A rate of approximately \$200 will be charged for launching and is based on a group on Saturday AM, 9/10. You will be able to store your car and trailer at the yard during the regatta. It is about a three hour sail from Falmouth to Edgartown. We will provide escort/tow service with dry storage for luggage.

For those wishing to transport their Shields, trailer and car to Edgartown on the ferry, you must IMMEDIATELY contact the Martha's Vineyard/Nantucket Steamship Authority regarding reservations. Phone (508) 540-2022 or (508) 477-8600. The approximate cost is \$225. Upon arrival on Martha's Vineyard, you will be able to launch at Martha's Vineyard Shipyard in Vineyard Haven (508) 693-0400, ask for Phil Hale. Cost will be approximately. \$ 150., again based on a group.

We look forward to your participation in these two events. Please let us know how we can help. Call Bob or Tim with any questions or ideas! We will submit further information on the Nationals in the next Masthead and by direct mail.

Bob Whittemore, Regatta Chairman

(212) 270-3492, office

(203) 972-7264, evening

(508) 627-5524 Edgartown (during weekends in July and August)

Tim Bryan, Fleet Captain

(617) 345-2246, office

(617) 729-4925, evening



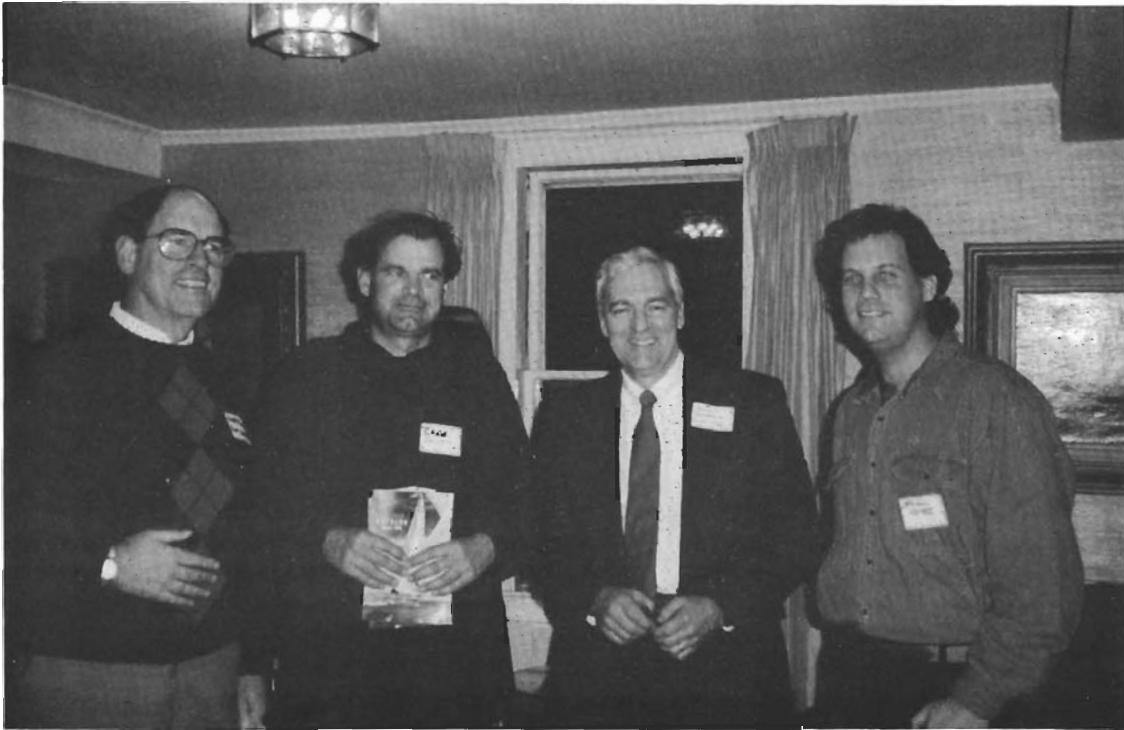
Fleet News

FLEET 4 HOLDS OPEN HOUSE DESPITE THE WEATHER

by Joan Thayer

On Tuesday evening, February 9th, Fleet 4 held an Open House at the Boston Yacht Club. Despite the inclement weather, approximately 35 hearty souls showed up to hear more about what makes a Shields a popular boat. Ched Proctor, four time National Champion, gave a short technical program on sail trim. Ched and Brian Hayes represented North Sails East, located in Marblehead. The Marblehead fleet will be purchasing its sails from the North loft for the 1994 season. Gordon Goodwin, current official builder of the Shields, arrived from Marion to tell the assembled group about Shields history. Fleet member Joan Thayer showed some exciting slides from the 1992 Marion National Championships when the wind never blew less than 25 knots.

If you are interested in sailing, chartering, or crewing on a Shields this season, contact Bob Metzger at (617) 599-3469.



FLEET 6, IRVINE

by Tim Martin

In California, the Shields sailors of UC Irvine took to the Newport Harbor ocean racecourse to participate in the 65th Annual SCYA Midwinter Regatta. In light to moderate winds from the SE, Don Holly, sailing #189, Columbia, won the regatta in the Shields Class. Tim Martin was second and Erv Gordon was third.

The fleet participated in the SPRINT Gold Cup, March 19 & 20, at Newport Harbor YC. Other than that, we are enjoying the same old boring winter sun.

FLEET 3: VERVE CUP WEEKEND IN CHICAGO

By Karen McLane

Fleet 3 invites you to participate in the 1994 Verve Cup on August 19, 20, and 21. Last year ninety off-shore boats in nine sections raced three races for the perpetual trophy named for the 45' "Scotch Cutter" Verve built in England and brought to Chicago in 1884 where she won a silver cup for time for her class of smaller boats and the larger class boats on corrected time.

This year the one-design fleets of the Chicago Yacht Club have been asked to participate in this three day, five race event. T-10's, Etechells Stars, Solings, and J-24's will join the Shields fleet on the one-design course off Belmont Harbor.

Sponsors for the '94 Verve Cup include Yachting Magazine, IBM, Citizen Watch, Mount Gay Rum, Mercedes Benz, North Sails, Harken, US Sailing, and Coors Brewing. Daily trophies will be awarded for 1st, 2nd, and 3rd place finishes per race per fleet with 1st, 2nd, and 3rd overall presented on Sunday. Awards parties will be held all three days with bands, free rum drinks, door prizes, and raffles. Last year's raffles included an IBM laptop, Awlgrip paint, a Laser, and a trip to the Bitter End Yacht Club.

Please make plans to join us for a great weekend of racing in Chicago! Bring your boat and crew. We'll find a place for you to stay. For more information, please call Joe Graziano at 708-848-4500 or Karen McLane at 312-725-6205.

Additional racing:

Fleet racing will take place on Saturdays beginning June 4 and ending September 24. Three race mini-regattas will occur on May 28, July 2, and September 3. The 52nd Hobelman Regatta will be sailed August 6 and 7 at the Corinthian Yacht Club. The always popular Wednesday Night Beer Can races will start in mid-June and end around the first week in September with two weeks off for the Chicago to Mackinac Race. If you travel to Chicago for business or pleasure and would like to sail with the Chicago fleet, please call Joe or Karen to make arrangements. We welcome the opportunity to have you sail with us!

FLEET 11: ON THE ROAD

By Toby Bartholow

With the 1994 Armadillo Cup in the record books and summer (a real Texas summer, that is) hard on its heels, the Dallas fleet is on the move. On June 10th seven Rush Creekers will be traveling "up east"(and that does not mean Maine-we have half the country "up east") to Marion for a weekend of team racing against or friends from fleet 10. Growing out of a discussion at the Board of Governors meeting in January regarding the expansion of inter-fleet competition, the challenge by the Marion fleet is the first of a series of similar challenges.

RCYC and Fleet 11 have scheduled a full calendar for the balance of the spring and summer. A four weekend summer series and two mini-regattas are scheduled over the next three months. As always, if you are in the area give us a call and we will get you on a boat. We race every weekend (except Christmas) and on Wednesday evenings throughout the summer. Contact Toby Bartholow, fleet captain at (214) 979-8515, Bob Broun, secretary, (214) 979-0940, or RCYC (214) 771-6500.

Class Mates' Tips

Partners Mast Block

By Karen McLane and Dave Crookall

How do you block the mast at the partners on your Shields? Forget wood shims and yards of duct tape! Several boats in Fleet 3 have tried Devcon Flexane 94 with great success!

Flexane 94 Liquid is a "castable, non-shrinking low viscosity urethane compound that cures to a rigid rubber material" in five hours. The beauty of this material is that it's good for several seasons.

Basically, a piece of Celotex, or rigid insulation, is used as a mold or dam for pouring the Flexane around the mast. Two applications have been illustrated.

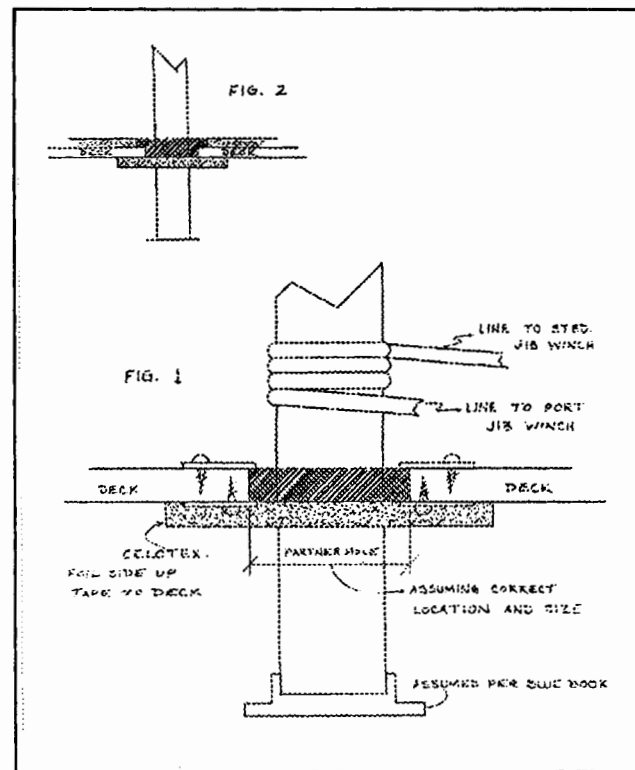
Before forming either shim, set the mast in the partners exactly where you want it as per Ched Proctor's tuning instructions for setting up the rig. A jib sheet can be wrapped around the mast (see illustration) with the ends led to the jib winches to hold the mast in place while the Flexane shim is formed and cured. For best results, this procedure should be done while the boat is dry docked or on a windless day.

In the first illustration, the Celotex is scribed and cut precisely to the shape of the mast at the partnerhole. The Celotex is taped foil side up to the underside of the deck. The Flexane is mixed and poured around the mast and allowed to cure. When cured, the Celotex is removed and small metal plates with screws can be attached above and below the deck (4 total) to keep the Flexane in place. At the end of the season, the plates are released and moved out of the way to allow the mast to be pulled.

In the second illustration, the Celotex is applied to the underside of the deck as in the first illustration, but another piece of Celotex is scribed for above the deck with the opening made slightly larger than the partnerhole. When the Flexane is poured, a lip is created on the deck that negates the need for small plates to hold the Flexane in place.

Further modification to either of these applications could include extending the depth of the Flexane shim under the deck to allow one or two hose clamps to firmly hold the Flexane in place. Several layers of Celotex would need to be cut to the partnerhole dimensions to increase the depth below deck.

Flexane 94 Liquid is probably available at most industrial supply stores. In Chicago, this product can be purchased for about \$25 for a one pound can at Krivo Industrial Supply Co., 1618 W. Fullerton, Chicago, IL 60614. Phone: 312-472-1400



The Measurer's Diary

Jim Craig, National Measurer

Koopman Meeting

Saturday, March 12, 1994

Gordon Vineyard, Gordon Goodwin and I met this morning with John Koopman, president of Propulsion Data Services, Inc., at his office in Marblehead, MA.

Koopman sails a 110 (he was once the 110 class measurer), and is a naval architect or marine engineer, probably in his mid 40's. He and his small shop are doing mechanical design for a number of vessels for casino operation in Louisiana and Mississippi, and he says he has designed many of the Bermuda government vessels.

A few years back, the class hired Koopman to measure some Shields hulls with Gordon Goodwin, and Koopman felt that the results were a useful beginning Shields data base. The boats he measured were quite uniform, far more so than had been boats in the Etchells, Star and 110 classes.

Koopman recommended that we:

- Focus first on locating the aft side of the partners, which can be located by measuring aft from the groove of the bow fitting, using a small tolerance (e.g., +/- 1/8").
- Locate the jib-tack fitting by measuring forward from the newly-established aft end of the partners, also using a small tolerance (e.g., +/- 1/8").
 - Why not just measure aft from the groove of the bow fitting for this location as well?
- Koopman's suggestion should work even if the fitting in the knee is slightly mislocated, but we may need to permit a backing plate and through-bolting to secure the jib-tack fitting better to prevent wear.
- Control mainsail-plan height with a lower black band measured from gunwale-level (not from the mushy deck) at the aft end of the partners, and by a reestablished upper black band.
 - Koopman suggests an athwartships jig or template to the gunwales, measuring **with shroud tension removed**. The top of the lower black band should be 2.5' above deck at centerline as designed (note that will be more than 2.5' above deck at gunwales because of the designed deck camber). Note also that the jig would have to be placed in the same location fore and aft, e.g., just before the mast, or ???" aft from bow chock.
- Locate the mast step vertically by measuring down from the lower black band, with 1" to 2" tolerance.
- Not control the location of the maststep fore and aft (i.e., permit the owner to place and replace it without constraint, except without adjustment while racing).
- Locate all mast sheaves (i.e. jib halyard, main halyard, spinnaker halyard, and topping lift), spreaders and hounds from the top of the lower black band.

All of us agreed that all measurements to the deck centerline are inadequate, because the deck is flexible, particularly on older and tired boats, and because the deck is not level when the boat is on its lines. That applies particularly to the lower black band location, mast length, and hounds location.

Koopman Cont'd

Koopman recommends additional thought to keel shape. Only the leading 6" or so is very important. Koopman thinks a fatter shape there would give more lift and better performance, and that someone intent on improving performance outside the rules might fair and reshape the leading edge a bit. He recommends a jig that tests keel width 2" or so from the leading edge at three or four spots.

Goodwin also thinks we should emphasize the need for watertight integrity of the bow, stern and side tanks.

- Better securing the jib-tack fitting would help here. Many of the fittings have loosened and have worn larger holes in the deck that would permit air easily to exit the tank.
- Goodwin notes that one Shields, at the Maine Maritime Academy, was lost at sea with four aboard. Cape Cod's tests show that a swamped Shields should float for 8 hours, time enough to be emptied by a very small bailing bucket. We know that at least some Shields (e.g., #85) don't float that long.
- Goodwin thinks we should encourage using four locks on each of the tank hatches (as the boat fills, the hatches let air escape and water enter until the boat is almost full, when the water pressure more effectively seals them).
- Water-tightness of all tanks (fore, center and aft) depends on the hull-deck-bulkhead bonds, which should be checked visually. It's important not to have holes in both the top and the bottom (water comes in at the bottom, air goes out at the top). Goodwin dislikes drain holes in the bulkheads, and warns that the outboard backstay-control-line holes in the aft tank would let in more water than center-mounted holes.
- To check tanks we might use a low-pressure gauge, like the one Avon provides for its inflatables, but it wouldn't work for the aft tank, which is perforated for the aftstay fitting and for the control lines.

Other tidbits from the meeting:

- Cape Cod doesn't have a template for its masts. The fittings are installed by hand measurement. This makes Koopman's suggestion to measure these from the lower black band seem more useful.

JRC

SHIELDS CLASS SAILING ASSOCIATION

MEASURER'S INTERPRETATION

MAY 27, 1994

The provision for measuring the shape of the foot of the jib, at the bottom of page 3 of the sail measurement procedures that end Section IV of the 1993 Bluebook, permits a jib with a foot that is "rounded in a convex shape," except that "no part of the 'round' may extend more than 8 inches below a straight line between the measured location of the tack and clew." Fleet 1's measurer has requested guidance about measuring the "round."

A jib with a convex foot round has a three-dimensional shape built into the foot. If the jib is unrolled and laid flat on a flat surface, there will be loose cloth in the foot panels.

If one drops a perpendicular from a straight line between the tack and the clew, to a point in the middle of the foot panel, and then flattens the loose cloth in that foot panel and measures the distance from that point to the foot tape, the 8-inch limit will often appear to be exceeded, even when it is not, because the flattening procedure inappropriately forces loose cloth into the bottom of the foot panel.

A simple way more accurately to measure foot round is used in many other one-design classes and has been used informally by our national measurers for some years. It is to **make a loose accordion fold or pleat in the sail, parallel to the foot and eighteen inches or so above the foot**. The fold tends to pull the loose cloth away from the bottom of the foot panel. One may then drop a perpendicular from a straight line between the tack and the clew to a point in the middle of the foot panel, and measure the distance from that point to the foot tape without forcing so much loose cloth into the bottom of the foot panel.

The fold procedure should be used in all measurements of the Shields jib foot.

James R. Craig
National Measurer

SHIELDS CLASS SAILING ASSOCIATION

MEASURER'S INTERPRETATION

APRIL 6, 1994

Fleet 11's measurer has requested an interpretation of Specifications §7.1[1]'s mandate that a yacht carry a 13-pound Danforth anchor or its equivalent. Section 7.1 lists mandatory safety equipment. Its obvious purpose is to establish a minimum level of required safety equipment for a Shields.

A 13-pound Danforth anchor is a Danforth[®] standard lightweight-type anchor, based on a design by R. S. Danforth and R. D. Ogg, and sold by Rule Industries, Inc., as model number S-920. Its nominal weight is 13 pounds. Its overall length (end of shank to bottom of crown) is 28 1/4"; its width (stock length) is 21 1/2"; and its fluke length is 14 1/2".

In the context of §7.1, an "equivalent" anchor is one that is at least equal in value, function and effect to the 13-pound Danforth anchor.

The relevant values, functions and effects of the 13-pound Danforth anchor are:

1. safety, i.e., setting characteristics and holding power;
2. utility, i.e., ease of deployment, and
3. weight and dimensions, i.e., the characteristics that affect ballast and stowage considerations while racing.

Holding-power is difficult to measure and compare, but the Danforth lightweight-type anchor is widely thought to have better setting characteristics and greater holding power in a broad range of conditions than other anchors of similar weight. An equivalent anchor must have at least the same or greater holding power before adding chain or rode. Although adding chain improves the holding power of a ground-tackle system, it does not make the anchor itself equivalent to one with greater holding power, i.e., an anchor with insufficient holding power cannot be made equivalent by adding chain.

An equivalent anchor must be no more difficult to deploy. It must not require assembly from its stored condition before use; an anchor that is stored disassembled while racing is *not* equivalent.

An equivalent anchor must weigh 12 pounds or more when dry. But any modification of a 13-pound Danforth anchor that reduces its original weight makes that anchor not equivalent.

An equivalent anchor must have approximately the same or greater dimensions as the 13-pound Danforth anchor, so that there is no advantage in ease of stowage.

A 13-pound Danforth anchor that is modified in any way that reduces its dimensions, e.g., shortening the stock or modifying the shank, crown or flukes so that the anchor may be stowed under the floorboards, or that is modified in any other way that diminishes its setting characteristics, holding power, ease of deployment, or weight is *not* equivalent.

Cont'd

MEASURER'S INTERPRETATION

APRIL 6, 1994

Continued

These other popular anchors are acceptable equivalents:

1. Danforth Model M-740 Super Hooker, which has the same dimensions as the Standard, and 13 pounds nominal weight.
2. Danforth Model H-960 Hi-Tensile, which has the same dimensions as the Standard except that the fluke length is 15 1/2", and 12 pounds nominal weight.
3. Guardian® utility aluminum alloy anchor Model G-23, by NAV-X Corporation, which is considerably larger than the Danforth Standard S-920, but has 13 pounds nominal weight. (The smaller Guardian Model G-16, with a nominal weight of 7 pounds, is *not* equivalent.)
4. Fortress® lightweight aluminum anchor Model F-23, by NAV-X Corporation, which is also considerably larger than the Danforth Standard S-920, but has 14 pounds nominal weight. (The smaller Fortress Model F-16, with a nominal weight of 7 pounds, is *not* equivalent.)
5. West Marine's Traditional anchor Model TRAD-13, which has a nominal weight of 13 pounds, is based on the Danforth/Ogg design, and has the same dimensions as the Danforth Model S-920 Standard.
6. West Marine's Performance anchor Model PERF-12, which has a nominal weight of 12 pounds, is based on the Danforth/Ogg design, and has the same dimensions as the Danforth Model H-960 Hi-Tensile.

One who uses another make of anchor has the burden of demonstrating that it has equivalent or greater holding power, weight and dimensions.

James R. Craig

National Measurer



**Regards from your President
and Rick Tears!**

1994-1995 National Officers

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BOAT EMPORIUM

#124

White/white/white Woolsey hard racing bottom. Black waterline. 1981 mast, 1984 boom, 1982 toe rail. Epsom pump, tie-rods, racing rigged, sails to 1990, unused North jib, several older, new white Triad trailer. \$15,500

Contact: Scott Coverly 1-800-533-6386

#149

Chris Craft. Dove grey Awlgrip topsides, blue boot-top, red vinylast bottom. Sails: 1987 Sobstad Main, jib, spinnaker, Harding Main. Equipment: 4- BARIENT sheet winches, 6:1 backstay, internal outhaul, spinnaker gear, twings, ball bearing traveller, masthead fly, ground tackle, cockpit cover. presently stored inside in Westport, MASS. \$ 10,000. contact Bill Barker (603) 352-1130-w or (603) 563-8631-h.

#205

White hull, recently painted. Bottom done in '90. New teak. Beige deck. No trailer. Sails: '91 Harding main & jib, '91 Manchester spinnaker. Boat is located in Marion. \$ 16,800.

Contact: Ben Bryant, (617) 748-2541 or (508) 947-4940.

Shields Masthead

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