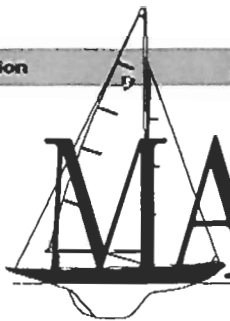


SHIELDS MASTHEAD



Winter 1993



Phoenix Rises As Texas Hawk!

Proctor and Hardy Do It Again! The Dallas Nationals.

by Garry Brown and Ched Proctor
Photos by Jim Durham

SHIELDS NATIONALS 1993

We convened in Heath, Texas at the Rush Creek Yacht Club on an unusually low Lake Ray Hubbard. The ex-Governor has his little Ranch at the south east corner of the lake. The word is that he wanted a little work done on his waterfront. To facilitate said project, the dam was opened and a few feet of water allowed down river.

Who was there? Well, we had everyone complete with their resident tacticians: Rick Tears, aided by Thistle and Coronado

15 national champ, Bill Dreihelm; Bob Whittemore, aided by perennial Shields champion, Bonnie Shore; Dr. Al Meril imported Mark Foster; Regatta organizer Peter Gerard, sailing with the awesome team which he has spent four years cultivating Greg Gondran in front, Mark Babb on main and Rob Johnston directing tactics.

The weather played with us a bit. It treated us to two beautiful sailing days with good breeze for the two days before the regatta. Then Sunday's practice race was eliminated

by lack of wind and the weather fronts never passed through until the racing ended Wednesday afternoon. Periodically, the wind would increase then die as the weather systems teased us.

Race #1 North East (50 degrees) wind light shifted to the right during the race. We were caught on the left after a mediocre start. Stephen Craig started well at the leeward end and quickly moved out, crossed the fleet, getting to the right early. We rounded the weather mark with three boats still behind us. **Continued on page seven**

From The Crow's Nest
by *Peter Gerard, President*

I would like to begin my first commentary by thanking the national officers, Wayne Kennedy, Nick Burke, Ralph Walker and Jim Porath for their time and dedication to the Shields Class these past two years.

I know that we all have at times just wanted to be able to sail our boats. But without people like the four above, our class would not be the strong organization that it is today.

I would also like to thank Jim Craig, Bob Broun, and Garry Brown for agreeing to serve with me as your class officer for the 1994-1995 term. Prior to accepting the positions, we discussed our goals and agenda at length, and I must admit that they are both exciting and challenging.

I have given a great deal of thought to the theme of our watch, and have concluded that it should be communication. Over the last few years a number of situations have challenged and strained our class. And while they ultimately were resolved, they suggest that the sharing of information and ideas is critical for an organization such as ours to survive and thrive.

As a first step, we have decided to expand the publication of the Masthead to four editions a year. In addition, we are going to propose that Masthead become the vehicle for publishing official notices, including requests for waivers or modifications to the specifications or class rules. It will also be the where the technical committee issues its findings and rulings.

We want to encourage individuals and fleets to utilize the Masthead to announce regattas,

report on their results, and just gossip. In addition, we will be including informational and technical articles designed to help us all sail and race better.

Garry Brown has accepted the position of Editor of the Masthead. And he is looking forward to receiving suggestions and article from the members.

Jim Craig informs me that he plans to bring technology to the technical committee. The fax and conference call will insure that there is broad and timely input, and the Masthead will insure broad disseminating of their deliberations and determinations.

Bob Broun is charged with insuring that the Shields Class remain financially strong while at the same time using its financial resources to maintain and expand the class. A task he is expert at.

My personal agenda includes encouraging face to face communication through the establishment of a trophy series that would include a regatta sponsored by each fleet, and the establishment of a long range planning committee. The Shields2000 committee's charter would be to consider the Shields class, its strengths and its weaknesses; and identify a strategy and guidelines to insure that it survive and thrive well into the 21st century. This committee will include a broad cross section of class members.

1994 will be an exciting year. Personally, I hope to visit many of the fleets, and I am looking forward to Edgartown in September.

And finally, Melinda, Jennifer and I would like to wish all of you and your families a

happy holiday season and a prosperous and happy New Year!

1994 CALENDAR

May 6 - May 8

**Armadillo Cup, Rush Creek YC
Dallas, Texas**

-Peter Gerard 214/258-0900

July 14- 16

**New England Championships
Edgartown, Martha's Vineyard,
Massachusetts**

-Bob Whittemore 212/270-3492

July 15-16

Michelob Cup

Newport, RI

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

September 10- 14

**NATIONAL CHAMPIONSHIP
REGATTA**

Edgartown, Massachusetts

Bob Whittemore 212/270-3492

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**FINACIAL REPORT FOR THE
SHIELDS ONE DESIGN CLASS
SAILING ASSOCIATION**

To the Members of the National Shields
Class Association:

The following is a summary of the financial
results for the period from August 11, 1992
through September 15, 1993.

Cash on hand, 8/11/92	\$ 11,549.
Income for the period	
1992 Dues	\$3000.
1993 Dues	6330.
Interest	350.
Bluebook sales	<u>80.</u>
Total income	<u>9,760.</u>
Total cash	\$ 21,309.
Less disbursements	
Masthead	\$2184.
US Sailing	100.
Bluebook*	1264
Committee exp.	<u>37.</u>
Total disbursements	<u>3,585.</u>
Cash As Of 9/15/93	\$ 17,724.

Submitted by: James E. Porath
Treasurer

* There are additional costs to come of
approximately \$3500. to \$4000. which will
be paid in October.

By View From The Masthead
by Garry Brown, Editor

I hope that all of you will take the time to thank Vic Onet the next time that you see him or sail against him. His diligence and wisdom in leading the bluebook committee in coordination with the technical committee has led to the first new bluebook in almost 30 years- a most necessary tool for the re-standardization of our class!

When you read over your new book, be sure to start with the introduction. This may seem obvious, but this introduction is neither extraneous nor gratuitous; it succinctly states the philosophy of the technical committee and the rules.

As a relative newcomer, this is the first time that I have had a set of Shields rules that can be relied upon with confidence to be the most up-to-date available. I know that some feel that the process of issuing a bound book is cumbersome and inflexible, but I will make a case for clarity & conciseness over the previous revision methods. This "Bluebook" (it's truly blue) will also serve to make entering the class less formidable and confusing for new and prospective owners. Further, the new book makes a statement to new owners that this is important information and that the class cares enough to make its rules presentable and intelligible. (My first set of class rules came from the previous owner in an old box!!) The printing of a new rules book in totality was long overdue and should serve the class well as we move toward a new century.

Vic is also the father of the Polyann Trophy, another example of forward thinking that has and will enhance class growth (and long term survival) by encouraging competition among fleets. Communication and cooperation are the building blocks that will keep our class strong and desirable for many years to come. Corny certainly had the builders put strong stuff in the boats; they have more than met the challenge of durability and longevity. The introduction to the class bluebook states a challenge and purpose with regards to the boat. Our greater challenge is for the association members to provide a durable yet dynamic foundation through participation and communication to make our class continue to prosper and thrive for years to come.

Vic has shown prescient leadership in guiding the class through some bumpy issues along the one design road. His contributions are very real and valuable. He has created a legacy of excellence both on and off the race course. Join me in saying "Thank You" to a real asset to our class.



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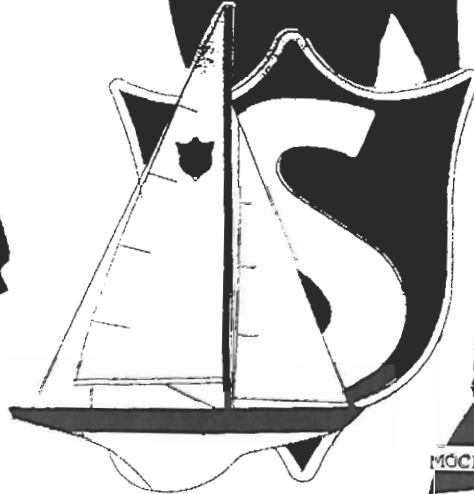


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The Measurer's Angle

by Jim Craig, National Measurer

Vic Onet and all who worked with him in overhauling and rationalizing our Specifications and producing our fine new *Bluebook* deserve robust applause and lasting gratitude. The revitalized Specifications should guide the Class well as we happily explore uncharted regions of competitively racing 30-year-old boats against new ones.

Vic Onet, Dick Ronan and Gordon Vineyard have been asked to continue to serve on the Technical Committee, and John Hardy and Tim Bryant have been asked to join them.

Because of the fine work done in recent years, our near-term agenda should be short. I will ask that we focus initially on measurement issues peculiar to older boats that may have had multiple owners and unrecorded or forgotten maintenance and repairs.

We have found in our fleet, for example,

considerable differences from boat to boat in maststep locations. The original wooden maststeps of most of our boats were replaced by fiberglass steps as the original steps deteriorated, and without measurement guidance, only great care, sharp eyes, and some luck would have kept the bases of the masts at the original heights and locations fore and aft. We've also found that forestay-fitting locations differ somewhat, in some cases because of obvious deck and fitting wear over years of use. However, some of the maststep and forestay differences are in boats that we know to be in original condition.

Whatever the causes, if maststep and forestay-fitting locations are quite different, sailing characteristics differ, and sail cutting and uniform tuning are vastly complicated. These are not all new issues, of course. As early as 1977 the incoming Class president lamented the absence of a maststep-locating measurement. But perhaps they deserve a solution.

Ched Proctor, Gordon Goodwin, Bonnie Shore, Graham Quinn and Danny Hadley

have been asked to serve as an *ad hoc* special panel to recommend methods of dealing with the forestay-fitting and maststep issues.

The first meeting of the new Technical Committee is scheduled to be in New York on February 5. The Committee will meet regularly by conference call, and when needed or when the opportunity arises, in person. With these folks on the Committee and the *ad hoc* panel, meetings and sharing of views should be thoughtful, spirited, good-natured, and entertaining.

We hope to use the Sailing Forum on CompuServe for communications that Class members can monitor, and to give early notice of any ruling requests, rulings, or proposed modifications to the Specifications.

Your comments and suggests are most welcome. Best wishes and good sailing.

JRC

Now,
we can
go
beyond
where
we
thought
we
could...

**"...GIVE ME A FAST SHIP
FOR I INTEND TO GO IN
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BUILDER'S CORNER

By Gordon Goodwin, President
Cape Cod Shipbuilding

In the past few years, sailmakers and boat owners of Shields have requested more tension on their rigging. By adjusting the backstay, forestay, boomvang, and main shrouds, etc., it causes the spars to bend, creating more HP in a broader variety of wind conditions. Unfortunately, this new found speed is causing an adverse effect on the hull shape and increasing fatigue on the equipment.

From stem to stern, here are the points that we as the boat builder have noticed in the last couple of years:

1. The forestay turnbuckle attaches to a 1/2" stainless steel rod and most of the time the forestay has very little load on it; loading the jib luff/forestay causes the chrome deck casting to lift, as it is held only by two small bolts in its after part and the 1/2" rod. The bolts may work loose over time, causing movement and leakage into the forward airtank.
2. There are a number of boats, built by Chris Craft, that have a horizontal bolt that attaches the forestay rod fork to the glass hull, inside the bow airtank. These bolts seem to be of an inferior grade of stainless steel. On a number of boats, we've had difficulty in replacing them and have used a power sawsall to cut the head and nut off, then driving the shank out and replacing it with 303, 304, or better marine grade stainless bolt. (ED'S NOTE: #51 (sails in fresh water) has had this bolt FAIL while racing due to advanced oxidation (rust) -BEWARE!)
3. As sailors tighten the main shroud, there are two forces occurring. (1) It presses down on the mast step and causes it to go lower in the boat, and (2) the tension of the shrouds compresses the deck and actually reduces the beam of the boat. this causes the deck to lift at the centerline. The "s.s. tie-rod system will not prevent or eliminate deck flexing. Both the deck and the mast step/flooring structures should be checked with a straightedge when tensioned and unloaded.

Movement of these parts is undesirable. It is standard boatbuilding practice to install a tie rod to prevent the king plank of the deck from rising or deflecting. In very early Chris Craft boats, there was a 1 x 1 hardwood tie-rod that was screwed to the floor and underneath the deck. This had a mount which held the winch handle. In more modern boats, these have been replaced by a large teak winch post that holds the halyard winches, cleats and the crew step. Obviously, these hold the deck in proper proportion and prevents the boat from changing shape. We have noted that some with bolts that hold the step or the older style posts have worked loose. Again, these should be checked carefully when loading and unloading the rigging to see if there is any movement.

4. We have not found any problems with the backstay attachment to the deck, but we do notice that the deck is deflecting a little bit now that we have an 8-part backstay. By reviewing these stress points, the skipper, sail trimmer, and crew can have more confidence in their rigging, knowing that they are in good shape. Also, By using this new powerful block and tackle equipment within reasonable tolerances and limits there won't be a rash of breakdowns, causing disappointments.

Corny Shields philosophy was "preparation in the springtime before racing". He raced knowing that all item that could be taken care of were.

As a Shields builder, we wish all of you Happy Holidays, and smooth sailing for the coming year.

FROM: FLEET 4, Joan Thayer
DATE: 11-4-93
RE: Appreciation

At a recent meeting of the officers from Fleet 4, it was unanimously voted that we go on formal record to thank you all for your time and effort as our national officers for the past two years. I think this has been a most difficult year for all of you in your personal lives. Yet, the Masthead got to us, the measurement issues certainly were addressed and well communicated and our treasury hasn't looked better. I do feel the secretary gets a round of applause for carrying everyone at the 1993 National meeting.

Keeping any organization together takes teamwork under the best of conditions. We sailors rarely sit back and think about the class, where we are, where we are headed, and why we continue to stay in the class. Besides the beauty of the Shields boat itself and our local fleet members, it is the lead from the top that impacts many of our decisions to participate in the class activities. Just how communicative is that small group? Do they listen to any of us? Indeed you all did even though some of you are no longer active fleet participants yourselves. That indicates the strong commitment and character of the individuals in our class.

I could continue, but I think you get the message from the home fleet. Thank you. We hope to see you aboard a Shields in the future somewhere.

1993 Nationals (continued)

The rest of the race is a bit of a blur. On the last beat we rounded the leeward mark in a big lift and sailed it to the right corner. For a while it looked like we might be heroes. The leaders on the left

got headed big time in a big hole while we were still lifted on port. We were well to the right corner when the wind finally went back to the right. Initially as we tacked over, things felt really fine, but the leaders were justifiably allowed to cross us. Craig, who got by Bo Hoag on the last beat, won the race with Hoag second, and Bob Whittemore sailing with Bonnie Shore third.

Race #1 Results

1st-Craig-#98
2nd-Hoag/Hockert-#104
3rd-Whittemore-#244

Race #2 Held after a lunch break. Wind around to the south (130 degrees as best I can remember) and still rather light. This meant it favored the left shore. Traditionally, in this wind direction there is little wind in the middle of the lake. One needs to get to the side where the mark is closer to the shore asap. At the middle there are too many holes to be able to get back to the side.

We were able to get a first rate second row start, so an early clearing hitch to port and to the middle of the lake was the choice. Peter Gerard went to the left shore. As he came back out on port, he got headed. Rick Tears was the second closest to shore and looked real fat early on. Gerard's green boat was plugged in closer to the left shore over Tears' hip as they both came out on port tack. Tears seemed lifted and easily across everyone, further toward the middle of the lake. Gerard headed down towards Tears' stern, looked fat on everyone else but didn't hesitate to sail the lifted starboard tack away from the rest of the fleet into the shore. When they got there, the wind rewarded them with the shore effect and a lift on port tack. This put them across Tears and into a lead that just kept getting bigger for the whole race.

On the last beat we took a lesson from the second beat. We knew that the left side might be favored as demonstrated on the first two boats. However, we did not blindly sail all the way to the left layline, where you are a sitting duck to get tacked on (refer to Peter Isler's article in November 1993 Sailing World). Instead, we were a little right of the five boats within catching distance. We set up even bow to bow on



Team UCI trims for speed.

port tack, then whenever they went on to starboard we did the same. We found a few little right handers to get into the left wind. The wind was definitely stronger to the left. As Steven Craig chased Al Meril beyond the layline, we made an easy gain on both of them. We picked up Garry Brown at the end of the beat, and elected to protect from him. By doing so, we failed to properly evaluate the strength of wind from the left and failed to gain Martin Plonus and Al Meril when we felt we already had them put away. We did pick up three boats in the last leg.

Race #2 Results

1st-Gerard-#53
2nd-Sherman-#184
3rd-Berry-#239

After Monday's racing, we were all invited to Bob and Linda Chilton's home for cocktails, dinner, and a tour of their wonderful collection of 19th century nautical art work and relics. A spirited croquet match was also part of the evening, on the specially built green. The art work, beautifully displayed in their home overlooking the lake is of a quality unmatched anywhere in the world. The Chilton's were gracious hosts and also showed Bob's photographic work

and a trophy room to end all. It was a special evening for renewing old friendships or making new ones among the great group assembled. The protest committee even joined us, operating from a 30-foot motor home parked on the grounds.

Race #3 was sailed the second morning. The weather was similar to



The Phoenix

the first morning with very light wind out of the east. We got a patented second row start with oxygen masks falling out of the boom. We cleared the port again, and promptly got tacked on. This dictated another hitch on starboard, as the wind auto tacked us. However, the shift didn't last long, so we went back to port tack. Then things started to go better. The wind gave us a little velocity lift on port to which made us look good on the boats further to the right. The short hitch on starboard had gotten us into good position. John Skiles protected the fast lane to the weather mark, by waving us across on port tack. Peter Gerard, on our hip well out toward the middle of the lake, was also lifted on port tack. It was looking like Lllama might pull off a repeat performance of the previous afternoon. The Gerard team had started well at the uncrowded leeward end of the line. They sailed fast on Starboard tack. This put them into the early strong position with this left shift. However, it did not hold up. The wind started its slow, inexorable shift toward the South thus favoring the right side. We tacked to starboard shortly after Skiles waved us across. We eventually lifted out across Tears and a group of boats that were further to the right and appeared to be leading early on. Skiles got a puff and eventually a header that he played well to gain the lead. We rounded second to Skiles, and we both jibed to port since it was the closer tack to the mark. Martin Plonus rounding third held starboard jibe for a short time. He rode a puff down to the leeward mark to pass both ourselves and Skiles when we had to jibe to starboard on a header. The wind had shifted to the south, and the weather mark was duly moved the right.

On the second beat, both Plonus and Skiles made initial tacks to the left and the middle of the lake. We held port tack into the header which comes off the cliff on the west shore. We passed Skiles, but Martin held on by coming back to the left when he saw what was happening. Actually, he waited patiently for two little lifts on port. This kept him a little in front at the weather mark. We jibed inside, which gave us an overlap at the leeward mark so we rounded in front.

On the beat to the finish, the wind got quite strong and continued to shift toward the south. Initially we covered Martin, as we both tacked to starboard out toward the middle of the lake. Tears led a charge to the west shore cliff header, closely pursued by

Gerard's Lllama team. We felt we had to leave Martin to fend for himself as the cliff shift seemed strong. We sailed over to Tears' and Gerard's line and tacked over to starboard between them, Tears to weather, Gerard to leeward. We kept getting lifted to the line, so Plonus was never given the serious right, which he needed to get back into it. We were comfortably on top and the race for second was left to Tears and the Lllama boys. Eventually there was a bit of right, which left Tears the loser. Peter certainly had his patience tried waiting for the header.



California Dreamin' Monterey Style

Race #3 Results

- 1st-Proctor/Hardy-#245
- 2nd-Gerard-#53
- 3rd-Tears-#51

Race #4 Wind 140-150 degrees. Before the start it was fairly breezy but lightened up considerably by the time of the start. It was maybe 10 knots at start, got very light by

the end of the triangle. This race was an olympic course, unlike all the others which were windward leeward five legs. Garry Brown snuck under us for a great start at the left end of the starting line. The wind filling from the left put him into the lead at the weather mark, while



we were left to fight it out for clear air in the back of the pack. We cleared out on an early port tack taking several sterns. This was beginning to get old! But this time we took every opportunity to get back to the left. The wind seemed to come out of Rush Creek as on the previous afternoon. The general direction was 140-150, interspersed with puffs at 120 with more strength as you get up the lake toward the yacht club shore. However, there was enough strength and a long enough right hand shift to let us back, toward that side. Fortunately, unlike the second race of the previous day, we resisted the temptation to cross the part of the fleet that had gone to the right. When the Rush Creek puff appeared, we were in a reasonable position. Garry Brown, Bob Whittemore, Rick Tears were further left and clean, so they all came out ahead of us in that order. Peter Gerard and a few others were also to the left of us but in less clear air so they fell back. We took Charlie Levy's stern to maintain a clear lane on port tack for the long hitch up the lake and stay in clear air. Near the end of the beat the

wind flicked back to the right a couple of times to let us stay in touch with the boats that had gotten to the left early on.

So we rounded the weather mark in fourth to start the first reach with Rick Tears in front of us, Whittemore in front of him and Garry Brown leading the pack. Garry tried to do the low escape early, but it was too light for that to work and Bob rolled over him. Garry came up to hold Tears and we tried to stay close. The four of us gained drastically on the rest of the fleet, helped by a friendly puff. At the end of the second reach the wind lightened, then filled in from behind to close the fleet right back up to us.

The second beat was interesting. We went to the right side while most of the fleet in front of us went off to the left initially. We seemed pretty well lifted on port tack and the wind looked like it was filling from the weather mark further up the course. We were happy to sail the lifted tack and wait for the increasing breeze to come to us. When it did, it was a good one because it headed us. We came back at everyone on starboard tack, Whittemore in the lead. They were unable to cross us because the wind was to the right. The wind continued to fill from the right, until we crossed the fleet. Bob tacked to cross behind us. Just as we were ready to tack to port to cover, the wind went further right, so we decided to continue, Garry Brown was to our left. It felt like we might gain further on the left, but Bob hooked one on the right too. We thought we were being given an opportunity to be brilliant, but so were the others.

We lead at the top mark but only 2 lengths in front of Garry and Whittemore was only a couple behind Garry. We jibed to port along with Bob. Garry stayed on starboard jibe for a while, and we jibed back to try and catch a puff which Garry seemed to be carrying down. That seemed to be the predominant puff so we all stayed on starboard jibe for a while. Garry sailed low and lost to Whittemore.

We rounded the leeward mark with a small gain helped by a shift at the end of the run. We sailed about a minute on port tack with Whittemore following. The wind was playing with us, heading at one moment then lifting. We finally decided the wind was going to fill from the left side, so better try and protect there. Apparently Bob and

Bonnie decided the same thing at the same time. We both tacked simultaneously, we in a velocity header and they were in a real one with a puff. We never had any velocity so they were sailing around us. This went on for an eternity. We tacked to port tack first, when we were almost headed down to them. We didn't go far before the wind headed us again and we tacked back in an attempt to cross them. The wind was filling big time from the left. This was their side and we had no hope of crossing them. Our only hope was to tack a beam to leeward in the hopes that the wind would either lift us to the finish, or head and go back to the right. There really seemed little hope of the latter. The water was dark to the left and we were sailing along the edge of it. It was shiny to the right with no sign of velocity. The former is what happened. We tacked in a painfully slow position but the wind filtered down to us just in time. We were lifted above the finish, so we were able to point up in front of Bob and save the race win. There were considerable tense moments though. I think Bob was starting to smell blood when we first tacked and probably elected to reach off, to try to get his bow in front, while he was moving fast. This caused him to give up his weather position too soon so we were able to get in front of him.

We broke for lunch feeling a little better about things. The Lllama (Peter Gerard) did an excellent job to battle back to fifth. This left us with a 1/4 point lead on him with everyone else behind.

Race #4 Results

1st-Proctor/Hardy-#245

2nd-Whittemore-#244

3rd-Skiles-#232

One of the many nice things about sailing at Rush Creek is that you can break for lunch, easily sail back to the yacht club and enjoy the fruits of the kitchen. We arrived at the dock at 1153 hrs., according to the chief judge, Mary Savage. The start of the fifth race was rescheduled for 1345 hrs. This left plenty of time to enjoy lunch, check in with the office or just relax.

Race #5 The wind again picked up while we ate lunch; however, it was only a teaser. It dropped out by the time we got racing. After a general recall and a postponement, we finally got off with the wind in the 130 degree range and 8-10 knots. It appeared

that the wind was stronger on the left shore with the puff out of Rush Creek present. On top of this factor saying go left, the leeward end of the starting line was favored. So it seemed a bit of a Russian roulette. In this situation one boat gets out of the start on the leeward end and has the opportunity to win big. The next few boats up the line lose as they are forced to eat his gas, unable to tack out without major dips heading to the unfavored side. We elected to be a little conservative and start in the middle of the line. This allows a bit of clear air, and the ability to tack sooner, after sailing faster than the boats who have lost the battle for the pin. At least you live to have a chance to catch the one boat who has the great start of the leeward end. This tactic worked well for us, but better for Peter Gerard, who started a few boatlengths to weather of us and had a pretty major roll on. Peter made a late approach on port, found a hole at around 20 seconds and popped out with speed on our weather side. This allowed him to keep sailing fast on starboard and pick his time to tack. He was faster and higher than the rest of us and sailing comfortably while we were pinching somewhat to stay of the group to leeward. After several minutes Gerard was the first one we were aware of voluntarily tacking away from the drag race to the left. It turned out that his tack was perfectly timed. We waited a decent interval and tacked to weather of his line. The boats who went further were too near the port layline. The Gerard team was well placed to take lead around the top mark with us second.

Jeff Perelman won the leeward end start, which he snatched by tacking under Tears with thirty seconds to go. Jeff gained a substantial early lead while he pushed Tears and several boats eating his gas (Meril for one) back. When Jeff tacked to port he was a beam and a good distance to weather of us. We were able to work up to his line by the time we had to tack. Several boats got squeezed in between his reaching mode and our point mode. I think the wind was strong enough that it was paying off to point rather than foot. We had enough pressure at this time to need four on the rail. With this much wind, the Shields does not go any faster by footing very much, but you have to let it point. Anyway, this allowed us to get control of the boats to our left who had made it into the left hand puff first. Peter was not under control though.

When he tacked to starboard tack, he was the first into the right hand shift and crossing us. We tacked bow even with him. From this position we crossed the rest of the fleet and layed the mark. Peter, being further to weather, reached off for the mark with a little extra speed and rounded 3 lengths ahead of us in first.

Garry Brown came out of the left side to round in third place ahead of Jeff. Early on the run, we played around trying to get on Peter's wind for a while. We jibed to port but felt we had to break it off when the left puff filled in fairly strong. This puff brought the part of the fleet which stayed on starboard jibe, up behind us. Jeff lead this charge passing Garry who had jibed over to port. We jibed over to starboard and sailed high to defend. Garry kept fairly high as Jeff rode the puff down across Garry's stern. We stayed high to defend against Garry and get the puff when it came down. The puff fizzled when it finally got to us. Peter did not jibe to starboard for the puff as soon as we did. He held low as we went up to defend against Garry. The puff held as a big left hand shift, favoring starboard jibe. We had to run more square to get to the mark and this allowed Peter to open up a nice lead on us.

At the leeward mark the left hand puff was holding. This meant we were lifted considerably and almost laying the weather mark. So we all stayed on port tack with only boats that needed to clear their air tacking and taking a short hitch port. We were trying to wiggle a little above Peter's line to stay in clear air. The wind gradually went back to the right. Near the top of the beat, we finally tacked first and tried to play a couple of little shifts to get to the Lllama. We made a little gain and rounded again 2-3 lengths behind starting the run.

On the run we hooked a couple of nice puffs to Hawk the Lllama and round the leeward mark in the lead. The weather mark had been shifted 20 degrees to the left so this beat was a little more interesting than the previous. At different times, boats on both sides looked lifted and threatening. We and Peter both stayed on port track for a while and the wind increased considerably. He was only a boatlength or so behind us. We kept trying to work up in front of him but he wiggled effectively to keep his wind clear and stay on the attack. Bo Hoag took a hitch to the left. When he

came back on port he was lifted to the mark in strong wind. The Lllama team decided this was an indication to go left. We felt that this could not last and the wind looked stronger on the water to the right so it would eventually go that direction. When Peter tacked to starboard, we elected to let him go for a little until we were fully into the puff before tacking. We tacked 100 yards beyond and Peter came back at us on port tack in a considerable lift. We couldn't cross so we tacked back to starboard under him and forced him back over in a short time. This time we followed a little more closely. We did not feel threatened from the left because the wind looked stronger to the right. Rick Tears was on our hip and lifted. This succored us over to the right to cover him. We took a short hitch to get up to Rick's line and this almost cost us the race. When we tacked back onto starboard Peter was once again coming across in a huge puff and lift. We couldn't cross him but we were barely saved because we were on the layline for the committee boat. Peter was laying the pin and we tacked and laid the boat to beat him by about two feet.

Race #5 Results

- 1st-Proctor/Hardy-#245
- 2nd-Gerard-#53
- 3rd-Whittemore-#244

Needless to say we were feeling better at the end of this day than the first. With two races to go, the scores looked like this:

Sail#	Boat	Total		Net	
		Pts	Drop	Pts	
245-	Hawk-	15.25	7	8.25	
53-	Lllama -	17.75	8	9.75	
244-	Whittemore -	31	12	19	
232-	John Skiles -	35	13	22	
51-	Rick Tears -	41	17	24	

So, if Peter won the sixth race and we were worse than seventh the throwout situation could have made it a little difficult for us. In that case all he'd have to do in the last race would be to make sure that we finished third or worse or that he finished better than sixth if we won. Really, figure it out for yourself! On the other hand, if we finished five places in front of Peter in first or second, we could wrap it up using the last race as our drop. So the Hawk tactic was to stay close to the Lllama.

Tuesday evening's activities were held at the Rush Creek clubhouse, featuring local cuisine (fried catfish & hush puppies) and a Texas country band. Boot-scootin' and longnecks were the agenda of the evening. Caught deep in the spirit of the evening were Chris Withers' Navy crew, Roy Balacones and Sean O'Connor, who are building a guided missile frigate when they aren't racing Shields.

Longneck "missiles" were the evening's beverage of choice; the only casualties were a few unused brain cells.

The last day started out with a light north west wind. There didn't seem much prospect of a real breeze but as we sailed out it started to get stronger.

Race #6 The starting line and weather leg were near the west shore of the lake. We figured that the wind would go left near the left hand shore as we got up the lake. So we elected to start to the left of Peter who started half way down the line. Most of the fleet was toward the weather end. At the start, the wind increased and went fairly hard right. We were about five to six lengths below the Lllama team bow even with the wind shift. We maintained starboard tack all the way to the layline. We worked up under Peter but never got to the point where we could tack. They held us out to the layline. With the windshift there was very little port tack. Coming into the mark, all of the fleet to the right was ahead of us. We were overstood, so reached off over Peter. With the whole world coming at us on the starboard tack layline, we had to hope for a hole. It appeared in front of Dave Simpson from Monterey. We were able to cross him but in order to avoid fouling him, had to delay our tack to round on the outside. Peter was able to tack under Dave's stern, so rounded on the inside.

Nationals Continued-Page 12

Sobstad



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Portsmouth, RI 02871
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Fax: 401.683.9121

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No, we mean really. As of September 1, 1993, Shore Sails Rhode Island became Sobstad Northeast.

Oh, we still have the same names and faces at our loft: Ken Read, Dan Neri, Brad Peard, Henry Little and Pete Colby to name a few. But our affiliation with the larger, more established Sobstad organization allows us to tap into better resources, and more advanced technology.

With dozens of World North American and National Championships plus two Rolex Yachtspeople of the year under our roof, One Design sail development will always be a top priority. The Sobstad group has had a long term commitment to the needs of all one design sailors, including those of you in the Shields class. Combine this fact, with our experience as Shore Sails Rhode Island, and you can expect nothing but the most refined, durable, high performance Shields sails available.

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Everybody wins.**

US SAILING ANNUAL MEETING, ONE-DESIGN CLASS COUNCIL

The One-Design Class Council met on October 21 and 23, 1993, in Detroit, MI. New officers were elected:

Chair: Bernie Knight

V. Chair: John Snow

Exec. Committee: (1996)

Eric Pomber, Jack Strothman,
Mark Hess

Inshore Committee Rep.:

Bernie Knight, John Snow,
Peter Fenner

Rep. to Bd. Of Dir.:

Bernie Knight (1995)
Ding Schoonmaker (1995)

The Council approved the plan presented by President Hobbs to contract for publication of American Sailor. Differential Entry Fees (DEF's) were discussed and a motion to require their use for nominees for the One-Design Awards was defeated.

The Council voted to hold its Spring Meeting in conjunction with Sail Expo in Atlantic City during the second weekend in February. No meeting of the full Council will be scheduled in Ft. Worth.

The Council approved four to six regional one-design seminars to be held at the four original sites plus, as they can be scheduled, seminars in the Northeast and Northwest, using funds from the Inshore Olympic Windfall Fund. The ODCC also passed a resolution supporting the US proposal to the IYRU to reestablish the IYRU Chief Measurer and fill the position as quickly as possible.

The Council also passed the attached resolution concerning hotel costs for presentation to the Board.

-Submitted by: Joan Thayer

Other US Sailing Meeting Briefs:

American Sailor will cease to be distributed as a magazine as of 1/94. The publication will be published and distributed as a special insert of Sailing World Magazine. Lead time for articles/race results will be 3 months. Experimental Rules: Abbreviated Rules (total of 11 rules) were approved for

experimental use by the IYRU. Testing will begin in 1994.

Golden Anchor Programs' dues are increasing due to lack of renewals.

Should the Golden Anchor Program (100% Shields Class Association individuals holding membership in US Sailing) be a goal for the Shields Association? Send me your comments.- ED.

Joan Thayer is planning to attend the Sail Expo and ODCC meeting on 2/13. Other Shields members are encouraged to attend. Contact Joan for details.



Who Says Pigs Can't Sing!



John Skiles, from Heath, sailing with crew Leah Groves, Mary McLaud, and Paul Gowen, took fifth overall.

being hatched.

Fourth place went to New Englanders Bob Whittemore and Bonnie Shore with help from Ron LeConte and Texan Bernie Brooks.

Craig saved third by winning the last race. He had taken major gas and was threatening tenth prior to his bullet-bookend comeback. His local crew included Steve Andre, Bob Broun, Jeff Grinnan, and Ed Blackburn.

Taking the maid-of-honor was the chairman himself, Peter Gerard and aforementioned awesome crew.

Hawk's crew (Ched Proctor, John Hardy, John Bryndel, Kevin Hynes) made it four of five, taking home handsome charger plates, custom-painted for the regatta, and adding their names once again to the National Champion's trophy.



Al Meril's Catamaran

New this year were gold blazer badges, presented to each crew member of the winning yacht. The crew also won the Jim Moore Memorial Award for all-galactic crew work.

Jeff Perleman of Fleet #3 won the Cornelius Shields Award for greatest improvement in overall standing in two consecutive National regattas.

Now for the important awards: "Best baby Skipper" Stephen Craig was awarded a mounted bottle and nipple. "Best Old Man" Peter Gerard joined the Geritol set and a venerable group of Shields helmsmen.

Highlight of the evening was the presentation of the "Dancing Pig/Take a Bow Trophy" (which has been listed as one of the 100 great awards given annually in the US !!) hilariously awarded to Naval Post-Graduate School skipper David Simpson by former recipients and de-facto trustees Al Meril, Rick Tears, Bob Whittemore and Doyle Sherman. (Doyle was an early favorite, but repeat awards are prohibited to protect the truly indiscrete.)

Each prior winner reviewed the peccadillo which caused them to receive an invitation into this ignominious brotherhood. The crowd went wild.

The business end of a famous Shields mounted on a teak door will make its triumphant return to California, from whence it originated its coast-to-coast odyssey through many of the finest yacht club bars. It will hang proudly until September, 1994 in the Officers Club at the Naval Postgraduate School in Monterey.

The evening ended as the week had begun, in good spirits. Friendships renewed, and plans for the next year's Nationals already



Stephen Craig Leads Race 7

.FLEET 3: CHICAGO

By Karen McLane

The 1993 season ended this past Saturday, November 13th at the One Design Awards Dinner after a summer full of racing and social activities.

The summer began early in May with a talk sponsored by the one design fleets at Chicago Yacht Club. Brad Dellenbaugh discussed campaigning a boat with emphasis on setting goals, review of the new rules, tactics, strategies, the need for practice, and most importantly to have fun on the race course. After lunch, those racers who already had their boats in the water raced a series of short races focusing on the key area discussed by Brad.

Fleet racing occurred mostly on Saturdays this year with some Sundays for a total of 34 races. The Saturday of Memorial Day weekend and July 3rd featured three races each day with short windward-leeward courses to sharpen up those spinnaker skills. Since Fleet 3 races four separate series during the summer, here are the results for the Season Championship series:

1. MARTIN PLONUS, Emerald, #130
2. GARY ROPSKI/LEIF SIGMOND
Insidious, #196
3. JOE GRAZIANO,
Blood Vessel, #150

Wednesday night beer can races saw five Shields on the line with Etchells, J-24's, and Melges 24's. The ten races were a lot of fun with Mount Gay Rum awarded to the winners and a party with band after the fifth and tenth races. The Shields fleet did very well, winning several bottles of rum, thanks to handicapped scores.

The fleet travelled north to Corinthian Yacht Club for the 51st Annual Hobelman Regatta on August 7th and 8th. After 5 races, Joe Graziano finished first with Martin Plonus second. The fleet hopes to join in an expanded Verve Cup, sponsored by Yachting Magazine in 1994, when a series is offered for one design fleets to mix in the great racing currently enjoyed only by the offshore boats.

Team racing came to Belmont Harbor on September 5th. The Etchells fleet challenged the Shields, Solings, and J-24/Star fleets to a series of 12 short races in the club's 420's. After a brief meeting to intro the concept of team racing dinghies, the four teams of three boats each headed out with aggressive tactics in mind to trap opposing team boats at the marks (and other skullduggery) to help team boats finish ahead. With help from Keith Norsyn, Southern Lake Michigan Junior Sailor of the Year, the Shields fleet finished first overall, (even after Keith fell out of the boat on a tack. He held on to the tiller extension, pulled himself back into the boat, and went on to win that race! All had a great time and left with a better understanding of the rules and a new appreciation for dinghy sailing.

Martin Plonus with crew Laura Schramm and Jim Raff as well as Jeff Perelman with crew Geri Whitely and John French attended the Nationals this year. Jeff reported that good borrowed boats were

provided and that they really know how to throw a regatta in Dallas. Fleet 3 is very pleased that Jeff won the Cornelius Shields Award. Keep up the good work, Jeff!

FLEET 4: NORTHERN MASSACHUSETTS BAY

By Joan Thayer

The annual banquet of the Marblehead Shields Fleet was held November 5 at the Boston Yacht Club. Thirty people attended. The 1994 Officers were unanimously voted as follows: Fleet Captain - Bob Metzger, Secretary - Ralph Walker, Treasurer - Ernie Godshalk, and Measurer - Jim Eardley. The awards for the season were presented with Joan Thayer and Jim Eardley (#127) capturing the two series, the season championship, and the overall Shields Fleet Championship. Bob Metzger (#69) and Richard Sides (#33) were 2nd and 3rd respectively.

There was a lot of close racing during the season. Joan and Jim were involved with Richard Sides several times. On one occasion Joan was slow in hoisting the spinnaker which resulted in Richard barreling into her port quarter while he himself was busy with the spinnaker. That was bad enough, but neither Joan nor Jim was at the helm. Crew Lou Alexandrou had been offered the helm for the race. What a way to begin! Joan and crew were awarded the traditional Hacker's Award for making grinding to a halt a Shields on short notice. PS: #127 did the exact maneuver the following week, only this time there was no one close on her heels.

Sissy Walker (#204) and Joan (#127) had a great down wind leg with numerous jibes. Joan closed from behind with just a bit more tenacity than Sissy and was able to pass her at the last moment and nose ahead at the finish.

The summer was an exercise in equipment failure. The first race was a complete wipeout for the fleet. In winds of over 20 knots, three boats took to the course. Ernie Godshalk (#118) was making his maiden voyage in his newly purchased boat and had his former owner Tricia Sullivan and longtime friend and skipper Frank Skully aboard. Less than a quarter mile up the weather leg, a shroud let go and down came the mast. #127 kept #118 in sight and continued to the weather mark.

Finding no one to aid #118 at the weather end, #127 withdrew and proceeded to the committee boat to seek aid for #118. Race over for her. Shortly thereafter, #33 retired with a broken boom.

Just prior to the Midsummer One Design Regatta (Race Week) which was the N.E. Championships at which not one outside boat attended, Ralph Walker broke his mast. Too bad for the no shows. We had the best winds of the summer.

We had some good parties at the Metzgers and Sides homes during the season and met frequently on the porch of either Corinthian or Eastern after the races. Skip Deschenes (#144), taking over from his father Paul, who passed away in late August, is definitely a threat for the 1994 season. On the course only four times, Skip is asking about measurements and go fast items. He's got a good number of new potential crew, too.

FLEET 5: SEAWANHAKA

By Trevor Pardee

1993 Polyann Trophy

The Pollyann Trophy was donated in 1990 by Vic Onet in honor of his daughters, Paula and Ann. It is a beautiful rendition of a Shields in fine crystal. The Deed of Gift reads:

"The intent of this trophy is to reward participation and excellence in four separate events which are listed herein. The Polyann Trophy shall be awarded to the Shields Class Yacht which has competed in the Long Island Sound District Championship, Larchmont Race Week, Manhasset Bay Race Week, the LYC Columbus Day Regatta and which has achieved the best cumulative score for races sailed in these events. The yacht must be entered and compete in each regatta and receive an official score for every regatta.

The 1993 Polyann Trophy was won by Trevor Pardee of Seawanhaka Yacht Club, sailing #173, Coriolus. Using the Cox-Sprague scoring system, Pardee achieved a score of .9016. This year's scoring included the LYC July 4th and Labor Day Regattas in place of the Manhasset Bay Race Week.

This year, seven boats qualified with Thierry De La Villhucet from Larchmont, sailing #54, placing second, 4.3% behind Pardee. The Series was characterized by light to medium winds at all events except the Columbus Day Regatta when it blew 18-25 knots. Pardee won on series consistency, placing second at the Districts, fourth at Larchmont Race Week, first at the Labor Day Regatta, and third at Columbus Day. This is also the first year that a Seawanhaka member has won the trophy, breaking Larchmont's hold of three years.



FLEET 5 1993 RACE RESULTS

Spring Series

1. #173/Pardee
2. #228/Gumprecht
3. #122/Wagner

Summer Series

1. #228/Gumprecht
2. #173/Pardee
3. #83/Russell & Maier

Gadfly (Summer Saturdays)

1. #228/Gumprecht
2. #173/Pardee
3. #87/Denslow

Alden (Summer Sundays)

1. #173/Pardee
2. #83/Teaser
3. #228/Gumprecht

Fall Series

1. #173/Pardee
2. #228/Gumprecht
3. #122/Wagner

Hovey Trophy (Fleet-Season)

1. #173/Pardee
2. #228/Gumprecht
3. #80/Glenn

1993 POLLYANN TROPHY SCORING

<u>CLUB</u>	<u>BOAT/SKIPPER</u>	<u>SCORE</u>
1. SEAWANHAKA	#173/PARDEE	90.16%
2. LARCHMONT	#54/DELAVILLEHUCET	85.89%
3. LARCHMONT	#220/RONAN	84.79%
4. LARCHMONT	#221/CARR	82.67%
5. LARCHMONT	#182/MCGUIRE	81.03%
6. NAYS	#80/ONET	79.74%
7. LARCHMONT	#22/HANCOCK	76.19%

**Fleet 9 Champinship
Manice Trophy
Overall Season Standings**

1 Muir #23	4	16.75	6	26.75
2 Stubbs #59	7.75	15	4.5	27.25
3 Hadley #168	1.5	10.75	17	29.25
4 Withers #163	8	16.75	10.75	35.5
5 Scott/Shore	7	18.75	14	39.75
6 Estes/Beuchner	19	18.5	9	46.5
7 Levy	12	23	12	49
8 Van Liew	21	18.5	14	53.5
9 Weatheralt	12	29	38	79
10 Winthrop	15	46	29	90
11 Ahern	7	47	46	100
12 NETC	23	56	28	107
13 Belson	17	56	39	112
14 Swallow	19	63	41	123
15 NETC	24	69	34	124

MANICE CUP -FLEET CHAMPION

#23 Rascal - Bryce Muire with crew

Mike Fisk, Nigel Henderson and John Robertson

FLEET 10: MARION, MASS

By Stephen Symchych

1993 was a transitional year for the fleet, as most of us took a breather from the busy 1992 season.

Several fleet members combined forces for individual series or for regattas. This concentration of talent, along with the emergence of several strong new boats, led to particularly competitive racing, and a wide distribution of silver throughout the summer.

Barry Tirrell (242) and Graham Quinn teamed up to sweep both the July and August Wednesday Series, winning the newly-dedicated Mark S. Tirrell Memorial Award for best season-long performance on Wednesdays in the Shields class, and another Beverly YC prize for the best series performance in any class. Wednesday racing was especially well attended this summer, as the working sails only format allows smaller crews and families to be competitive in a variety of conditions. Six boats was the smallest fleet on the line for these series, and over ten was not an unusual turnout.

Graham and Barry also shared roles for a visit to the Edgartown Regatta, missing first by only a quarter point. Viper was one of three boats at Edgartown this year. We look forward to hosting as many Edgartown boats at the BBR in '94.

In other regatta news, Gordon Vineyard (235) assembled a fine team to win the Buzzards Bay Regatta, which was held this year at the New Bedford YC in Padanarum. Incidentally, Gordon's tactician and sail trimmer that weekend was none other than Graham Quinn, who was quite busy for a man on a self-proclaimed sabbatical from racing. Bill Berry (239) was a close second in a challenging light-to medium air series.

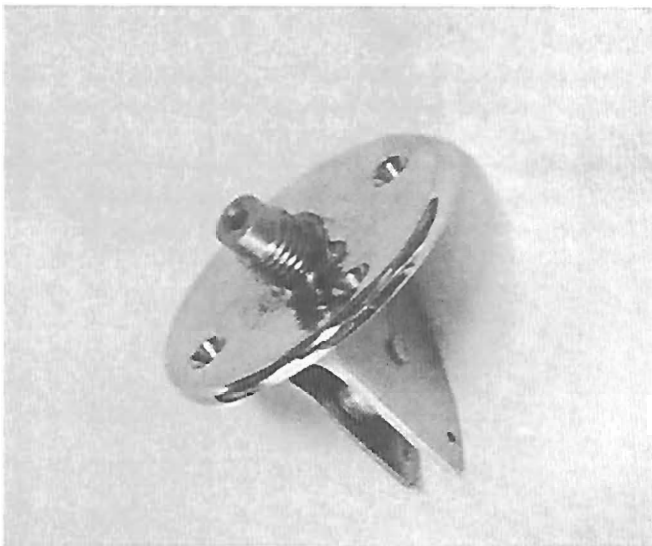
Berry also won the July 4th Race and the club-wide Renssalaer Pursuit Handicap Race. He dominated the Saturday Championship Series this summer, doing well in everything from 3 to 30 knots of breeze. Saturdays saw less consistent participation than 1992, when Fleet 10's qualifying series stretched oval all of July. Turnout on any weekend was strong, however, with some no-shows coming out of retirement, and with every boat competing at an improved level. Jonathan Pope and Arnold Hill (58) decisively won this year's Sou'wester Regatta on Labor Day, with the accompanying Wakeman Trophy.

We should also acknowledge the efforts of our newest member, Richard Robbins, who purchased hull #238 last winter. He was a stalwart of the Saturday and Wednesday Series, and met with considerably greater success than is usual during a first season.

Sundays were days of rest for most Shields, But the opportunity for a low-key day of racing without spinnaker has consistently given new fleet members a chance to get acquainted with the boat, and provided a time for juniors and other sailors from outside the fleet to come on board and see what it is that we all get so excited about.

As we look forward to 1994, we are encouraged by the health of our fleet. New crewmembers have enlarged the pool of talent which

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EDGARTOWN TO BE THE HUB OF SHIELDS ACTIVITY IN 1994

1994 SHIELDS NEW ENGLAND CHAMPIONSHIP 1994 SHIELDS NATIONAL CHAMPIONSHIP

By Bob Whittemore

The Edgartown Yacht Club on Martha's Vineyard and Shields Fleet #8 are very excited about hosting both the 1994 Shields New England Championship and the 1994 Shields National Championship Regattas.

NEW ENGLAND'S

July 14 - 16

For those who want to become familiar with the waters (and currents) of Cow Bay, the area of water between Oak Bluffs and Edgartown, where the 1994 Shields Nationals will be held, we encourage you to participate in the Shields New England Championship to be held Thursday through Saturday, July 14 - 16. The New England's will be a six race series run in conjunction with the Edgartown Yacht Club Annual Regatta. We are hopeful to have one or two Shields available for charter. As the EYC Regatta is a very popular event, we would suggest to anyone who might like to race in the New England's to contact either Bob Whittemore or Tim Bryan as early as possible for information on housing, possible boat charters, and other details.

NATIONAL'S

September 10 - 14

The Shields National Championship Regatta will be held from Saturday, September 10 through Wednesday, September 14, 1994. Registration, sail measurement, etc. will take place on Saturday, followed by a practice race on Sunday. There will be a total of six races with two races each day starting on Monday. In addition to the racing, there will be an extensive, fun-packed social program.

As some of you already know, the month of September on Martha's Vineyard is the best time of the year to be on the island. The summer crowds are gone, but the delightful weather remains. Absent of any hurricane (!!), winds in September are normally 10 to 20 mph from the southwest.

Although Edgartown has lovely inns and hotels, we will have private housing available for all crews who desire such. Details to follow at a later date.

Some of the preliminary logistics and associated expenses for the 1994 National's are as follows:

For those who plan to trailer their own Shields and transport car, trailer, and boat on the ferry, you will need to contact the Martha's Vineyard/Nantucket Steamship Authority regarding reservations. The reservation telephone numbers for the Steamship Authority are (508) 693-9130 (ask for Stephanie Bell) or (508) 540-2022. Although the actual cost of the ferry for a trailer is dependant on weight, the estimated round trip expense for a car and trailer is \$200.-\$225. In order to reserve a space on the ferry, it is very important that you make your reservations in February or March. If you wait until spring or later, you will have difficulty in obtaining space on the ferry. Even if you are unsure about

participating in the 1994 National's, we would suggest making a ferry reservation this winter. If your plans change you may cancel up to 15 days before your departure and receive a refund less a \$ 10 processing fee.

The Edgartown Shields Fleet will secure a very limited number of reservations for participants who qualify unexpectedly during the summer.

Upon arrival in Martha's Vineyard, you will be able to launch your Shields at the Martha's Vineyard Shipyard in Vineyard Haven (508) 693-0400, (ask for Phil Hale). The cost to launch (and haul back out) your Shields with owner/crew assistance will be \$ 150. This pricing has been negotiated presuming multiple boats. Sunday launching will NOT be available.

For those who do not want to pay the expense of trailering your Shields and car on the ferry, we have negotiated a "group rate" for launching at MacDougall's Marine in Falmouth on Cape Cod, (508) 548-3146, (ask for Steve Bunnell). The round trip launch/haul out fee will be app. \$ 200. The rate is based on a group launching Saturday, 9/10, with owner/crew assistance. They will store your car and trailer during the regatta. Although it can be a pleasant two to three hour sail to Edgartown, we will provide escort and tow service with dry storage for gear and luggage.

Finally, with respect to launching on the mainland, Cape Cod Shipbuilding in Wareham (508) 295-3550 (ask for Gordon Goodwin) will also gladly provide this service. It is a very long sail from Wareham, and you must pass through Woods Hole, which contains some of the roughest water on the East Coast. It is a real experience to sail through Woods Hole in a Shields!! Nonetheless, this is the passage that the Marion Shields sailors take to reach Edgartown and we can provide an escort.

As you ascertain from the above information, advance planning is required to participate in the 1994 Shields National Championship Regatta. We are, after all, located on an island! Once you reach Edgartown, however, you will quickly realize that Martha's Vineyard has some of the finest sailing waters anywhere. Furthermore, we are assured that the island's hospitality and charm will make the 1994 Shields National's a very memorable regatta and a great vacation for all participants.

The Edgartown Shields Fleet will go out of its way to provide all assistance that you might need. Please let us know if we can help! We will submit a more detailed schedule, particularly on the social side, in a future Masthead and by direct mail.

1994 SHIELDS EDGARTOWN REGATTA COMMITTEE
Bob Whittemore, Event Chairman
(212) 270-3492, office
(203) 972-7264, evenings

Tim Bryan, Fleet Captain
(617) 345-2246
(617) 729-4925

FINAL STANDINGS
1993 SHIELDS NATIONAL CHAMPIONSHIP REGATTA

	<i>Skipper</i>	<i>Fleet</i>	<i>Race 1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>Total</i>	
1.	#245	Proctor/Hardy	1	6	7	1	1	1	2	6	15.25
2.	#53	Gerard	11	8	1	2	5	2	4	16	21.75
3.	#98	Craig	11	1	8	5	10	18	10	1	34.50
4.	#244	Whittemore	8	3	12	11	2	3	6	10	35.00
5.	#232	Skiles	11	4	13	8	3	7	1	14	35.75
6.	#51	Tears	11	10	4	3	17	6	5	9	37.00
7.	#28	Meril	11	15	5	7	9	5	8	4	38.00
8.	#104	Hoag	11	2	15	9	8	4	7	21	45.00
9.	#152	Brown	11	16	9	10	4	10	9	3	45.00
10.	#130	Plonus	3	11	6	4	7	13	14	6	47.00
11.	#239	Berry	10	13	3	6	14	15	3	8	47.00
12.	#163	Withers	17	7	10	14	13	12	11	2	55.00
13.	#184	Sherman	11	5	2	12	6	16	21	21	62.00
14.	#127	Thayer	4	12	11	16	11	17	16	7	73.00
15.	#192	Simpson	7	9	21	13	19	11	12	12	78.00
16.	#126	Perelman	3	19	14	18	12	8	16	11	79.00
17.	#89	Levy	9	14	17	17	15	14	14	13	87.00
18.	#96	Cailliet	12	17	16	15	16	9	17	17	90.00
19.	#189	Matijasvic	6	18	18	19	18	19	18	15	106.00

All total scores with 1 throwout



The Champions