

Masthead

The Official Publication of the Shields Class National Sailing Association



Winter 2001

KOTOUN/JORDAN WIN 2001 NATIONALS

The 36th Shields National Championship had the best of everything: stiff competition, great breezes, sunshine and warm temperatures—not to mention plenty of good food and cold drinks. The City of Newport's Chamber of Commerce would have been pleased, provided they'd had anything to do with it. With a nod to Mother Nature, the kudos go to Fleet 9's organizing committee, led by Charlie Shoemaker, and PRO Robin Wallace.

Racing for the 35-boat fleet began "outside" on Rhode Island Sound on Thursday morning, September 6. The very first race was abandoned when the northerly blew itself out. The southerly filled in sufficiently to allow for completion of two races. The weather gurus could have taken the rest of the week off, as the same southerly breeze, temperatures in the low 70s and bright sun held throughout the series.

The overall standings shifted with every finish thanks to tight racing and a series of missteps on the part of the leaders. By the regatta's end, the first four places were separated by a mere six points. Prevailing at the end were Anthony Kotoun and Jerome Jordan (#57, *Sandra*). Bill Shore (#224, *Bluenose*) was second, John Burnham and Reed Baer (#107, *Grace*) finished in third, and Peter Denton and Chuck Allen (#226, *Ultimate Pressure II*) were fourth. In fifth place, and the only finisher in the top 10 not from Newport, was George Petrides from Fleet 5 in Seawanhaka, sailing with Reggie Willcocks (#61, *Avra*).

Kotoun also won the Junior Skipper Award for the best performance among the five youngest skippers in the regatta, while the crew of *Sandra*

was given the James B. Moore, Jr. Memorial Prize for the team's win. The Moore Trophy for the best performance among the five oldest skippers in the event went to Charlie Shoemaker (#225, *Hawk*). Chris Withers, former Class President and active member of Fleet 9 (#138, *Envy*), awarded the trophy he donated in 1984 for the best performance by an institutional crew to Ray Cooke (#161, *Harriet*) and the group from the Naval Postgraduate School Sailing Association in Monterey, California, Fleet 7. The Take a Bow Trophy, which was donated in 1985 with the specification that it be presented by former winners to that individual who in the opinion of a special committee should be rewarded for "dubious achievement", went to Bill Shore of Newport. It is entirely possible that one 360° penalty was all that stood between Bill and the Championship.

(continued on page 3)



Anthony Kotoun and Jerome Jordan accept the National Championship keeper trophy from Cornelius Shields, Jr. (left to right) with Fleet 9 Captain Chuck Allen in the background. Photo by Cheryll Kerr (www.regattaphotos.com)

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The National Regatta also provides the venue for the Annual Meeting. The most important piece of business at this year's meeting—particularly if you asked outgoing Class President Bryce Muir—was the election of new officers. Peter Gerard was chosen to reprise his role as President. Joining Peter on the Executive Committee is Secretary Bill Denslow of Fleet 5 and Measurer Dan Hadley of Fleet 9. Although there were no other issues up for vote, the meeting did include discussions on a number of topics, including potential venues for the 2003 Nationals and preserving the one-design nature of the class.

PRESIDENT'S LETTER

Since I first became involved with the Shields Class over 15 years ago, I have had a lot of time to consider what is it about this boat, designed in the early 1960s, that has allowed it to survive and thrive in a world dominated by Kevlar, carbon fiber and other hi-tech toys.

Is it the classic lines? Certainly the Shields is one of the prettiest boats under sail. Is it the low cost of a full-on program? It is a fact that the Shields is one of the most economical boats to race. Is it the simplicity of its rig? The Shields has fewer lines to pull and adjust than most race boats, and therefore appeals to a broader range of sailors.

After many winters contemplating this subject, I have come to the conclusion that, while these factors are important, they are not the primary reason for the Class's longevity. I believe the primary reason is the Class's steadfast commitment to the concept of a one-design boat.

When the Class Association was formed, in the early 1960s, its founders felt that the concept of a true one-design boat was important enough to include that designation in its original name, the Shields Class One Design Sailing Association. And when they turned to drafting the Class rules, they made the first one the "Rule of Uniformity". The most important aspect of the Rule of Uniformity is paragraph 1.3, which states: "Any alteration..., which is not specifically permitted..., is prohibited."

That is not to say that there has never been conflict over the issue of uniformity. In 1977, the Class was almost torn apart over the use of yarn-

In addition to this short recap, this issue of the *Masthead* features two very different perspectives on the National Regatta. The first is a day-to-day, blow-by-blow account from John Burnham, co-owner with Reed Baer in *Grace* (#107). As noted above, the Burnham/Baer combination finished third in the Nationals in its first year with the boat. The second is slightly less technical retelling from Bill Doyle and *Equus* (#222). Doyle et al. finished in the exact middle of the fleet, an impressive achievement for a group that was competing in its first national championship regatta of any kind.

tempered cloth. (In fact, the controversy and the resulting stress caused the then president to resign on the advice of his doctor.) The Class has not rejected all change, however. In the late 1960s, the Class approved the use of travelers in place of the original Crosby rig, more recently it allowed the use of hi-tech line in place of wire, and, oh yes, in 1978, it even approved the use of yarn-tempered cloth.

From its very beginnings, however, the Shields was not designed as a developmental boat, but rather a level playing field on which sailors could compete, confident that their performance would be determined by their skills and sailing acumen, and not their pocket books or technology. It is, therefore, a tactical boat, not a technology platform. Over the years, the Class has been steadfast in its commitment to the concept of a true one design.

It is this allegiance to the one-design ideal that, I believe, has made the Shields Class what is today—a vibrant and growing class. Furthermore, it is this commitment that will ensure that 30 years from now, when our children and their children go down to the water, there will be a Shields for them to play on.

Therefore, it is to the preservation of the one-design model that I dedicate my efforts and those of my fellow officers and administration.

Have a great winter and I look forward to seeing you on the water next year. — Peter Gerard

LARGE FLEET VIES FOR 2001 NATIONAL TITLE

The following was written during the Nationals by John Burnham, skipper/part-owner with Reed Baer of Grace, #107.

September 6, 2001 - Day 1

Today we raced our Shields out on Rhode Island Sound for the first time. Our team, new this season aboard the rehabbed #107 (*Grace*), has had a great time all summer racing on the flat water of Narragansett Bay in Fleet 9's big Wednesday night fleet and felt that we were learning how to make our boat go pretty fast. Today, we were introduced to waves, and as the helmsman, I found myself out of rhythm with the choppy water and "sawing wood" with the tiller much more often than I'd have liked. As the breeze built in the second race, this odd sensation led to all sorts of discussions with Reed, co-owner and mainsheet trimmer, as to proper sail shape to help us keep the boat quiet, going fast and pointing well. We found ample consolation ashore, however, when we learned that the majority of teams were fighting the same battle with the same mixed results.

Despite our personal anxieties, collectively, the 35-boat Nationals fleet enjoyed a brilliant, sunny day of racing. PRO Robin Wallace, long-time member and past chairman of Ida Lewis YC's race committee, sent us off in a dying northerly just to give us some practice, then abandoned when the wind died on the run and began to creep up out of the southwest. Newport's Chris Whithers (#138, *Envy*) was stomping the fleet when the three guns sounded, just as he had in the practice race. His green machine struck yet again in the next race, doing a horizon job on the group and well ahead of fellow Newporter Peter Gerard on #53 *Lllama*. We sailed an exciting race ourselves by getting to the right on each beat and briefly passed Bill Shore (#224, *Bluenose*) on the final run before slipping behind him again to finish fourth.

Another Newport phenom, Anthony Kotoun (#57, *Sandra*), led the way in Race 2, another double windward-leeward in a bit more breeze (up to 12 knots or so by the second beat). Steering Jerome Jordan's #57 as he has all summer, Kotoun had excellent speed, took the lead from fleet-mate Bill Doyle's #222 (*Equus*) near the top of the first beat, and never was crossed again. He had to be

concerned, though, at the pace Nicole Alio was setting in #74 (*Karaselet*), which crossed the line second ahead of Shore, whose two third places give him the regatta lead at the end of the first day. Jordan/Kotoun are a point behind in second, and George Petrides (#61, *Avra*) of Seawanhaka Corinthian Yacht Club on Long Island is third with finishes of 7-6. Petrides is a new Shields owner this season and has helped in the resurgence of the Seawanhaka fleet. His steady finishes show that there'll be good local competition for all sailors who go to the Nationals next year at SCYC.



George Petrides and Reggie Willcocks (#61) of Fleet 5.
Photo by Cheryl Kerr (www.regattaphotos.com).

Our team sailed really well in the first half of the second race, recovering from a second-row start, working to the right, and then sailing fast downwind to round the gate mark in fifth. But we managed to make a few wrong choices on the next beat, tack a little too often, sail a little too slowly, and try a little too hard to cross #222 on port. Our

friends were kind enough to avoid taking off the last four feet of our transom, and we responded by doing circles and ended up 15th and annoyed about it. Yet once we'd been treated to an excellent regatta barbecue with ribs, chicken, beef, cole slaw and an awesome potato salad, all washed down with a couple glasses of Newport Storm, we felt better. We weren't the only ones who would've liked to take back a few false moves, and we're contending for the top 10, tied for 9th with Alio and Mike Schwartz (#90) from Chicago. Friday promises to be another nice, sunny day with a moderate southwesterly breeze, and there's plenty of racing ahead.

September 7 - Day 2

It doesn't get any better than 10-15 knots from the southwest on Rhode Island Sound with a gradient southwesterly reinforced by a thermal wind. And you can't do much better than hearing two guns, which is what Peter Denton and Chuck Allen heard aboard *Ultimate Pressure III*, #226. In the first race they held on to win by a fragile few feet of nylon as Bill Shore was crushing down on their breeze. But in the second race, which included a third beat to the finish, they took the lead on the second run and opened up a solid margin of victory on the beat to finish ahead of Jerome Jordan and Anthony Kotoun on #57.

In the overall series scoring after four races, Shore and Jordan/Kotoun are at the top of the fleet in a close battle, with Jordan/Kotoun three points ahead unless you figure in a throughout, which deadlocks the pair at 8 points each. Denton/Allen, by virtue of two unremarkable finishes on the first day (a withdrawal and a 14th), are still well down on the list, but if you count a throughout, which comes into play after the fifth race, they move up to fourth with 16 points.

Surprisingly (to its occupants anyway), the boat just ahead of #226 in third is our boat, #107. We concentrated on sailing fast and clean today after our errors yesterday, and found a few extra gears for getting upwind in the moderate breeze and waves to take a third and then a fourth. Adding some spice to the proceedings, we had to deal with some equipment issues, mainly a port jib sheet that had to be tended upwind or it would pop out of the cleat when we hit a big wave. We later learned that we'd had it easy. We stopped by West Marine and met a string of Shields sailors at the cash register fixing everything from a broken spinnaker pole end fitting to a busted spinnaker basket. We also heard that Bryce Muir's #23 (*Rascal*) broke a lower shroud and retired, and we heard of broken goosenecks and snapped



One of the largest National Regatta fleets in recent memory sets up for the start on the last day of the 2001 Championship. Photo by Cheryl Kerr (www.regattaphotos.com).

halyards. If it pipes up further on Saturday, the last day of racing, I'm sure we'll be in for more of the same.

In the first race, near the top of the second beat, we found that along with Chuck Allen/Peter Denton and Bill Shore, we'd extended from the rest of the fleet and begun playing a tactical chess match. Unfortunately, we lost that match on the final port tack up to the starboard layline when Chuck and Peter, leading, chose to tack on us (rather than Bill Shore) to protect the right-side advantage.

Even more exciting was the beat to the finish of the second race. Andy Burton's #201 (*Raven*) was loosely covering us as we both came in from the right in third and fourth. We crossed a pack of boats—Jamie Hilton/Charlie Shumway on *John Dory* #217, Chris Whithers and Bill Shore—by about a boat length, and they tacked in close company on our weather quarter with George Petrides. To leeward a few lengths was Charlie Shoemaker and Coles Mallory in *Hawk*, #245, but we elected to tack over to cover those on our right. Andy followed suit, covering us. When we tacked back to starboard ahead of Shore, five lengths shy of the layline to the pin, Andy covered us again and the boats behind us all hitched up once more for clear air. The waves were building, travelers were down in the puffs and I think because we had a little cleaner air, we were able to tack back across the narrow finish line, preserving our length lead on those three boats. We tacked back just in front of Shore and Petrides to cross the line and our blanket may have been the reason Shore couldn't fetch the mark and hit it. He fell back to 9th while doing his circle. After Petrides and Hilton/Shumway, Shoemaker/ Mallory were able to sneak in at the pin into sixth place, salvaging a respectable finish after suffering the disappointment of dropping from first (at the first three marks) to eighth halfway up the last beat.

With four races completed, it's certain that the series will end on Saturday whether there are two,



Andy Burton (#201) and John Burnham (#107). Photo by Cheryl Kerr (www.regattaphotos.com).

one, or no races. The forecast is for a good southwesterly yet again.

September 8 - Day 3

This was it—the final day of the 2001 Shields Nationals with a shade more southwest breeze than the previous two days, maybe 14-15 knots at about 235 degrees. Anthony Kotoun/Jerome Jordan and Bill Shore were essentially tied counting a throwout, and Team #107 held third, a few points astern. Our mantra was “Sail fast, sail well, sail clean,” which essentially meant to focus on our own boat and try to avoid screwing up. This we managed to do, getting a good start and extending to the left, then taking a long port tack all the way back to the right side of the course. At the first weather mark, after ducking two boats, we rounded not far behind the leaders.

Just ahead of us, however, Bill Shore had tried to tack on the lee bow of Chuck Allen/Peter Denton and fouled them, and we sailed by while he was doing circles. Later in the race, Bill hit the leeward mark and did another turn to finish 7th. We moved up into third place behind Allen/Denton and Kotoun/Jordan and held that position to the finish. When we counted places, we found we'd moved into second place, four

points behind Kotoun/Jordan and one point ahead of Shore. Behind us, however, with their third straight win, Allen/Denton had moved to within four points of us by dropping their disastrous opening race result (a withdrawal after clipping the committee boat with their boom at the finish), so it was still a horse race.

The breeze eased up a knot or so for the last race—and actually fell to 10 knots or less for part of the second beat. We had a fair start and were forced by Bill Doyle/Jed Pearsall after a couple of minutes to tack right, but we found a lane, concentrated on our speed and managed to stay in contact with the front-row boats. Bill Shore redeemed himself, launching into a big lead on the left side and never looking back. At the first mark we were about eighth, with Kotoun/Jordan and Allen/Denton also several places ahead of us.

As had been the case all regatta, Kotoun steered beautifully downwind, working the waves and gaining on Chuck Allen. We jibed soon after setting and made a big move to the west, which picked us up a few boats to round about fifth. On the next beat we headed left and found better pressure, passing Kotoun and ducking Allen/Denton as they came out of the right side in second place. We overstood on our approach to the mark, however, letting Kotoun/Jordan and George Petrides/Reggie Willcocks slip inside of us at the mark. Downwind we were fast again, passing George and Reggie. With Shore in first and Kotoun/Jordan four or five lengths ahead, the former had second place sewn up and the latter would be the new national champion if they avoided error or breakdown (which they did). Our job, then, was to keep Petrides/Willcocks behind us so, at most, we'd only have Kotoun between us and Allen. When RC Chair Robin Wallace signaled a change of course for the last leg with only a 0.75-mile beat, our job became easier. Still, we had some anxious moments, as Willcocks was driving the blue *Avra* upwind like a bandit. We kept them astern and celebrated our fourth-place finish for the race as if we'd been given the gun.

I'd love to take credit for the solid speed we had during this regatta, but the truth is I'm a little lazy on remembering all the details sometimes, and it's been Reed Baer, my partner and college sailing buddy, who absorbed the information and kept us both focused on processing all of the trim and tuning knowledge we could accumulate. When we

were working our way quickly up those long beats, it was Reed who took the lead in figuring out how to trim the sails while I steered. When I add to that the fact that Reed has taken the lead in pushing our boat and our team to a high standard since we started out, I have to admit that it was only through true partnership and a bit of good fortune that we found ourselves in the hunt in this regatta. It may also help that Reed was ordained a few years ago and has friends in high places. I know it helped as we shot the weather mark in one race and crept past it to the sound of the minister praying, "Please, please, please...!"



The team from #107 (l to r): Reed Baer, John Burnham, Rachel Burnham, Peter Schott and Matt Buechner. Photo by Cheryl Kerr (www.regattaphotos.com).

Besides giving full credit to Reed, I'd like to acknowledge Matt Buechner for getting us great line sights, coaching me on speed and point upwind, and trimming the chute downwind. I looked around far less while driving during this event than any in my 30 years or so of racing, and it paid off. As did having the same steady team aboard that we've raced with all summer. First of all, nobody yells (well, except the minister and that's only occasionally) and everybody's egos seem to be in check. We have fun laughing about how we sail with a dancer, a preacher, a glass blower, a dentist and an editor. In fact, my wife Rachel, Reed, Matt and Dr. Peter Schott (dentist to Fleet 9) each bring extra-professional talents to the racecourse. Peter does the foredeck, as he did with Charlie Levy for several years, and called every wave we were about to hit for three days running. He even held off on the jokes he's so well known for and, in the last race, bled rather profusely for the cause after I surprised him with a sudden tack. Rachel untiringly called the puffs and the compass, handled halyards and twings,

and—during the racing on Thursday—graciously celebrated our 15th wedding anniversary with me (and the three other guys).

Finally, I'd like to thank all of our competitors. Many of them freely gave us advice during the

season and even during the regatta—Chuck Allen, Bill Shore and Anthony Kotoun among them. Getting to know each other, having a good time on the water and passing on what you think you've learned is what it's all about. Reed and I are already looking forward to next season.

2001 Shields National Championship

September 5 - 8, 2001 Ida Lewis Yacht Club Shields Fleet # 9 Newport, Rhode Island

Place	Competitor	Fleet	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total
				9/5	9/5	9/6	9/6	9/7	9/7	
1	Jordan, Jerome	Newport, RI	57	6.0 *	1.0	5.0	2.0	2.0	3.0	13.0
2	Shore, Bill	Newport, RI	224	3.0	3.0	2.0	9.0 *	7.0	1.0	16.0
3	Burnham, John	Newport, RI	107	4.0	15.0 *	3.0	4.0	3.0	4.0	18.0
4	Allen, C./Denton, P.	Newport, RI	226	36.0 * RAF	14.0	1.0	1.0	1.0	2.0	19.0
5	Petrides, G./Willcocks, R.	Seawanhaka, NY	61	7.0	6.0	17.0 *	7.0	4.0	6.0	30.0
6	Hilton, Jamie	Newport, RI	217	10.0 *	7.0	8.0	5.0	5.0	8.0	33.0
7	Shoemaker, C./Mallory, C.	Newport, RI	245	11.0	4.0	10.0	6.0	14.0 *	5.0	36.0
8	Monk, Robin	Newport, RI	160	5.0	9.0	6.0	13.0 *	9.0	7.0	36.0
9	Burton, Andy	Newport, RI	201	23.0 *	12.0	11.0	3.0	8.0	16.0	50.0
10	Withers, C./Boyle, C.	Newport, RI	138	1.0	13.0	15.0	8.0	23.0 *	13.0	50.0
11	McGuire, Skip	Larchmont, NY	182	8.0	20.0	4.0	10.0	17.0	21.0 *	59.0
12	Berry, Bill	Marion, MA	239	21.0 *	11.0	12.0	12.0	13.0	11.0	59.0
13	Gerard, Peter	Newport, RI	53	2.0	22.0 *	18.0	14.0	16.0	9.0	59.0
14	Alio, Nicole	Newport, RI	74	16.0	2.0	32.0 *	18.0	11.0	20.0	67.0
15	Goodwin, Dan	Marion, MA	248	17.0	24.0	9.0	11.0	6.0	36.0 *DNF	67.0
16	Schwartz, Mike	Chicago, IL	90	9.0	10.0	16.0	21.0	22.0 *	12.0	68.0
17	Doyle, Bill	Newport, RI	222	18.0	8.0	13.0	20.0 *	19.0	14.0	72.0
18	Muir, Bryce	Newport, RI	23	12.0	5.0	36.0 * DNF	36.0 DNS	10.0	10.0	73.0
19	Bush-Brown, David	Newport, RI	121	19.0 *	17.0	19.0	16.0	12.0	15.0	79.0
20	Glassie, Tom	Newport, RI	202	22.0	18.0	7.0	19.0	15.0	25.0 *	81.0
21	Straden, David	Newport, RI	89	14.0	19.0	21.0	36.0 * OCS	25.0	17.0	96.0
22	Cohan, Tim	Edgartown, MA	80	13.0	16.0	20.0	30.0 *	21.0	27.0	97.0
23	Burns, Tim	Newport, RI	155	15.0	31.0	14.0	17.0	36.0 * OCS	22.0	99.0
24	Robbins, Richard	Marion, MA	238	26.0 *	21.0	22.0	23.0	18.0	26.0	110.0
25	Cooke, Ray	Monterey, CA	161	20.0	30.0	26.0	15.0	36.0 * RAF	24.0	115.0
26	Gammache, Richard	Seawanhaka, NY	66	25.0	23.0	27.0	28.0	30.0 *	19.0	122.0
27	Foberg, Scott	Newport, RI	203	30.0	33.0	23.0	22.0	36.0 * OCS	18.0	126.0
28	Slee, Jan	Newport, RI	33	24.0	29.0	33.0 *	27.0	24.0	23.0	127.0
29	Corbishley, John	Newport, RI	39	31.0	28.0	29.0	37.0 * DSQ	20.0	28.0	136.0
30	Radaway, Robert	Chicago, IL	130	27.0	26.0	30.0	25.0	28.0	32.0 *	136.0
31	Schulz, Roland	Larchmont, NY	70	28.0	34.0	25.0	24.0	26.0	36.0 *DNF	137.0
32	Johnstone, D./Stratton, G.	Monterey, CA	112	29.0	32.0 *	24.0	29.0	29.0	29.0	140.0
33	Tutton, Merrill	Holland, MI	124	32.0	25.0	31.0	26.0	27.0	36.0 *RAF	141.0
34	Green, Berkeley	Irvine, CA	198	33.0	35.0 *	28.0	31.0	32.0	30.0	154.0
35	Reimers, Ron	Irvine, CA	167	36.0 * DNF	27.0	34.0	36.0 DNS	31.0	31.0	159.0

*=throwout; DNS=did not start; OCS=On course side; DNF=did not finish; RAF=Retired after finish; DSQ=disqualified

NEWS FROM THE FLEETS

At the *Fleet 1* meeting on November 10, Mike Carr was elected by acclamation to be the new Fleet Captain. The fleet is in a rebuilding mode—14 of our 15 boats are in beautiful shape and the remaining one, which has no structural problems, is for sale and can be rehabbed without vast expense. We did lose a number of boats this season to our neighbor, Fleet 5 at Seawanhaka, which has done a great rebuilding job. We were sorry to lose the boats, but glad to have them go nearby so we can still play with them in what we hope will be a greatly rejuvenated Western Long Island Sound district. Among the boats that went to Seawanhaka was our four-time national champion #228, latterly owned by Thierry de la Villehuchet and Joachim Schulz-Heik. Sometimes losses are the price you pay for gains, and we hope the boat continues to do well.

Out of our fleet of 15, 10 sailed this summer and eight qualified for the season, which was a wonderfully competitive and enthusiastic season indeed, albeit with smaller numbers than we've been used to. The overall season winner based on 33 races was Bob and Fran Monro in #117, *Cheeky B*. Second and third for the season went to Fred Werblow (#25, *Checkmate*) and Mike Carr (#221, *Cornelia*), respectively.

The 2001 Polly Ann Trophy, which was donated by long-time Shields sailor Vic Onet and named for his daughters, was won by Fred Werblow. The Polly Ann, a spectacular full model of a Shields under sail in clear lucite with metal fittings, goes to the Shields with the best performance in three separate events. This year, The Polly Ann was based on the Memorial Day, July 4, Larchmont Race Week, Labor Day and Columbus Day regattas. Scoring is Cox/Sprague with participation in three series needed to qualify.

The fleet has some interesting plans for adding members next season, drawing on our tradition of technical, moral, social and, if necessary, financial help for promising newcomers.

Fleet 3, Chicago, marked its most competitive season in recent history; boats look better than

ever and the Fleet is well poised to take on growth opportunities coming from both the Chicago Park District and Chicago Yacht Club's planned revitalization of Belmont Harbor into the city's sailing harbor. It will be a great venue for national regattas and will remain the Fleet's home. Growing enthusiasm for the Shields Class has added to the fleet's competitiveness, as evidenced by two boats from Chicago participating in this year's Nationals. It is also wonderful to note that no one boat regularly runs away from the pack as was the case in years past, and position changes are now common occurrences from leg to leg. We now even have an occasional "Newport-style" mark rounding, with pile ups and protests—a sure sign of a growing and competitive fleet!



Mike Schwartz (#90) is Fleet 3's new Fleet Captain.


The 2001 season ended with Mike and Jonathon Schwartz (#90) edging out Gary Ropski (#196) in the last race of the year (a make-up race) to win the season championship, after battling through three series of close finishes. Gary was unbeatable when he and his crew were hell-bent on winning, but it was the Schwartz's steady determination to make the most of this year's very shifty and prevailing winds coming across the city that won the day. Sean Cassedy (#63) fended off "The Godfather" Graziano (#150), finishing third for the season. — Sean Cassedy

Seawanhaka Corinthian Yacht Club's *Fleet 5* completed an active summer racing schedule with

a contingent of seven Shields on the line. We were fortunate to have wind on Long Island Sound in August this year, so the racing was active for the entire summer. Fleet racing competes with Team Racing at Seawanhaka for scheduling and boat availability, but the fleet has been able to accommodate both schedules.

Charles Wagner in *Speculator* (#122) took the Spring Series and the best record overall for the year. Reg Willcocks, William Wladyka and Adrian Bogart won the fall series in *Altair* (#84). George Petrides in *Avra* (#61) took the Championship Series and also brought back a fifth in the Nationals. John Chamberlain and Wayne Marciano were awarded the Alten Cup for their performance with *Toots* (#31), and Cory Lawrence capped her first year in the fleet with the Sleipner Trophy, sailing *Ivre* (#206).


Fleet 5 has experienced a resurgence and now boasts more Shields on the starting line than Sonars, the class that had previously overtaken the hearts and minds of Seawanhaka's sailors. We expect to see some further growth in anticipation of the 2002 Nationals, which are scheduled to be held at Seawanhaka on September 11-15, 2002. (See separate announcement in this issue.) — *Bill Denslow*



Fleet 6 at the University of California–Irvine is pleased to announce the first Midwinter Regatta. mark your calendars for March 15-16, 2002, and check out the invitation on page 12. Boats will be provided to visiting Shields sailors on a first-come, first-served basis. Space is somewhat limited, so make your plans soon.


UCI is also in need of sails. UCI's Sail Donations Coordinator (and Treasurer) is Jane Hartley (949-472-9193, jhartley@uci.edu). Donating sails is easy and the value of the sail is tax deductible. Local sail lofts can box and ship the sails to us COD. Each sail bag should contain the sail description including the sail number as well as the owner's name and contact information. That information should also be sent to Janet via email

or snail mail so that we can be sure to correctly sort things out on this end. It is really that simple!



The Naval Postgraduate School Sailing Association (Monterey, California), **Fleet 7**, was well represented at the Nationals this year by returning skipper Ray Cooke. Along with a crew of Jodi Beattie, Julia Lillis, Sarah Rollings and Brad Storey, NPSSA placed 25th out of 35 boats, a tremendous improvement. NPSSA also won the Institutional Trophy once again, presented by Captain Chris Withers (USN-Ret.). In addition, by defeating teams from MPYC and UC Irvine, NPSSA also won bragging rights to the West Coast Championship.

Congratulations to *Storm* (#191) for capturing the Fleet championship. She had quite a few surprising races this season, and was able to actively compete with Monterey Peninsula Yacht Club. *Storm* won both the spring and summer series, coming in fifth overall with the MPYC competition. — *Russ Dorrell*



Fleet 8 in Edgartown (Martha's Vineyard, Massachusetts) continues to experience substantial growth. The Fleet has gone from four Shields three years ago to 11 actively racing boats this summer. We expect two more boats to join in the summer of 2002, including the most recently built Shields from Cape Cod Shipbuilding (#251). (See the photos under "From the Builder".)

The summer of 2001 was a competitive one. Tim Bryan in #223 won our July series. In the August series, Josh Weeks sailing #42 (which spent the previous 10 seasons in mothballs) came from behind in the last race of the month to win the series.

During our annual regatta, held in July, four Shields from Marion (Fleet 10) made the trip to renew a great rivalry from the past. Edgartown boats took first and third, while Graham Quinn from Marion (#242) came in second. The 2002 event is scheduled for July 11-13. In years past, we have been able to provide housing for all

visiting Shields sailors, and we expect to continue that tradition in 2002. — *Jeff Randall*



Fleet 9 (Newport, Rhode Island) has 38 registered boats and has a very active racing schedule that begins in May and ends in October. The season is divided into two series—the Wednesday evening series and the weekend series. All the races are combined to determine the overall champion, however.

The Wednesday night series attracts the most participation, and this year 24 races were sailed with an average of 30 boats on the starting line! Not only were the starting lines crowded, but the mark roundings also tended to be a bit congested. [Editor's Note: Apparently, mark roundings in Newport have become famous—or infamous. Check the news from Fleet 3.] Given that many of the Fleet's skippers are either previous national Shields champions or national champions in other classes, there is no lack of competition. That may well explain why nine of the top 10 finishers at this year's Nationals call Newport home.

The weekend series tends not to attract as many participants as the Wednesday night series does, but this year did see more activity, perhaps because of the Nationals. Many of the weekend races are non-spinnaker events in an effort to entice skippers with less-experienced crews as well as family participation.

Team racing is also a draw. Competitions include the annual 41.28° Cup, which pits New York Yacht Club against a team from Ida Lewis YC. The Patriots Cup, an international event sailed in Shields, was canceled this year due to the September 11th terror attack.

Local fleet members were proud to take part in the Sail for Pride regatta on October 13. The brainchild of Newporters Scotty Murray and Mick Harvey, and coordinated by Sail Newport, Sail for Pride attracted over 700 sailors competing on 184 boats,

with most, including the Shields, racing around Conanicut Island. The fleet ranged in size from a 13' Europe dinghy to a 77' custom sled. Thanks to a profit on the Nationals, Fleet 9 made a \$500 contribution to the effort, which raised in excess of \$100,000 for the victims of the terrorism attacks on the United States. — *Charlie Shoemaker*



Fleet 18 in Macatawa, Michigan, had an active season this year even though the fleet is small. There are 10 boats on the lake but we can only seem to get four out to race. Racing for our Saturday series, which was carried out on Lake Michigan in good breezes all summer, was won by #124, *Cahoots*, owned by Merrill Tutton/Paul Brown. Our Thursday night series, which is sailed in front of the Macatawa Bay Yacht Club, our home on Lake Macatawa, was won by John Gronberg in #98, *Dawn*. *Cahoots* traveled to The Verve Cup in Chicago in August and to the Nationals in Newport in September. Our compliments to Chicago for a good regatta and a very special “well done” to Ida Lewis for both its hospitality and the sailing. There is nothing like a little “travel” to help sailors learn what competition is all about. — *Merrill Tutton*



Outgoing (notice we didn't say "retiring") Class President Bryce Muir tells what he did to win the Take a Bow Award. This year's winner was Bill Shore (#224). Thanks for all your hard work Bryce, and happy sailing!! Photo by Cheryl Kerr (www.regattaphotos.com).

FROM THE BUILDER

Wendy J. Goodwin-Kelley, Vice President, Cape Cod Shipbuilding Co, provided us with these pictures of the latest Shields. The first, #250 and named *Orion*, was delivered to New Jersey this past spring. The second, #251, was set to be completed this fall and delivered to Edgartown.

CCSC is pleased to announce that sail numbers 252 and 253 are on order. All are welcome to the yard to see these new boats taking shape. CCSC is located at 7 Narrows Rd. Wareham, MA 02571, and can be reached at (508) 295-3550 (p), (508) 295-3551 (f) or email ccsb@four.net.



2002 SHIELDS MIDWINTER INVITATIONAL

The University of California Irvine Sailing Program and Orange Coast College School of Sailing & Seamanship invite you to compete with your team in the 2002 Shields Midwinter Invitational, March 15-16.

We expect this to be a fun regatta with “collegiate”-style short courses and four or five races per day. The race area will be just offshore in the vicinity of the Newport and Balboa Piers, about one mile north of the harbor entrance— unless weather conditions limit sailing to within Newport Harbor. In either case, particularly for East Coast sailors, this should be a great opportunity to escape from the ice and snow to enjoy Shields Corinthian-style yacht racing in Southern California.

Due to the educational mission of OCC and UCI, the boats provided for this regatta by have the original “Crosby” mainsheet configuration, *sans* the typical upgrades found on most privately raced yachts. To preserve the essence of one-design racing, teams will draw for boats at the

competitor’s meeting on Friday morning, and rotate to a different boat on Saturday. Boats will be available on Thursday afternoon for informal sailing and practice.

The social agenda includes a reception on Friday evening and the trophy presentation Saturday. We will attempt to house you and your team with members of our sailing associations, but space is limited and there are many local accommodations nearby in Costa Mesa.

Entries are being accepted on a first-come, first-served basis and will be limited to 12 teams. Please check the Notice of Race and feel free to address any questions you may have to:

Berkeley Green, Regatta Committee Chair
Phone: O (949) 824-7592/H (949) 646-9728
Email: btgreen@uci.edu

Mette Segerblom, Principal Race Officer
Phone: (949) 645-9412/F (949) 645-1859
Email: mette@occsailing.com

SEAWANHAKA CORINTHIAN TO HOST 2002 NATIONALS

Seawanhaka Corinthian Yacht Club will host the 2002 Shields National Championship on September 11-15, 2002. Wednesday, September 11, will be devoted to checking in, measuring and a practice race in the afternoon so that those brave competitors from Newport, Buzzards Bay and Martha's Vineyard—among other places—will have a chance to psyche out the currents of Long Island Sound. Racing will begin on Thursday, September 12, and continue through September 14, with two races scheduled each day. Sunday, September 15, will be reserved for any make-up races, if needed, or for travel back to your respective homes.

Those of you who are old enough to have raced in the 1988 Nationals at Seawanhaka may remember that the services here are complete, and that we have the facilities to launch, measure, step masts, moor boats, dine, dance and accommodate Shields racers on the club grounds. In fact, since Seawanhaka is located on picturesque Centre Island in the midst of Oyster Bay harbor, you may not need to venture into the surrounding towns of Oyster Bay or Bayville for excitement or sustenance. One note of caution, however: the Centre Island Village Police are extremely vigilant and aggressive in upholding the local laws. Adhere strictly to the 30 MPH speed limit, ensure your trailer license is current and have a designated driver if you anticipate excessive celebration when you win a race.

All races will be sailed in the middle of Long Island Sound, so that local lore will not give the Seawanhaka racers any advantage over those from other fleets. The competitors' packets will contain a briefing on the winds, currents and conditions in the area. Many of the international regattas Seawanhaka hosts are sailed in the same area, and the race committee is experienced in managing world-class competitions. We are pleased to announce that Bruce Cook has volunteered to be the Primary Race Officer. Bruce is a Senior Judge and Umpire, the regional administrative judge for Area B, a former Area B Race Officer and a certified US SAILING National Race Officer.

In addition, he teaches US SAILING's Advanced Race Management Seminar. His presence will insure that the 2002 Nationals will be run in the professional tradition that has been established.

SCYC members have been generous hosts for regattas, and this event will be no exception. We will arrange housing for those wishing to stay with sailing families or Fleet 5 members during the competition. Alternatively, there are numerous motels within 15 minutes of Seawanhaka for those who prefer to arrange their own accommodations.

By the spring of 2002, we anticipate having the Official Notice of Race and details about the social events, registration, costs and other essential facts posted on the 2002 Shields Nationals Website. We plan to send out email notices to all past participants, Fleet Captains and any other Shields sailors who provide us with their email addresses. Those who wish can complete the some of registration process electronically before they arrive so they can devote their time sailing in Oyster Bay and Cold Spring Harbor.

So plan to turn back the clock a century next year. Come to the fabled Gold Coast of Long Island. Relive the Gatsby Era. Sail in the harbor where Theodore Roosevelt planned his campaigns. Party at the club that was the setting for the film *Age of Innocence*. Sail on the bay where the Seawanhaka Indians once gathered oysters. (The Indians are long gone, but the Club still serves oysters!)

If you have questions or suggestions, please feel free to contact me. Look forward to seeing you next September. — *Bill Denslow*

Bill Denslow
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Locust Valley, NY 11560
(516) 676-5511 (H)
(212) 980-4292 (O)
pennylaneny@msn.com

WINNING REALLY ISN'T EVERYTHING

Our thanks to Bill Doyle and the crew of Equus #222—Jed Pearsall, Tyler Arment, Brian Sweenor and Lynn McKesson—for this wonderful recounting of this year's Championship. The group was presented with the "Best Dressed Award" at the awards dinner.

By now you have all heard the stories of "this" particular wind-shift and "that" unique speed-gaining strategy that boosted #57, #224 and #107 to the top three spots in our excellent National Regatta. My congratulations to them all. But I'm guessing our boat probably has a little different take on the recent events.

See, as first-time "National" event participants—of any kind—we pretty much figured we would get our butts kicked, so we thought of other ways to make the most of the event and to have a good time. To that end, the regatta was a huge success. Here is a little of what it was like for us.

About a month before the event, our entire Shields crew attended the America's Cup Jubilee in Cowes, and we all noticed how nice the boats and crews looked with matching outfits. We thought we wanted to bring a little of that style back home with us. So, while sitting around drinking (a lot) after a typical Wednesday night Shields race (we do that quite well), we decided we could at least look like a professional crew. One of my crew surprised me with a stack of T-shirts each with the number 2 on them, and then we rustled through all of the #222 Shields gear I had accrued through various Christmas and birthday presents. We found we had matching outfits for every condition, so what the hell, "*If we can't blind them with speed, we'll dazzle them with fashion!*" Well, it was funny at the time.

About two weeks prior to the event, I was hearing stories about qualifying sails and boats being measured to be just perfect for the regatta. It was all lost on me as I was using a five-year-old main and a one-year-old jib. I felt, however, that I was somehow not doing my part to be properly prepared to enter this tremendous and spectacular competition. So, I hung over the side one flat morning and waxed the hull. I figured at least we'd be shiny.

Then about a week prior to the event I noticed boats out of the water at Sail Newport and I

learned that people were making sure their hulls were cleaned properly, their rigs were all tuned for the conditions and their dead-wood was drying out. I thought, "Geez, all of this seems a bit over my head", and I did not know what to do. So, to get my boat to go faster, I went home and refinished the teak. Seemed like a logical solution.

As we gathered for the first day of racing, what surprised me the most was the quantity of gear and food five moderately sized people could stuff into a Shields without actually sinking it. When all of our competitors were trimming bolt heads to save ounces, we were loading up three outfits per person and enough food for a trans-Atlantic crossing. And, even with all that blaring sunshine and moderate winds we were all forced (read "blessed") to endure, let me tell you, not once were we ever cold or hungry! Lots of food and warmth are definite necessities for a happy crew on our boat.

As we sailed out every day, I was also struck by the sounds coming from our boat that we didn't necessarily hear from those around us. I think we were the loudest boat out there, laughing all the way out to the course, telling everything from traveling stories to dirty jokes. Probably not talking enough about strategy and sail trim, but oh well, we really enjoy each other's company. We also learned new methods for using a bucket and a sail cover when the women on our boat created a nifty tented head way up in the bow. I was glad not to be one of those who needed it. Sometimes I think our team's motivation for doing well and going fast has more to do with getting back in time for cocktails and social hour than winning. I like that.

As the racing went on, we had "our moments", as Charlie Shoemaker put it so diplomatically. In one race we were briefly first as #57 ducked us before the first mark. That didn't last long as we quickly settled back into our mid-fleet position. Honestly, our sail-shaping and speed-making knowledge is pretty limited, so on the few occasions when we found ourselves near the front (surprising even to ourselves), it was not long before those with far more experience were able to squeak out that little extra speed that they needed to get ahead. Our lack of experience with Rhode Island Sound was evident as we just did not have the speed to keep



Bill Doyle gets the pole ready on the deck of *Equus* during the National Regatta. Note the wonderful brightwork and shiny hull. Photo by Cheryl Kerr (www.regattaphotos.com).

up, and I was at a loss by the last day as to what to do about it. But damn we felt snazzy in our uniforms!

On a typical Wednesday night, we hope for a top 10 finish and are generally glad to end up in the top half, but the racing in the Nationals was far more competitive than we expected throughout the fleet, and we found ourselves going from 8th to 20th and back again in almost every race. And how great was that for all of us to be crossing tacks with so many boats from out of town that we didn't know? It's amazing how much those visiting boats added to the excitement. We loved the green one from Michigan (#124), and I think it was #61 (dark blue hull) that really caught our eyes with gleaming chrome winches and beautifully cared-for teak. We just can't help but appreciate a boat kept in Bristol fashion. And how cool was the orange boat named *Juice*? What a scream! As slaves to the 1980s, we also noted that the typestyle used for the name was eerily similar to the one used on Juice Newton's first album. Coincidence? I don't think so.

Actually, after a few legs of each race, we soon realized that we were surrounded by practically the same boats every time. Throughout the

regatta, we saw a lot of the *Grinch* (loved that boat, but we kept thinking they should wear red Santa hats!), *Rascal* (Bryce Muir, #23), *Karaselet* (Nicole Alio, #74), Mike Swartz (#90), *Mahi* (David Bush-Brown, #121), *Lllama* (Peter Gerard, #53) and *Syrinx* (Bill Berry, #239). Unfortunately, we were typically at the tail end of that pack, so what seemed like a top 10 finish typically put us in the teens because we would come across the line just behind them. That tells us how close all of our boats really are. But did we care if we were at the back or front of the fleet? Well, of course we did—the front is always better, but the beautiful sail home each afternoon was such a blast, it made our getting trounced a lot easier to take.

Now, by the last day, we were all pretty beat. Friday was a tough day physically and emotionally as three of us also work together and there were problems in the office due to our absence. I think by the last race on Saturday, we just weren't into it at all anymore and had pretty much given up. So, after the first run, I think we counted ourselves in about 30th and we were just going through the motions until we could finish. We went around the starboard gate and headed over to the left side of the course for no other

reason than clear air and to get away from other boats. It was obvious everyone wanted the right side, but, see, we were just plain tired of tacking. So, off we went until we were all by ourselves.

Then after a good long while we tacked back in and all of a sudden....“What the...?” “Did we over stand?” “From way out here?” Nope, there was a huge shift to the south...and we were the closest to it by far. Boy, did everyone on our boat come alive. As more boats started tacking up to us we started counting them off. “Ahead of that one.” “Ahead of them.” “Got that whole pack.” Holy mackerel! We just stayed there until the lead boats came up to us and we were back in the front! Fifth place at one point and we just lucked into it. Sorry, what I meant to say was, “We properly anticipated the expected 15 degree shift.” Yeah, right! I guess this was our second and final “moment” that Charlie Shoemaker must have been referring to. Well, we slowly fell back into

mid-fleet, eventually finishing 14th in that race, but it was an exciting ending to a fantastic few days on the water.

As we all know, the party was a great success and we met some out of town Shields sailors and even learned of a possible midwinter event in Southern California. (Yes! Do it. We’ll be there!) We had a great time and I had an excuse to get the boat spiffed up. All in all, we were glad to be a part of it and are looking forward to future events outside “The Bay”. We hope each of you had your own moments, and that you are just as glad to have been a part of this special fleet.

Many thanks to Charlie Shoemaker, all the volunteers who pulled it all together and the sailors from around the country who made the trip to Newport. A special thanks to Robin Wallace and that “sultry voice” on his race committee for doing another spectacular job in getting these races off squarely and in good time.

DATES TO REMEMBER

March 15-16	Shields Midwinters	Newport Beach, CA	Contact Berkeley Green (Fleet 6)
May 25-26	Bank of Newport Regatta	Newport, RI	Contact Bill Doyle (Fleet 9)
July 11-13	Edgartown Regatta	Martha’s Vineyard, MA	Contact Jeff Randall (Fleet 8)
July 13-14	Newport Regatta	Newport, RI	Contact Bill Doyle (Fleet 9)
July 20-27	Larchmont Race Week	Larchmont, New York	Contact Mike Carr (Fleet 1)
August 2-4	Buzzards Bay Regatta	Buzzards Bay, MA	Contact George Gardner (Fleet 10)
August 10-11	Verve Cup One-Design	Chicago, IL	Contact Mike Schwartz (Fleet 3)
September 11-15	Shields National Championships	Seawanhaka Corinthian Yacht Club, Oyster Bay, NY	Contact Bill Denslow (Fleet 5)
October 4-5	Columbus Day Regatta	Larchmont, New York	Contact Mike Carr (Fleet 1)