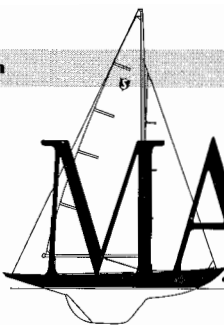
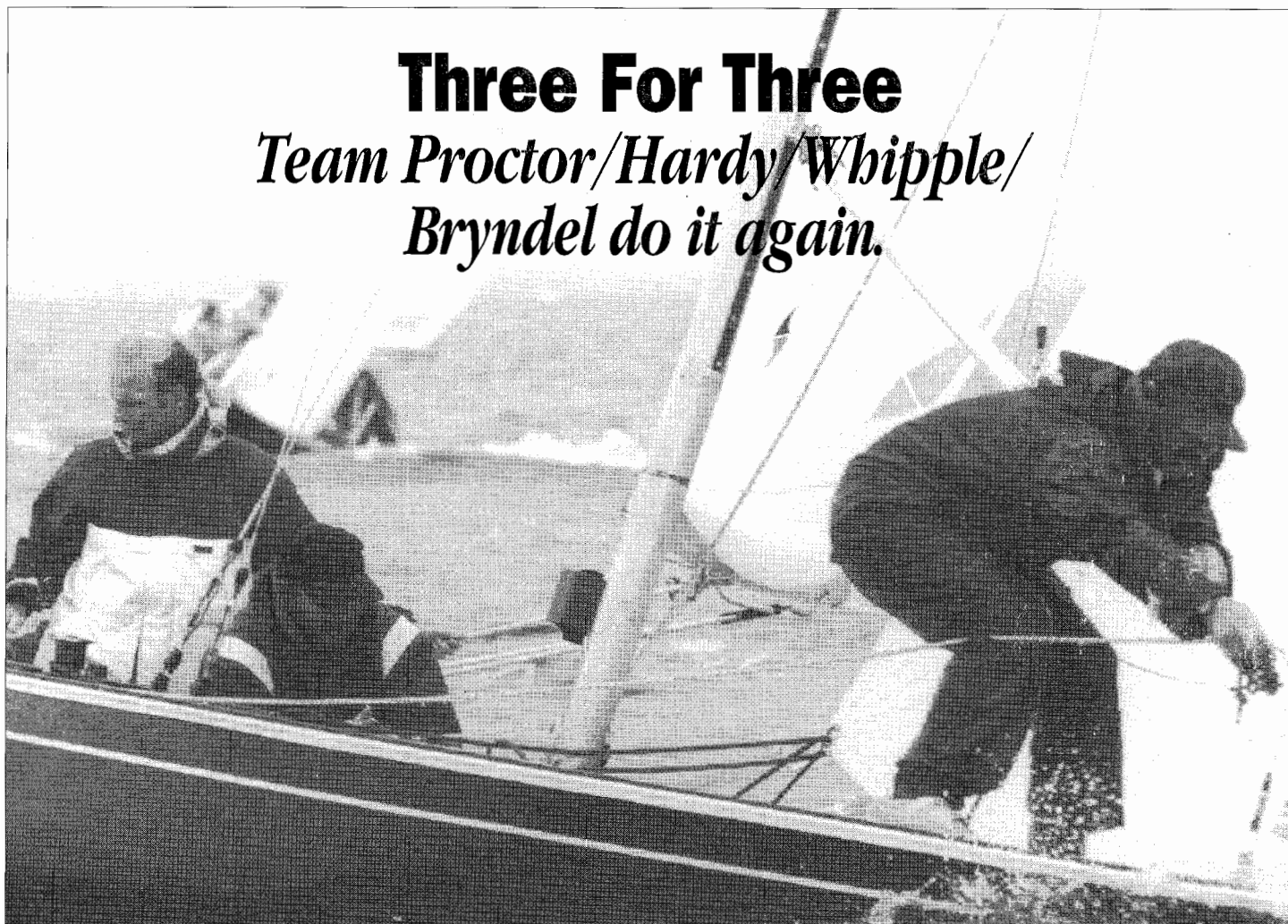


# SHIELDS MASTHEAD



Winter 1992

## Three For Three *Team Proctor/Hardy/Whipple/ Bryndel do it again.*



**N**EWPORT, RI—Newport dished up a little bit of everything for the 1991 Nationals. A little breeze, a little drifting, a little controversy. But in the end, it was the same as it has been for the last three years. Ched Proctor, John Hardy, Chip Whipple, John Bryndel and #245 *Hawk* had won again. It wasn't pretty at times, but it was convincing nonetheless.

Only two boats led the regatta—Joe Tomlinson and crew on *Red Rover* following a strong first two races, and the Proctor/Hardy team who jumped in front to stay after the wild Race 3. Of course, with a throwout it is always difficult to tell who is actually winning and in the continually unpredictable conditions, all but two boats had at least two races out of the top 10. By the last race, No. 6, only one boat could mathematically catch *Hawk* and that

was local Bryce Muir and crew on #23 *Rascal*.

In the leftovers of a dying northerly that had started the day gusting to 20 knots, a complicated math problem faced the two leaders. Essentially, Muir and crew needed a fourth or better to win but only if Proctor/Hardy finished worse than ninth (their worst race so far). Every place better than ninth that Proctor/Hardy finished meant Muir had to finish better as well (if Proctor was eighth, Muir had to finish third, Proctor seventh, Muir second, etc.). To make a long story short (and if you ask anyone who heard about it, you *will* get a long story), both boats were way in the back of the fleet after the first beat, essentially giving *Hawk* not only the regatta but allowing them to drop out and beat everyone to the hoist. Not bad.

*(continued on page 3)*

PHOTO: COLD SMOKE PHOTOGRAPHY

# Through the Looking Glass

by Ched Proctor & Tim Robinson

**A**t times, it certainly would have taken a looking glass to spot one author's boat from the other, and one shouldn't need many clues to figure out who was who. But despite the rather prodigious distances that materialized between them, there were still lessons to be learned from both ends of the fleet.

## RACE 1:

**Wind:** SSW 15-20 knots

**Course:** Windward-Leeward

With over 15 knots of breeze and more outside on Rhode Island Sound, the Ida Lewis Race Committee kept us inside Narragansett Bay. Setting up shop in East Passage north of Conanicut Island, the windward mark was set off the northeast tip of Gould Island, making current and wind coming off the island a factor. With a windward-leeward course set, the Nationals got under way after a recall or two, everyone heading off on a short three-quarter-mile beat. *With the inevitable pile-up at the weather mark the short beat would cause, we felt the weather end of the start line would be the place to start. The short beat would not allow most boats to cross from the port end if there was any shift back to the left. We started about a third of the way down from the weather end, and almost immediately a red bow belonging to Joe Tomlinson (#233) crossed us on port by about 100 yards!*

No one in the fleet in Race 1 would see that bow behind them, as Tomlinson and crew Chuck Brown, Sam Lucarelli and Tom Parenteau led from gun to gun. On *Dancer* (#92), we started closer to the pin, but it was still disconcerting to see Tomlinson cross by so much right after the gun. How many more boats were going to come flying across our bow?

We spent the short beat trying to get clear air and work our way across to the right side which we felt had always been favored. It also might not cause too many headaches, as it was becoming clear that everyone was going to be arriving at the weather mark at nearly the same time. *When we were near the port layline, it was questionable if we could cross Nick Burke (#231) who had started nearer the weather end. Vic Onet (#80) was leading the group across on port and would easily cross us so we felt it was worth the risk. We pulled*

*off a good tack and were helped by a little puff and maybe a slight left shift. We cleared Burke's bow by about four feet, and was the break we needed on this four-minute weather leg. The wind continued to go a little left and we laid the weather mark. Onet was to weather of us and almost even bow to bow when we tacked onto port. We worked to weather and in front of him which let us tack around the mark in second, ahead of the mad gang but well behind Tomlinson.*

Don't come into the weather mark on port after a short first beat! We probably tacked more than we should have trying to stay in clear air, and before long found ourselves coming in close to the port layline with not only a wall of star-

*as we worked to protect our second place. Onet, Al Meril and Bonnie Shore (#32), and Burke all stayed close enough to keep us on our toes. We probably covered Burke harder than necessary because judging by past regattas, he is hard to beat. I think we hurt him enough that the other two got ahead of him.*

**OVERALL:** 1. Joe Tomlinson (.75) 2. Ched Proctor/John Hardy (2.00) 3. Al Meril/Bonnie Shore (3.00) 4. Vic Onet (4.00) 5. Nick Burke (5.00) 18. #92 (18.00).

## RACE 2:

**Wind:** WSW 10-15 knots

**Course:** Windward-Leeward

The rain fell and the wind died between races, and after a long wait and a recall, Race 2 was underway. We had a good start on the recall, but couldn't improve on our perfection on the start that counted, getting buried in the process. As a result, we spent much of the first two legs with oxygen masks on, fighting for that elusive clear air. We knew we wanted the right, as the breeze had been trying to go that way all day and there always seemed to be more breeze there. It is tough to dictate tactics, though, when you're constantly trying to clear your air.

*At the start that counted, we were to leeward of everyone but Onet. Then the wind shifted right at the start, placing us in the tight spot of trying to hold up off Onet, and at the same time avoid being run over by Meril/Shore who had an excellent start to weather and were charging fast. Two minutes after the start, we tacked, ducked Meril, and felt things would be OK if we could duck four or five more boats without anyone tacking on us and head to the favored right side. But Tomlinson was crossing us in a strong position and I said, 'If I were him, I'd tack on us and protect the right side of the course.' I think they heard me because that is exactly what they did.*

*Back out we went to the left side, not feeling at all comfortable with our position.*

*We gained on Onet and Meril who hadn't tacked yet, but Burke had played it correctly and was a long way ahead on our weather side. The rest of the leg we were like a ping pong ball trying to fight back to the right.*

It is always nice to notice one of the leaders back in the pack, especially when he is behind you. Hardy and Proctor may not have enjoyed it, but we were sure they would dig their way out faster than we could. The beat had allowed everyone to spread out more and there were no shenanigans that we saw at the first mark, though

*(continued on page 5)*



**Bill Weeks and crew coming into the leeward mark.**

board tackers barely making the mark in front of us, but a bunch of port tackers doing the same thing we were doing. It was ugly and very noisy, and though we did find a small hole, one of the starboard tackers vehemently felt we had tacked too close. To add to our woes, Martin Plonus (#130) spun his stern into our bow as he turned around the mark. It peeves you to hear the word protest yelled at you once, but twice within 15 seconds? It was time for circles, and to whip out the looking glass shortly thereafter to find Proctor and Tomlinson.

*The rest of the race was somewhat uneventful*

# President's Report

As I look back over our almost two years in office, I'm pleased with what was accomplished. First, the Blue Book is in reasonable shape and will get even better this spring. Secondly, the records are in good shape, thanks to our meticulous secretary's attention to detail. Third, the treasury is healthy and should remain so with the minor increase in dues voted at the national meeting. Fourth, the Masthead was published reasonably often and was well done when it came out. Fifth, we are now a Golden Anchor Class which is to our advantage, as well as to US SAILING. Thanks to Howard, Turner, Gary and Tim for all their efforts in these matters.

The Nationals this year were well attended with 33 boats and despite some wild and very variable weather, was very competitive and enjoyable. Although I had my worst showing in 15 years, I had great fun and that should be what it's all about!

As evidenced by the annual meeting and a special skippers meeting, the fleet remains very vocal and demands that it be heard—this is healthy, as it corrects mistakes and strengthens the class all to the better.

So in closing, let me wish the new and very capable officers from Northern Massachusetts Bay the best of luck in the coming years.

Chris Withers  
National President

## Financial Report

Assets reported at Annual Meeting 9/22/91  
\$8,053.86 (checking, CD's, cash)

### Receipts

153.04	Checking Account interest
257.55	CD interest (see Note 1)
65.00	Blue Book sales
465.00	Masthead ads (see Note 2)
5,170.00	Dues

**\$6,110.59** Total receipts (9/6/90 - 9/22/91)

### Expenditures

164.99	Blue Book printing
211.99	Miscellaneous administration
725.00	Ads in <i>Sailing World</i> and <i>American Sailor</i>
100.00	US SAILING class membership
2,687.51	1990 Masthead

**\$3,889.49** Total expenditures (9/6/90 - 9/22/91)

### Current Assets:

\$7,271.37	Checking account balance
3.59	cash
\$7,274.96	Working funds
3,000.00	CD's at 6.5%

**\$10,274.96** Bottom Line

### Notes:

- 8.5% interest on \$5K CD's from 9/6/90 - 2/15/91, when original CD's matured. Total interest on original CD's was \$429.95. Two CD's liquidated on 2/15/91, and three CD's rolled over at 6.5% current interest (not reported herein).
- Includes \$120 paid for future ads by Doyle Sails. Waterline Systems still owes \$100 from 1990 Masthead.

Howard Burdick  
National Treasurer (1990-1991)

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*Measurer* **Nick Burke**  
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(W) 508/741-7810

# Nationals

(continued from page 3)

there were a number of protests heard ashore that evening—not all from the rounding.

At the leeward mark, we kept an inside overlap on *Hawk* among others, but weren't *the* inside boat. Subsequently, we put our oxygen masks on again trying to get clear of Bryce Muir (#23) this time, one of our local rivals from the summer. We still wanted to go right, but just couldn't get clear of Muir and as a result didn't go far enough to the side we wanted. On the last beat we did finally get well right in clear air and with a lift and better breeze, caught a lot of boats.

*We worked hard on the first run to lose a few more and round the leeward mark on the outside of a big mess. Hey, I don't think there are many more who can pass us. The first two thirds of the next beat didn't go too well either as we let more boats get to the now heavily favored right. Near the end we were left alone to get right and it seemed like we were again in the fight. We rounded right behind Bill Berry (=68), and as soon as the spinnaker was up and drawing, Bill was in his now famous dance with our class president. After being turned around about three times with a loud bang, I don't think they knew which way was up, let alone the direction to the next mark. We did get in front of them, and John commented, 'We'll take them anyway we can get them.'*

*At the finish, we missed an opportunity to pull off the greatest comeback. It was really close from third to eighth place, all finishing in around 30 seconds, and the boats only 50 feet to the right came charging in with five knots more wind. We had to hold off a last minute charge by Meril and Rick Tears (=51), doing so only when Meril made a tactical error. The wind was very light, and we had to tack over to port or overstand the finish line. I didn't think we would cross them. But Meril and Shore had another thought and tacked to port at the same time we did, allowing us to get in front of both. As you said John, 'We'll take them any way we can get them.'*

**OVERALL: 1. (TIE) Joe Tomlinson (5.75) 1.** Nick Burke (5.75) **3.** Ched Proctor/John Hardy (8.00) **4.** Vic Onet (8.00) **5.** Earl Stubbs (17.00) **12.** #92 (30.00).

## RACE 3:

**Wind:** N 8-0, SW 5-8

**Course:** Olympic

*I got nervous in the early morning and went swimming to clean the bottom of the boat. The wind was out of the north and the sky was clear, promising a light air day with many ups and downs. That is indeed what happened.*

*The race committee took us out on Rhode Island Sound south of Brenton Tower, and was*

*anxious to get the start off before the northerly died completely. It was a long, slow run out to the start but the sun felt good and we got plenty relaxed—a good thing considering that we were about to go through the pressure cooker.*

This was the most controversial race of the series, and we started thinking about the time limit right on the first beat. There was little chance the northerly would be able to fight the seabreeze, and I didn't understand how we were going to finish in three hours. The committee seemed to think we could though, and the race went on.

With most everyone arriving late to the start, it shouldn't have been a big problem to get off the line, even in light air. Nonetheless, a number of us down near the pin got in real trouble when a port tacker (I won't name him) tried to cross a tight bunch including ourselves right after the start, and never had a chance of making it. They tacked but well too late with no momentum, and the domino effect forced us to tack onto port and eventually take a lot of transoms. It was ugly far too early in this race, but the right side looked alright and our chance to catch up meant going hard in that direction.

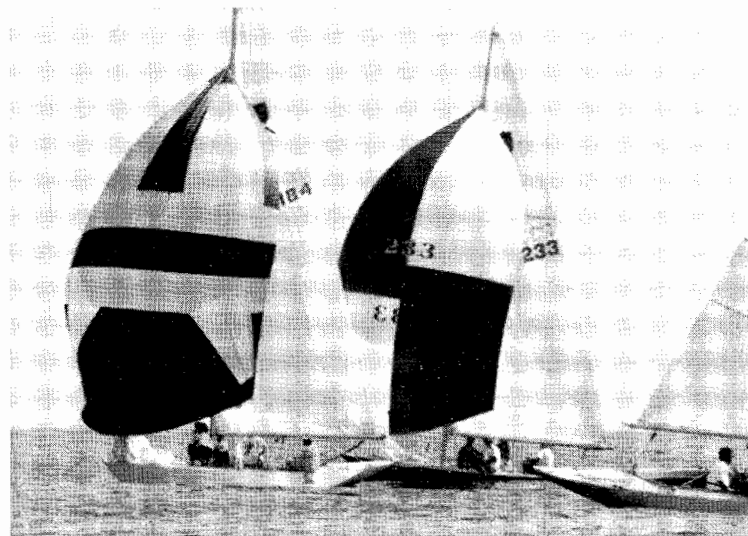
*Following one of my patented third row starts, we bailed out to the right early. The wind continued to die and we continued to suffer as we tried to get back in front—going from bad to worse. The good news was impressive though—Tomlinson, Burke, and Onet were all behind us. With good starts, they had all continued out on starboard tack and the right side just kept getting better. Hey guys, if I had gotten a good start, there is no way I would have tacked and we would be down there with you in that glue pot.*

Well, we learned like Proctor that the right wasn't so bad after all, and set off in pursuit of Jonathan Foot/Gordon Vineyard (#235) and Earle Stubbs (#59). It was difficult to keep going out on port sailing parallel to the mark, but when we looked over our left shoulder, it made a lot of sense to keep going. By the time we reached the first mark, the breeze was almost non-existent, and the first reach was now a run in drifting conditions. But by floating on some little zephyrs out on the right (which certainly didn't seem like the place to be), we rounded the second mark in the single digits! Here we go boys.

*We jibed right after the windward mark, and didn't see the seabreeze filling in as soon as a few*

*others, but sailed a slightly shorter distance to the jibe/leeward mark. This was actually quite pleasant, and we covered Onet right behind us, and kept an eye on Burke and Tomlinson who were well behind. My thought was we would now have a much better throwout and maybe even a keeper if this held to the finish.*

*The beat actually turned into two legs as the leeward/windward mark (or is it windward/leeward mark?) was changed through 180 degrees to make it another two miles to windward. The end was a little painful as Onet sailed up and over us much to their complete delight, jibe-setting around the last mark two places in front of us. However, we did the same and then jibed back to starboard, finding the puff from heaven to catch Onet, Dick Roman (#220) and Shore/Meril. We had beaten everyone who was ahead of us after the first two races, and things looked pretty good, but later*



Doyle Sherman (184) and Joe Tomlinson (233) keeping it moving in Race 3.

*went around with odd things in the sailing instructions.*

The leaders had continued out to sea and into the seabreeze, and we followed for awhile—getting headed all the time. After a short time, it didn't seem like it was going to continue clocking so we tacked and worked our way left but went too far. We looked good for awhile as we rode a nice lift out on starboard. But within a short time—old Stuart Walker columns ringing in my head—it was banged home again what Walker means when he says don't sail off on a persistent lift if you're going to come back on a persistent header. That started a slide that saw us lose 10 boats by the finish, including Proctor/Hardy who passed us downwind like we were standing still. At least I didn't need a looking glass to find him.

**OVERALL (Following jury decision on redress): 1.** Ched Proctor/John Hardy (17.00) **2.** Earle Stubbs (19.00) **3.** Vic Onet (20.00) **4.** Bryce Muir (23.00) **5.** Jonathan Foot (25.75) **14.** #92 (47.00)

(continued on page 6)

## A Little Controversy

When Jonathan Foot and Gordon Vineyard (#235) crossed the finish line of Race 3 just minutes before the time limit expired, it was surprising to some who had timed the race that they even received a finishing gun. Only five others in the 33-boat fleet would make it across the line before the time limit ran out (#145, #106, #163, #220, #142).

The race committee scored the race according to an amendment to Prescription 16 - Time Limits in the sailing instructions posted the day before the first race: "Three hours for each Race. One Yacht finishing within the Time Limit will constitute a Race. Yachts failing to finish within the Time Limit will be scored Time Limit Expired (TLE) and will receive points equal to two more than the number of Yachts which finished within the Time Limit." This meant the first six finishers had received places equal to where they crossed the line (1 through 6), while everyone else received an eighth place.

Despite the fact that the notice had been properly posted, no one realized the implications until they were confronted with the actual scores. They rightfully were not too happy. It was the topic of seemingly every conversation held at or near the yacht club for the next 24 hours. Following a lengthy meeting the morning after the race where most of the skippers in the regatta voted to petition the race committee to delete the amendment, the six directly affected filed for redress on the grounds, "they were materially prejudiced, through no fault of their own, by the actions of the race committee in amending paragraph 16 of the sailing instructions."

The jury heard the decision about 24 hours after the race (within the 72-hour limit under IYRR Rule 69 (a)) and came to the following conclusions: (1) "8.8 (a) of the Shields Class Rules, Section II, specifies the scoring system for the national championship and does not prescribe a "TLE" scoring system." (2) The Shields Class rules cannot be amended except as prescribed in By-Law Article IX, Section 1 of the Shields Class By-Laws. The Sailing Instructions improperly modified the Shields Class Scoring Rule." (3) "The jury finds the yachts [the six requesting redress] finish position in the series were materially prejudiced by this improper scoring procedure," and "orders all contestants in Race 3 to be scored in their actual finish positions."

Without pointing any fingers, the class can learn a lot from this experience. Hopefully, the main point it bangs home is to read the instructions, read the rule book, and do your homework before going sailboat racing. In a way, everyone who sailed the regatta is partly to blame because they should have read the instructions and any amendments posted before going racing, and noticed this discrepancy. Here's to a protest-free future!

## Nationals

(continued from page 5)

**RACE 4:**

**Wind:** S 5-10

**Course:** Olympic

With everyone all looking at each other wondering whether the race would be thrown out or why it hadn't been shortened (someone on the committee later pointed out that they couldn't shorten it because it would not have met the minimum length set out in the By-Laws of six miles), the committee wasted none of the day in getting Race 4 started.

*The quick start caught us a long way to leeward eating lunch, and we were madly taking turns out of our headstay before the warning gun while we still could legally, and trying to get to the line in time. With no idea which end was favored, we passed the stern of the committee boat with only 90 seconds to the start. We successfully defended a nice hole to leeward and came off the middle of the line in good position, but not a great roll on. Shore/Meril had done an excellent job to get a start clear to weather, and had a real head of steam going off the line. At the last thirty seconds, we had to stave off an attack on our hole to leeward by Tears which took us away from Shore/Meril's lee bow. Fortunately we had a good space to leeward and found the groove and put it in gear.*

*Onet was also in good shape coming off the leeward end of the line. However they were afraid to stick with it even though they were initially going well. They tacked after about three to five minutes and took our stern. We rolled out from under Meril/Shore and forced them to tack away at about the same time. Tacks in this light air would be too costly, so we held on waiting until we could cross everyone and praying that the wind wouldn't go right too much. It hadn't shown any tendency to shift so we figured we had the best bet. Doyle Sherman (#184), who had a good start near the weather end and was moving well, was the last boat to hang with us. So we waited until we knew we could cross him and tacked. Sherman tacked simultaneously.*

*We were near the port-tack layline by this time—the wind filling in nicely to help us across the entire fleet. When we got near the weather mark, Muir was leading the fleet out from the right corner and we couldn't cross him cleanly. We set up to lead him back on starboard tack, but he asked us to cross so we did. A little further and Sherman was coming back at us with a little right hander. We elected to tack on him a few lengths short of the starboard tack layline. This pushed him back a bit, and we rounded first with Muir second and Sherman third—the order the race finished.*

*The course was shortened to five legs, as the wind was dying and the hour was late. For us the series had turned a corner and we were in good shape on the scoreboard. For other people it would still go around in the protest room.*

This became our worst race of the regatta. We had our best start of the series in the middle of the line, clear air, going fast, and no one too close to us. Five minutes later, we were flushed out the back. Proctor just rolling over us to windward. Our boatspeed was never there (that changing gears thing again), and we began our latter half of the regatta slide down the results column. The lesson in this race was don't do poorly in the last light air race of the day out on the ocean, because you're always the last one to get picked up by the tow boat!

**OVERALL: 1.** Ched Proctor/John Hardy (17.75) **2.** Bryce Muir (25.00) **3.** Earle Stubbs (29.00) **4.** Vic Onet (33.00) **5.** Nick Burke (40.75) **17.** #92 (74.00) **OVERALL W/THROWOUT: 1.** Bryce Muir (8.00) **2.** Proctor/Hardy (8.75) **3.** Earle Stubbs (15.00) **4.** Nick Burke (17.75) **5.** Pat McIntyre (19.00).

**RACE 5:**

**Wind:** W N 5-10, dying northerly

**Course:** Windward-Leeward

*The next day was rainy and blustery and after the morning gathering to discuss semantics, the race committee canceled for the day. The next day would be the last, and after arriving at the yacht club we received the news that the time-limit decision in Race 3 had been reversed (see sidebar). This left the situation for us to one of keep our nose clean and don't let Bryce Muir get in front of us.*

Another frontal system had brought more northerly breeze and it was a long, rainy beat in 20 knots of breeze to the start north of Gould Island where we had raced the first day. Everyone adjusted to heavy-air trim on the way upwind to the start and while warming up few were really ready for the breeze to drop drastically during the 10-minute sequence, including us.

*Sailing out, things felt good as these were our conditions. At the start the wind was hard to the left, and there seemed to be long slow oscillations of 20 degrees about every 15 minutes. It was hard to cross the line on starboard tack, and we started more by accident than by plan near the weather end. We tacked over to port right at the start, and as always we were right near Meril/Shore. We had passed behind them by a boatlength and tacked on their weather beam—the whole fleet now lined up on port tack, basically even. Rob Nye (#20) had taken the perfect port tack start at the pin and was about a hundred yards to weather on our beam. This was the time to go fast if ever there was one—and that is exactly what we did.*

(continued from previous page)

We were helped a bit when the wind shifted back to the right late in the beat. Dick Ronan was leading the major group to our left. When we finally tacked we were pleasantly surprised to find we were easily crossing Dick. From there the race fell into place since we had a comfortable lead around the weather mark.

The wind dropped out on the second beat and got fairly shifty. We seemed to gain as we got to the last puffs first, a classic case of the rich get richer. This left us with only one boat [Muir, who had finished second] that could beat us with one race to go.

Another frustrating race. By not adjusting to the conditions as they changed, and starting at the wrong end, we were in trouble early. Proctor told me later that Chip Whipple had said, "Those guys aren't really changing gears," talking about the fleet as a whole.

It was the kind of race where you could dig yourself out, but you had to decide very early and very quickly which side you wanted to go, and play the oscillations from there. We did neither,

and had a long race. We finally committed to the Conanicut Island shore on the last beat, had better breeze and a small lift, and caught some boats right at the end. We also sailed most of the race without a bottom batten, and can attest that it is not fast. Thanks to Pat McIntyre and crew, we borrowed an extra batten for the last race.

**OVERALL: 1.** Ched Proctor/John Hardy (18.50) **2.** Bryce Muir (31.00) **3.** Vic Onet (35.00) **4.** Earle Stubbs (41.00) **5.** Nick Burke (49.75) **21.** #92 (95.00) **OVERALL W/THROWOUT: 1.** Ched Proctor/John Hardy (9.50) **2.** Bryce Muir (15.00) **3.** Vic Onet (22.00) **4.** Nick Burke (26.75) **5.** Earle Stubbs (27.00).

**RACE 6:**

**Wind:** NW 0-10

**Course:** Windward-Leeward

In the leftover from the northerly, another squirely first leg made it difficult to tell who was doing well at first. I honestly don't remember much about this race, probably because it wasn't

a very pleasant memory. A number of boats were over early, and there were a lot of people who weren't normally in the back of the fleet looking around wondering what they were doing there—and how they were going to get out of it. Some never did.

Pat McIntyre started off the leeward end and played the Jamestown shore perfectly. He led at the first mark and from there put the pedal to the metal to win by a wide margin. Meanwhile, we struggled around in the doldrums. Eventually we dropped out to go get a head start on the race to the boist.

On the first beat, we got over towards the right with Nye, Bob Whittemore (#244), and others and got crushed. For the first time all week we tasted the last position in the fleet. Scary! The left side again paid off handsomely, this time for McIntyre who must have benefited from not carrying around the extra batten. The regatta was over, upon which the sun finally decided to shine for the first time in two days.



**FINAL STANDINGS:**

Boat	Skipper	Fleet	Race1	2	3	4	5	6	Total (w/throwout)	
1.	#245	Proctor/Hardy	Manhasset Bay	2	6	9	1	1	(DNF)	18.50
2.	#80	Vic Onet	NAYS	4	4	12	(13)	2	6	28.00
3.	#59	Earle Stubbs	Newport	(14)	3	2	10	12	3	30.00
4.	#23	Bryce Muir	Newport	(17)	2	4	2	6	17	31.00
5.	#158	Patrick McIntyre	Newport	6	(DNS)	5	8	14	1	33.75
6.	#231	Nick Burke	Marblehead	5	1	(23)	12	9	9	35.75
7.	#220	Dick Ronan	Larchmont	7	(19)	10	16	7	7	47.00
8.	#32	Meril/Shore	Dallas	3	(DSQ)	11	9	4	23	50.00
9.	#42	Bill Weeks	Edgartown	(24)	8	19	4	20	2	53.00
10.	#235	Jonathan Foot	Marion	16	9	1	(20)	18	12	55.75
11.	#233	Joe Tomlinson	Newport	1	5	(30)	15	16	20	56.75
12.	#184	Doyle Sherman	Dallas	(DNS)	18	29	3	10	4	64.00
13.	#150	Jay Higgins	Chicago	13	20	7	17	(26)	8	65.00
14.	#68	Bill Berry	Marion	(20)	13	15	18	3	16	65.00
15.	#20	Rob Nye	Newport	9	(WDR)	27	11	5	15	67.00
16.	#145	Graham Quinn	Marion	15	14	6	19	15	(PMS)	69.00
17.	#130	Martin Plonus	Chicago	19	(PMS)	8	14	23	5	69.00
18.	#244	Bob Whittemore	Edgartown	10	(PMS)	26	6	11	18	71.00
19.	#163	Chris Withers	Newport	12	22	25	7	8	(PMS)	74.00
20.	#173	Trevor Pardee	Seawanhaka	23	10	14	(29)	17	11	75.00
21.	#53	Peter Gerard	Dallas	(DNS)	15	21	5	24	10	75.00
22.	#51	Rick Tears	Dallas	11	7	22	22	13	(DSQ)	75.00
23.	#106	Rich/McGuire	Larchmont	(PMS)	16	3	26	28	13	86.00
24.	#92	Turner Scott	Newport	18	12	17	(27)	21	24	92.00
25.	#164	Tim McGee		8	11	31	(32)	27	19	96.00
26.	#189	Ersin Yigiter	U.C. Irvine	22	21	13	(25)	25	22	103.00
27.	#228	Herb Gumprecht	Seawanhaka	(DSQ)	17	28	24	22	14	105.00
28.	#26	Ried Tomlin	Larchmont	(DNS)	23	20	21	19	25	108.00
29.	#126	Jeffrey Perelman	Chicago	21	27	16	28	(29)	21	113.00
30.	#90	Mike Schwartz	Chicago	25	26	24	23	30	(DNS)	128.00
31.	#142	Hoke Simpson	Larchmont	(PMS)	24	18	30	32	27	131.00
32.	#25	Fred Werblow	Larchmont	26	25	33	31	(DNS)	DNS	149.00
33.	#88	Niva Oghigian	Chicago	(WDR)	28	32	33	31	26	150.00

# 1992 Shields National Championship

## August 30—September 3

*Beverly Yacht Club*  
 99 Water Street  
 Marion, Massachusetts 02738

**M**ARION, MA—This coming season Beverly Yacht Club and Shields Fleet 10, Buzzards Bay, are happy to invite you to come and enjoy our superb sailing conditions for the 1992 National Championship.

Competitors should plan to be in Marion no later than Friday, August 28th in order to complete launching, registration and measurement. We have planned a full slate of racing and social events and ordered plenty of wind and sun for that week also, so be prepared for a great time!

As part of this special season here in Marion, we have also arranged for this year's Buzzards Bay Regatta to be our **New England Championships**. This regatta will be held August 7-9, with over 300 boats of various classes competing. Shields generally share a starting line with only one other class, and the B.B.R. parties are famous!! In order to encourage folks to come for B.B.R. and stay over for the Nationals, we are also planning an informal open regatta on the two intervening Saturdays, August 15 and August 22. We shall try to arrange moorings for all Shields that may want to take advantage of this offer. A modest turnout could give us all a tremendous month of Shields racing.

Plan your schedule now. We look forward to seeing you all at your regatta's and hope you plan to attend ours. Good sailing.

**Graham I. Quinn**  
*Regatta Chairman*

### ADVANCE REGISTRATION/FEEES:

Advance registration is required. A completed registration form and entry fee are due by August 7, and should be sent to: 1992 Shields National Championship, c/o Barry Tirrell, 173 Converse Road, Marion, MA 02738. Entries received after the deadline will be subject to a \$50 late fee.

The entry fee is \$325. Tickets for the Sunday, Tuesday and Wednesday dinners are \$50 per person.

### BORROWED BOATS:

A limited number of borrowed boats will be available. Borrowed boat insurance will be required.

### MEASUREMENT/HAUL OUT RESTRICTIONS:

All sails will be measured. Yachts will be checked for conformance with the class rules. Yachts may not be hauled after the start of the Practice Race without the advance permission of the Jury.

### SCORING/ALTERNATIVE PENALTIES:

The Low-Point Scoring System of Appendix 5.2 will apply. The 20% Alternative Penalty of Appendix 3.2 will apply.



SCHEDULE OF EVENTS	
<b>Friday, August 28</b>	Fleet #10 Registration & Measurement Dinner available at BYC
<b>Saturday August 29</b>	Registration & Measurement
<b>Sunday August 30</b>	Registration & Measurement Practice Race Annual Meeting & Buffet Dinner at BYC
<b>Monday August 31</b>	Race 1 and Race 2 Dine-Around (in private homes)
<b>Tuesday September 1</b>	Race 3 & Race 4 Dinner at BYC
<b>Wednesday September 2</b>	Race 5 Cookout
<b>Thursday September 3</b>	Race 6 Final Awards

## 1992 CALENDAR

### May 1-3

Armadillo Cup, Rush Creek YC, Dallas, TX  
 — Peter Gerard 214/258-0900

### July 10-12

The Newport Regatta (formerly Volvo Regatta), Sail Newport, RI  
 — Nancy Helme 401/846-1983

### July 16-19

Edgartown Regatta, Edgartown, YC, MA  
 — Edgartown YC 508/627-4361

### July 18-26

Larchmont Race Week, Larchmont YC, NY  
 — Larchmont YC 914/834-2440

### July 24-26

Marblehead Race Week, Marblehead, MA  
 — Corinthian YC 617/631-0005

### August 7-9

Buzzards Bay Regatta (New England Champs), Beverly YC, Marion, MA  
 — Beverly YC 508/748-0540

### August 30-Sep 3

NATIONALS, Beverly Yacht Club, Marion, MA  
 — Barry Tirrell, 173 Converse Rd., Marion, MA 02738

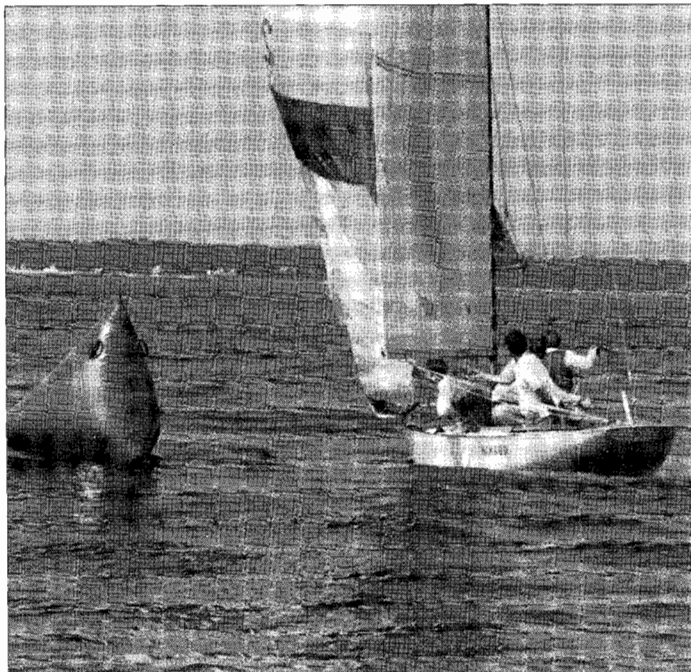
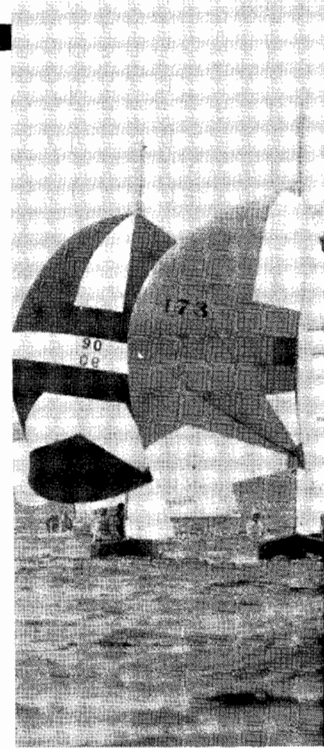
### October 10-12

Columbus Day Regatta, Larchmont YC, NY  
 — Larchmont YC 914/834-2440

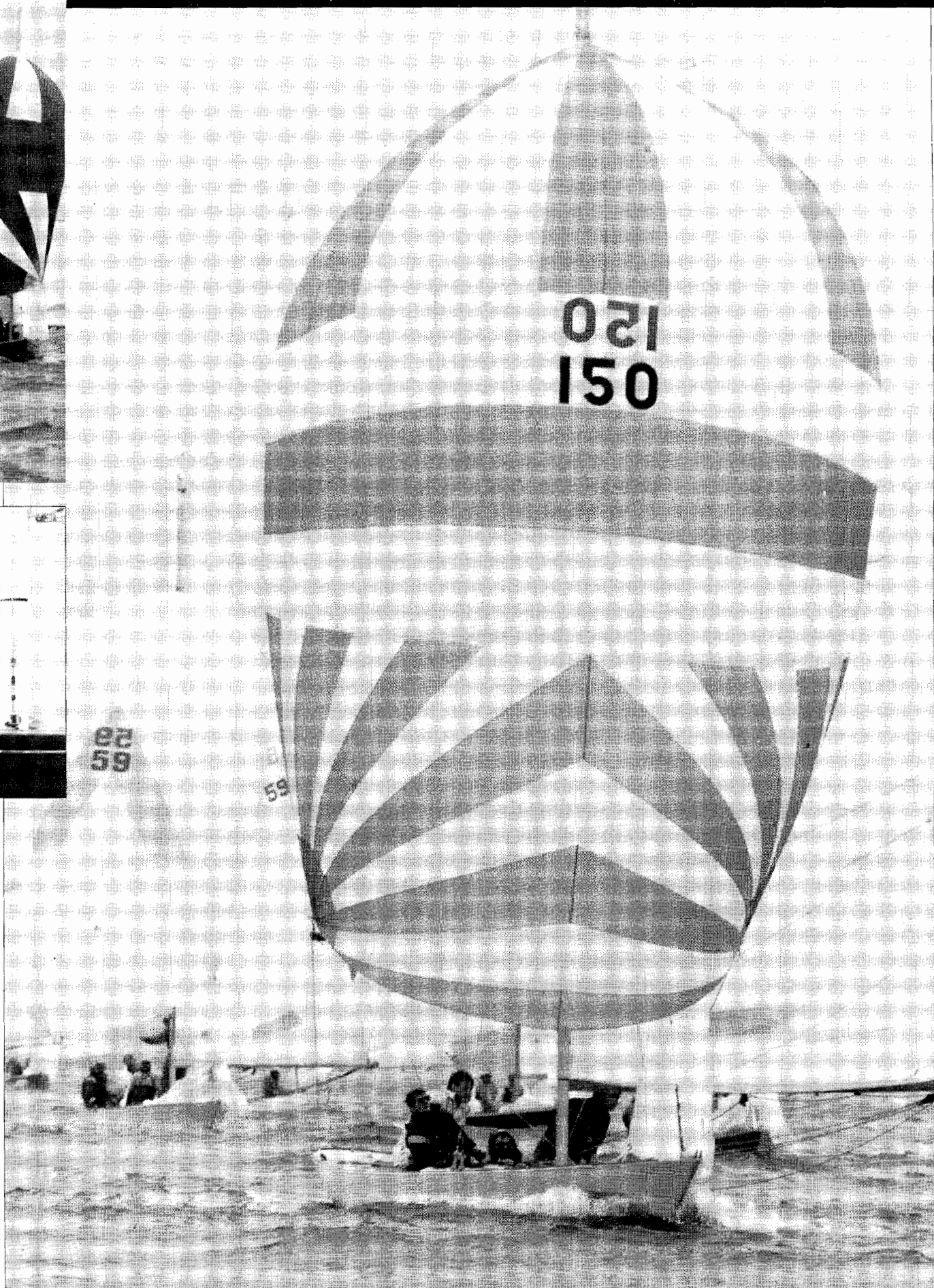
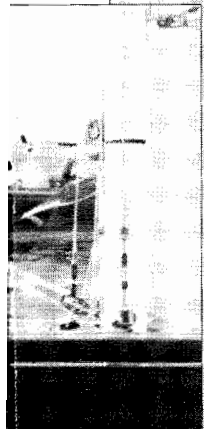
# The Nationals

The national in Newport featured weather at both ends of the spectrum. Directly below is the winner, *Hawk*.

All photos on this spread courtesy of Cold Smoke Photography







# AROUND THE WORLD



The summer of 1991 was a busy one. Here is just a sampling of where all the action was. Fleet captains, we need to hear from you. If you don't see something from your fleet or regatta, it is probably because we never heard anything from you. Keep in touch!

## Hurricane Bob

The daylight hours of August 19 were not "business as usual" in New England, especially amongst the Newport, Marion, Edgartown, and Marblehead Shields fleets. The arrival of Hurricane Bob's 100 mph winds around noon on Monday, what many optimists were saying no more than 24 hours previous would never hit New England, was a rude awakening.

In Newport, #236, owned by Frank Fay, was completely destroyed on her mooring in Jamestown. Across the East Passage of Narragansett Bay from Newport, Jamestown sustained heavy damage along

her waterfront.

In Marion, the damage was far more severe. Five boats were heavily damaged: #58 *Fast Break* owned by Arnold Hill, #105 owned by Brian Ladoceur, #177 *Whisper* owned by Charles Crowley, and #219 *Irresistible* owned by Thornton Ash were all heavily damaged on their moorings in Marion harbor. #205 *Forty-Two* co-owned by Ben Bryant, was damaged while in a shed out of the water.

Perhaps the most graphic demonstration of what a hurricane is capable of doing was in Edgartown harbor. Walter Eberstadt's *Persephone*, #52, might have made it through the storm, but

couldn't avoid three boats that broke loose off their own moorings. *Persephone* was almost totally submerged, still on her mooring which had been dragged by two of the boats.

There was likely more damage to other Shields that you may have already heard about. According to Boat U.S., Bob damaged more than 6,000 boats besides Shields with losses in excess of \$60 million. The most extensive losses occurred in the Buzzards Bay, Cape Cod, and Martha's Vineyard areas where as many as 4,000 boats were damaged in winds up to 90 mph and tidal surges as high as 17 feet!

### LARCHMONT RACE WEEK FINAL STANDINGS (7/13-21):

Boat	Skipper	Fleet	Race #1	2	3	4	Total
1. #220	Dick Ronan	Larchmont	2	2	1	2	6.75
2. #35	Timothy Walsh	Larchmont	1	6	3	1	10.50
3. #221	Mike Carr	Larchmont	3	5	2	3	13.00
4. #80	Vic Onet	NAYS	4	3	6	4	17.00
5. #26	Don Tomlin	Larchmont	7	8	5	7	27.00
6. #106	Bill Rich	Larchmont	5	9	11	5	30.00
7. #25	Fred Werblow	Larchmont	6	7	12	6	31.00
8. #49	Gottlieb/Bontemps	Larchmont	9	12	10	9	40.00
9. #76	Robert Copp	Seawanhaka	DNF	1	4	DNF	42.75
10. #113	Mark Ames	Larchmont	13	4	14	13	44.00

### COLUMBUS DAY REGATTA FINAL STANDINGS (10/12-14):

Boat	Skipper	Fleet	Race #1	2	3	4	5	6	Total
1. #80	Vic Onet	NAYS	1	(6)	2	1	2	1	6.0
2. #54	T. dela Villechuchet	Larchmont	3	1	(10)	2	1	3	14.4
3. #26	Tomlin/Hynes	Larchmont	5	(8)	1	4	4	2	29.0
4. #117	Francesca DelGuercio	Larchmont	6	5	4	(9)	3	6	47.1
5. #25	Fred Werblow	Larchmont	2	3	7	6	(DNS)	DNF	50.4
6. #197	Tom O'Brien	Larchmont	(8)	4	5	8	6	5	53.7
7. #49	Gottlieb/Bontemps	Larchmont	9	(10)	9	5	5	4	58.0
8. #22	Peter Hancock	American	(DNS)	2	3	DNF	DNF	DNF	59.7
9. #183	Edward Yocum	Larchmont	7	7	8	3	(DNS)	DNF	62.7
10. #142	Hoke Simpson	Larchmont	4	9	6	7	(WDR)	DNF	64.7



## HARDING SAILS

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At Harding Sails, we have been building high quality race-winning Shields sails for 18 years. Much has changed during that time, but our commitment to our customers' satisfaction has never changed.

Many modern sailmakers have concentrated on developing technology to build sails faster. Our emphasis is on building faster sails.

We offer complete consultation services and will cut your sails to meet the conditions you sail in. Our sails are hand built, rugged and hold their shape for many seasons. If you're in the market for new sails and want to go fast for more than one year, you want Harding Sails.

We're more than happy to take the time to explain why we build our sails the way we do. If you want to talk to a sailmaker that sails a Shields as his passion, rather than his job; one who designs, cuts and builds your sails rather than a professional "sails person" who will hand your order over to a computer and assembly line, you want to talk to Harding Sails.

380 Wareham Street  
Marion, MA 02738  
508-748-0334

### NATIONAL NEWS FLASH

FORT WORTH, TX—US SAILING has awarded the 1991 W. Van Alan Clark, Jr. Trophy, the national sportsmanship award, to Fleet 1's Dick Ronan.

Ronan went down to the meetings in Texas to receive the award from President Bob Hobbs, presented on March 22.

The trophy is presented annually to the American sailor who best exemplifies the ideals and tra-

ditions of good sportsmanship. It was inaugurated in 1986 as part of US SAILING's program to encourage sportsmanship at every level of the sport. Congratulations Dick!

### FLEET 1

#### Ronan Cleans Up Fleet Awards

LARCHMONT, NY—Following the 1991 Annual Awards Dinner, Dick Ronan was awarded the fleet championship with nine first-place finishes for the season. As if that wasn't enough to carry home, he was also winner of the Russell J. Nall Perpetual Trophy awarded to the helmsman over 18 years of age (Dick just made the cut!) in a YRA of LIS one-design class with 10 or more qualifiers with the highest weighted season score with throwout. To top it all off, Ronan also received the David Pryor Sportsmanship Award. This trophy was rededicated by the Executive Committee in early 1991 as the sportsmanship award, "To be awarded to the YRA member, preferably an active racer, who best exemplifies the ideals and traditions of good sportsmanship." Ronan was also nominated for the national sportsmanship award given by US SAILING.

While 1991 was the first year in the 97-year his-

tory of the YRA that we dedicated an award for sportsmanship, I think we will find in the years to come that it is most unusual that the winner of the Nall Trophy is the same person as the winner of the Pryor Sportsmanship Trophy.

—Kevin Hynes

#### FLEET 1 SEASON CHAMPS:

1. #220, Dick Ronan (.926) 2. #221, Mike Carr (.881) 3. #26, Don Tomlin (.854) 4. #106, Rich/McGuire (.836) 5. #25, Fred Werblow (.830).

#### FLEETS 1, 2 & 5

The PollyAnn Trophy for the Long Island Sound Shields Season Championship was won by *Wizard*, sailed mainly by Michael Neff, Woody Glenn, "Torchy" La Flamme and Vic Onet—the syndicate of Oz. This same weezy, rather geriatric bunch held on to win the 1991 LIS District Championship for the second or third year running. The *Wizard* group has placed high in the annual rank-

ings for the coveted "most enthusiastic cocktailer" prize—the Commodore Monte Santo Award—which is usually won or lost on the porch of the Larchmont Yacht Club during the aftermath of *important* regattas.

1. *Wizard*, Syndicate of Oz, NAYS (20.00) 2. *Tango*, Don Tomlin, Larchmont (47.75) 3. *Paulina*, Thierry dela Villechuchet, Larchmont (54.50) 4. *Cornelia*, Mike Carr, Larchmont (75.00) 5. *Seiche*, Bob Copp, Seawanhaka YC (77.75).

#### LONG ISLAND SOUND DISTRICT CHAMPS

Larchmont Yacht Club, NY

6/29-30

1. #80, Syndicate of Oz, NAYS (6.75) 2. #228, Nick Gumprecht, Larchmont (14.75) 3. #76, Bob Copp, Seawanhaka (18.00) 4. #54, Thierry dela Villechuchet, Larchmont (20.00) 5. #57, Steve Erlanger, Seawanhaka (20.75).

## FLEET 4

### Marblehead Race Week

MARBLEHEAD, MA—Ten Shields fought each other and the light and variable wind that engulfed Marblehead the weekend of July 25-28 at Marblehead Race Week. The mega-event that involves all

the clubs in Marblehead, was the 102nd running. Shields sailed on the outer course with the Etchells, 210s and IODs. John Read and Joan Thayer defended their title once again in *Rachel* with an excellent score of just three points. With good attendance and the hope for better weather

next year, Marblehead should be a must on every Shields schedule.

**1.** *Rachel*, John Read/Joan Thayer (3.0) **2.** *Syn-ergy*, Paul Deschenes, Jr. (11.0) **3.** *Caveat*, Richard Sides (12.0).

## FLEET 8

### Edgartown Regatta

EDGARTOWN, MA—The tiny town of Edgartown, among other things, was put under siege in mid-July as the crew on *Red Eye*, led by skipper Rob Nye, marched through the Edgartown Regatta with five first-place finishes. The weather cooperated, and except for some light air on the first day provided good breeze for the rest of the regatta.

The first race may have set the tone as Nye

caught up to early leaders Tim and Alex Bryan, coming from way behind. Both Bill Weeks (broken shroud) and Bob Whittmore (protests) had problems in that race and never really recovered. After that, the battle was for second as *Red Eye* ran up five straight wins before a "deep finish" in the last race.

The reception at Edgartown YC was its usual finest, and Joyce and Lefty Lewis were instrumental in attracting boats, finding moorings for out-of-town boats, etc.

**(COX-SPRAGUE SCORING):** **1.** #20, *Red Eye*, Rob Nye (459.0) **2.** #223, *Aileen*, Tim Bryan/Alex Bryan (416.0) **3.** #244, *Enchantress*, Bob Whittmore (383.0) **4.** *Phum*, Lewis/Donahue (376.0) **5.** **(TIE)** #52, *Persephone*, Walter Eberstadt (372.0) **5.** #230, *Anity*, Sandy Vietor **7.** #42, *Alexa*, Bill Weeks (367.0) **8.** #11, *Deja Vu*, Nancy Highet (336.0) **9.** #128, *Ale-tor*, Hal Scott (330.0) **10.** #58, *Fast Break*, Arnold Hill (286.0).

## FLEET 9

### Volvo Newport Regatta

NEWPORT, RI—John Hardy and Ched Proctor were among the 285 boats that made the trek to Newport for the Volvo Newport Regatta (the last under the Volvo name). As it turned out, on the water was the coolest place to be as a heat wave engulfed the Northeast, and Proctor and Hardy stayed cool enough to win the 17-boat Shields class. The event was also the Shields New England Champs.

The seabreeze was evident every day, making for some exciting racing. Consistency was key and one look at the scores shows that. Both Nick Burke/Wayne Kennedy and Rob Nye had streaks of first place finishes, but Hardy and Proctor were never out of the top two and that was all they needed.

### Season Wrap-up

NEWPORT, RI—It is interesting to note that four different boats won the four different spring and summer series. For the second time in a row, Chris Withers won the Manice Trophy as the overall fleet champion after he swept the two weekend and Wednesday night fall series. Along the way, Chris also won the Toland Trophy for outstanding boat



during the Summer Series, and the Kendall Cup as the outstanding boat of the Fall Series. It goes without saying that he also won the top Navy Crew award.

The Cassidy Memorial for outstanding boat of the spring was won by Gary Lash, who also took home the Aloha Cup for winning the Independence Day Regatta. The Beck Trophy for outstanding Ida Lewis YC Shields goes to Earle Stubbs. The Newport Offshore Trophy for the highest placing

Narragansett Bay Shields during the Volvo Regatta went to Bonnie Shore.

Among other news, Fleet 9 is glad to welcome aboard two new members, Rob Wheland who sails Pat MacIntyre's old boat (Pat purchased #158) and Joe Tomlinson on #233 *Red Rover*. It is also good to see that Dan Hadley has entered the fray once again with #168 *Shamrock*.

**SPRING WEEKEND SERIES:** **1.** #169 *Bomba Charger*, Gary Lash (8.75) **2.** #163 *Ann*, Chris Withers (24.00) **3.** #59 *Lisa*, Earle Stubbs (25.00).

**SPRING WEDNESDAY NIGHT SERIES:** **1.** #59 *Lisa*, Earle Stubbs (7.50) **2.** #169 *Bomba Charger*, Gary Lash (8.50) **3.** #163 *Ann*, Chris Withers (15.75).

**SUMMER WEEKEND SERIES:** **1.** #32 *Blaze*, Shore/Meril (10.75) **2.** #163 *Ann*, Chris Withers (20.75) **3.** #158 *Carrol*, Patrick MacIntyre (33.75).

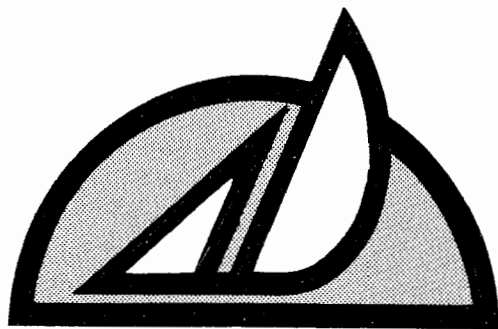
**SUMMER WEDNESDAY NIGHT SERIES:** **1.** #163 *Ann*, Chris Withers (3.00) **2.** #59 *Lisa*, Earle Stubbs (9.75) **3.** #23 *Rascal*, Bryce Muir (16.00).

**FALL WEDNESDAY NIGHT SERIES:** **1.** #163 *Ann*, Chris Withers **2.** #59, *Lisa*, Earle Stubbs **3.** #164, *Angela*, Cramer

**FALL WEEKEND SERIES:** **1.** #163 *Ann*, Chris Withers **2.** #23, *Rascal*, Bryce Muir **3.** #168, *Sham-rock*, Dan Hadley

### VOLVO REGATTA FINAL STANDINGS (7/19-21):

	Boat	Skipper	Fleet	Races #1	2	3	4	5	Total
<b>1.</b>	#245	Hardy/Proctor	Larchmont	2	2	2	2	1	8.75
<b>2.</b>	#231	Burke/Kennedy	Marblehead	1	1	5	4	9	19.50
<b>3.</b>	#32	Shore/Meril	Newport	4	8	4	3	2	21.00
<b>4.</b>	#20	Robert Nye	Newport	PMS	3	1	1	6	30.50
<b>5.</b>	#244	Bob Whittmore	Edgartown	10	7	3	6	8	34.00
<b>6.</b>	#23	Bryce Muir	Newport	12	10	7	5	4	38.00
<b>7.</b>	#169	Gary Lash	Newport	5	5	12	PMS	5	47.00
<b>8.</b>	#163	Chris Withers	Newport	7	6	11	PMS	3	47.00
<b>9.</b>	#155	Larry Ahearn	Newport	9	9	13	9	11	51.00
<b>10.</b>	#233	Joe Tomlinson	Newport	3	4	6	PMS	DNF	52.00



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**FLEET 10**

***Buzzard's Bay Regatta***

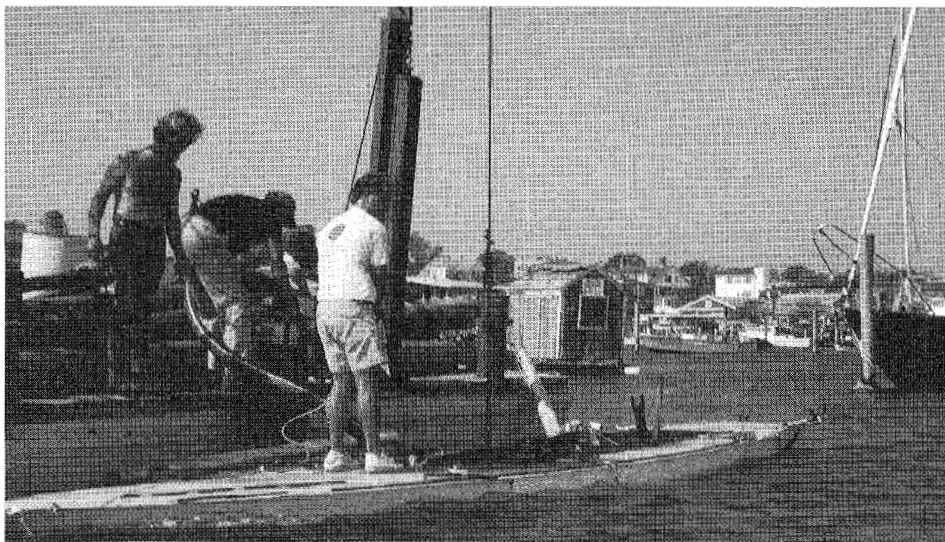
SOUTH DARTMOUTH, MA—A small but talented fleet of four Shields gathered off Padanaram for the three-day Buzzards Bay Regatta, put on by the New Bedford YC. The three local boats from Marion, Charles Berry's *Elderberry*, Graham Quinn's *Hotspur*, and Jonathan Foot's *Nimrod*, entertained only one of the two out-of-town boats expected, Rob Nye's *Red Eye* from Newport. The first two races set the tone for the series as Nye went 1-2 while Foot went 2-1. But a later protest by Foot against Nye in the first race for taking too much room at a leeward mark in 25-knots of breeze, held up in the protest room.

Saturday provided a lighter, more fickle breeze, sufficiently slowing up the race committee so they were only able to get two more races off. Graham Quinn won the third race while Foot won what proved to be the finale— Race 4. Sunday's only race did not finish under the time limit as light air

engulfed Buzzards Bay. (Note that the scores are accurate, as the DSQ was not figured into the of-

ficial results)

---Tim Robinson



**Fleet 8's *Persephone*, belonging to Walter Eberstadt, did not fare well in Hurricane Bob!**

<b>BUZZARD'S BAY REGATTA FINAL STANDINGS (8/2-4):</b>								
	<i>Boat</i>	<i>Skipper</i>	<i>Fleet</i>	<i>Race #1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>Total</i>
1.	#235	Jonathan Foot	Marion	1	1	(3)	1	2.25
2.	#145	Graham Quinn	Marion	2	3	1	(4)	5.75
3.	#68	William Berry	Marion	3	(DNF)	2	2	7.00
4.	#20	Robert Nye	Newport	(DSQ)	2	4	3	11.00

# 20 Trouble Spots on the Pre-Season Checklist

*Are you going to live with the same speed or sail handling problems that you had last year? Henry Little says no way, and offers some advice on how to avoid this.*

Having been a member of the Newport Shields fleet for over 10 seasons, as well as having sailed in a number of the larger class events, I've made several observations as to the true one-design character of the class. The best of these observations is that any well-prepared, well-sailed Shields will have an even opportunity to win, regardless of its age. A close look at the results of the Nationals over the past few years shows as many double-

cleanliness of your bottom.

## DECK:

**Backstay:** The rules allow for an 8:1 purchase. Older boats don't have this power ratio... make sure you do. Lead the tail top either side of the cockpit, where your mainsheet trimmer will find it easy to use. This is a critical adjustment and must happen easily. Mark the wire itself so that settings can be repeated accurately.

**Traveler:** Be sure that the roller bearings in the car are working smoothly (if not, replace it). As with the backstay, this adjustment has to be led to the center of the cockpit to your mainsheet trimmer. A good trick here is to cross over the tails so

preferable to the small ones—making for easier connections. Lubricate and check springs and trip line. Add areas of 3-M sticky nonskid at either end for a better grip when wet.

## RIG:

**Partners:** Needed here is blocking to not only secure the rig athwartships but fore and aft as well. The fore and aft block should be of different size and interchangeable for heavy and light settings. I have seen custom glass wedges and wooden shims work equally well.

**Gooseneck:** This floating gooseneck/downhaul arrangement adds an unneeded luff tensioning method that is already taken care of by the cunningham and main halyard. Lock it in its up position with a large stainless screw and loosen the downhaul.

**Outhaul:** Move to 8:1 maximum allowable purchase.

**Spreaders:** Mark with contrasting tape 2" and 4" inboard from the tip as a jib trim reference.

**Masthead:** Windex.

**Turnbuckles:** Add plastic boots on uppers and headstay. This negates the need for tape and allows for easy pulling around of the spinnaker sheets.

## ASSOCIATED GEAR:

**Spinnaker Sheets:** Two sets are needed: one light and one all-purpose. Have shackles spliced to the ends to facilitate a quick change from one to the other. Spectra works the best because of light weight, low stretch and it doesn't absorb water.

**Jib Sheets:** Low-stretch dacron with a soft cover is easy on the hands.

**Mainsheet:** Again, Spectra. Use a system that allows you to remove a part of the purchase in light air. The sail will ease more freely when power isn't needed.

**Sails:** Use draft stripes, telltales, and windows. Any trim reference will allow you to hit fast settings consistently. Windows prevent collisions so you don't have to go back to working on the hull section.

Off-season maintenance prevents early spinnaker explosions and sails that smell like fish.

While a lot of these jobs are a once-a-season project, others require constant maintenance. Divide high-maintenance areas among crew members; this will keep everyone involved and reduce unforeseen problems on the race course.

*Henry Little is the Loft Manager at Shore Sails in Portsmouth, R.I.*



PHOTO: MITCH CARUCCI

**Completing the pre-season checklist will make the season more enjoyable and less expensive.**

digit hull numbers in the top spots as newer boats. The keys to success are again, well prepared and well sailed. While even the most successful crews never sail the perfect race, they do restrict mistakes to the area of tactics. Knowing that, their well-prepared boat can be brought to speed easily and maneuvers will come off without a hitch due to a clean, smooth working deck layout.

## PRE-SEASON PREP WORK

### BOTTOM:

1. At the end of last season, the hull plug should have been removed and the keel-deadwood joint gouged out. Always let the boat drain as long as possible.

2. Fill and fair bronze fairing strips at the forward edge of the rudder and the keel-to-deadwood joint.

3. Paint with hard finish anti-fouling paint and sand to at least 400 grit, 600 grit if you're serious.

The bottom is typically the most neglected area, possibly because it's a dirty job... it really pays to be neurotic about the smoothness and

that the car can be pulled to weather from the leeward side. This will give your mainsheet trimmer a better position to get leverage when it's windy. A 4:1 purchase is plenty.

**Winches:** Both Barient and Lewmar will provide you with rebuild kits and winch grease. This is a 10-minute job at the beginning of the year. It's a good idea to inspect winches before big events as well.

**Jib Tracks:** Drill extra holes between factory holes in the track. This will allow for more accurate fine tune of the lead position.

**Vang:** Rules allow for an 8:1 purchase. This may be done in a number of ways: a cascading system, a direct 8:1, or a combination of the two. The key here is maximum purchase and easy release under load.

**Console:** As with most boats, we've run the cunningham, twings, foreguy, and topping lift to a teak block between the mast and forward edge of the cockpit. The addition of a small tail bag at the aft edge of this console keeps the spaghetti to a minimum.

**Spinnaker Pole:** Large-jaw versions are

# Short Tacks

**James B. Moore, Jr.**  
1912-1991

Jim Moore died last spring. His devotion to sailing and racing is well known and has been covered in the January 1990 edition of the *Masthead*—a profile that outlines a remarkable 60-year career on the water. He was a throwback to the early days of one-design racing on Long Island Sound, a link to the 1930's and 1940's, the era of Mosbacher, Shields, Knapp, Cox, Hinman, and the like. In a real sense, these guys were pioneers of one-design racing in the U.S., and as such Jim went on to start and promote a number of classes at his beloved Manhasset Bay. In his later years, he was of course, the Father and Mother of the Shields Class both on the Sound and as President of the Association in 1984 and 1985.



**James B. Moore, Jr.**

To me, his legacy is much, much more than a list of sailing achievements. He was intensely human—sensitive, blunt, honest, tough, fragile, caring, loving, funny. When he took over the class in 1984, he said, "I'm going to bring this god-damned boat into the 20th century." "Good luck," I replied. One year and one Blue Book later, the boat was there. Once I asked him about a guy we both knew. He simply said, "I don't respect him." Since then, I've thought a lot about the concept of respect; especially about how respect can almost be defined as the intellectual equivalent of love. I find it very easy indeed to apply both terms to Jim who, already, I sorely miss.

—Victor M. Omet, Jr.

## Another Armadillo

The 1992 Armadillo Cup is scheduled for the weekend of May 1-3 at the usual site, Rush Creek Yacht Club. Peter Gerard is the regatta chair and

can be reached in Dallas at (H) 214/258-0900 or (W) 214/387-1168. There will be a yacht draw on April 29 to select boats, the reason being so no skipper can draw his own yacht for the series. The entry fee is \$150, plus \$50 for US SAILING borrowed-boat insurance. You can be assured of a good time and some warm weather, so don't delay. The deadline for advance registration is April 1.

## Hawk vs. Blazing Scalpels The Final Chapter

On September 18, 1991, the USYRU Appeals Committee handed down their final decision in the matter arising from the 1989 Shields Nationals in Chicago. It went like this—"The appeal is denied." USYRU (now US SAILING) Appeals Committee Secretary Tom Farquhar went on to explain:

"Rule 68.6 establishes a time limit for the lodging of protests. A protest committee's discretion to extend that time limit is restricted to circumstances in which it is reasonable to do so, and, when such an extension is granted, the additional time for lodging a protest must be reasonably related to the circumstances justifying such an extension. *Blazing Scalpels* was aware of *Hawk's* possible infringements of the class rules on September 15, 1989. Rather than lodge a protest within the time limit for lodging protests that day, she chose to ask the class to initiate action after the regatta. Since *Blazing Scalpels* was aware of the possible infringements on the last day of racing, the protest committee erred in extending the time limit for four months. Rule 74.3, Measurement Protests, makes no exception to the time limit for lodging a protest.

"The class acted within its authority to invalidate *Hawk's* certificate after the regatta. However, this invalidation is not retroactive to races previously sailed. If a measurement protest is lodged during a regatta, and the facts found by the protest committee are that the yacht is not in compliance with class rules, the yacht would certainly be liable to be penalized under Rule 74.4. This did not occur in this case.

"The failure of *Blazing Scalpels* to file a timely protest made any subsequent request for redress under Rule 69 invalid, because any possible prejudice to her finishing position was not "through no fault of her own."

The decision of the Lake Michigan Sail Racing Federation Appeals Committee is unchanged, as is *Hawk's* standing in the regatta."

The way to look at this whole episode—a learning experience. Let's never let history repeat itself in our class.

## US SAILING & The Shields Class

As all of you should know by now, USYRU is now US SAILING, as voted at their annual meet-

ing last fall in Stamford, Conn. Though it may take awhile to get used to not saying 'you-sah-roo,' the change is going to go a long way in the promotion of our sport and as a result, our class.

The US SAILING Golden Anchor Program, which we voted to become members of at the annual meeting during Nationals, is another reason why this name change affects us all. The Golden Anchor Program credits our national association with \$10 for each new member that joins, helping with bills we incur with them like insurance, membership, publications, etc. More and more regattas are discounting entry fees for US SAILING members, any membership renewal gets the special rate, and it's a rare opportunity where everyone wins: The individual saves, the association saves, and US SAILING, the governing body for our sport, gains membership that keeps it afloat.

Joan Thayer pointed out another reason following her pilgrimage to the US SAILING Spring Meeting almost a year ago in Chicago. She was there for other reasons, but dropped in on the One-Design Class Council Meeting, having not seen or heard anyone representing our class the last three years. But following her introduction, another Shields face, Jeff Higgins, stood up as well. "I'm not sure who was the more surprised," she said. They met afterwards to clarify the situation, though clearly Jeff was carrying the vote.

The whole point of her letter was that this is our sport, our class, and it is important to interact as often as possible. She recommended that the Shields representative who attends the meeting should submit their thoughts, impressions, ideas discussed, pertinent information, etc., into the *Masthead*. To this end, the US SAILING Spring Meeting will be held at the Radisson Hotel in Fort Worth, Texas, March 18-22. The Fall Meeting is going to be held on October 21-25 in New Orleans, La. In 1993, the spring meeting is in Chicago on March 17-21, while the fall meeting is on October 20-24 in Detroit. If you're interested, the number at US SAILING is 401/849-5200.

## Thanks to our photo friends

The photos throughout the *Masthead* were taken by various folks. All the photos from the Nationals were taken by Andrew Spodek and Jill McGlashon from Cold Smoke Photography. They had photos on display during the regatta, but if you missed them, their address is P.O. Box 2704, Telluride, CO 81435 303/728-3780. Photos from the Volvo Newport Regatta last summer were taken by Carl Yusna. He lives in Old Saybrook, CT and the number is 203/388-0175. Thanks guys and gals.

If you see a photographer at a regatta, find out who they are and get them to send the photos in. We print almost everything we get, and we don't get much, so....



# Boat Emporium

*This is the current list of available Shields as we know it and is published solely for your convenience. If you would like your boat listed, write down (1) builder (2) color (3) 15 words about the details (sails, new gear, price, etc.) and (4) contact name, phone number, and address. When and if your boat is sold, please let us know so we can delete it. Please note that some of these boats may have already been sold.*

**#24** - Chris Craft, light blue gelcoat, all original stock boat without racing modifications. \$10,000 Contact Trevor Pardee 212/535-8956.

**#64** - Cape Cod; blue Awlgrip; completely renovated w/new bottom, topside, deck paint, teak, halyards, compass, boom, spinnaker pole, etc. New Shields at half the cost. \$15,000. Contact Mike Grinnell, Manhasset Bay at (W) 800/338-5101 or (H) 516/767-2261.

**#82** - Dark blue, white bootstripe; keel rebedded in '90; '88 boom; '86 Wilson & Silsby main &

jib, 2 Cressy spinnakers, 3 1980 Sobstad sails; Custom double axle trailer included; excellent race record. \$12,000. Contact David Cooke (H) 508/372-0157 (W) 508/667-1300 or David Goldsmith (H) 617/598-0005 (W) 617/593-3542.

**#107** - White hull, red bootstripe; Sobstad sails used 10 times; mast and boom recently repainted, all standing rigging replaced; \$8,000. Contact Jeff Moredock at Chadwick School 213/377-1543.

**#111** - Dark green Awlgrip; Chris-Craft, up-to-date for racing, good condition, Triad trailer included. Asking \$7,500. Contact John Feldtmose (W) 212/574-9001 (H) 914/834-2343.

**#124** - White hull; Epson bilge pump; two aquameter compasses; current sails including '90 North jib; outstanding race record; includes new white Triad trailer; rod-rigging below-decks. Asking \$15,000. Contact Scott Coverley (W) 800/533-6386 (H) 516/883-9829.

**#127** - Chris Craft; White, race-ready, Awlgripped 1989. 1990 Marblehead Race Week champ, excellent continuous race record for over 5 years. Sails include '89 Cressy spinnaker. \$12,500. Contact John Read at 617/631-0669.

**#151** - 1968, teak trim, fully equipped for racing and enjoyable sailing. Can be delivered. Asking \$14,000. Call 508/347-3190.

**#205** - White hull; \$17,500. Contact Joan Smith, Marion, MA 508/997-8849.

**#208** - Teak trim, little used. Not sailed over the last three summers. Thurston Sails. \$14,000. Contact Arch T. Hodge at 508/563-3416 or 617/545-3466.

**#226** - Beautiful gelcoat, micron bottom, dry docked for the last two years; fleet champion in the '80s; owner taking on more race committee work. \$20,000. Contact Dennis Dixon (H) 508/526-4795.

**#233** - Red (new awlgrip); excellent race history (Buzzards Bay Regatta, N.E. Champion); new Shore main & jib; new VC 17 bottom paint; best used Shields available; \$20,000 firm. Contact Mary Tomlinson (H) 508/748-1412.



**Shields Masthead**  
**Tim Robinson**  
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