

THE OFFICIAL PUBLICATION OF THE SHIELDS CLASS SAILING ASSOCIATION

MASTHEAD

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FALL 2012



**Report of the Shields National Regatta
September 20 to 22, 2012
Marion, MA**

The Official Publication of the Shields Class Sailing Association

MASTHEAD

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Volunteers Make it Happen!

Volunteers in Shields Fleet #10 and at Beverly Yacht Club pitched in to make the Shields National Regatta (September 20 to 22, 2012) a success. Thanks to the racers who participated and made all of the work worthwhile. From all reports everyone had fun and enjoyed the challenge and the opportunity of racing on Buzzards Bay.

The Race Committee lead by Chip Johns assisted by Larry Hall, Sam Vineyard, Renny Maier and others was experienced and thoughtful in taking advantage of the conditions for the best possible racing and support boats. Tom Farquhar, as Chief Judge, along with Barbara Farquhar provided guidance and were on deck to handle any protests. Thanks to Richard Robbins for his management of the website and for his regular email blasts to all fleets, publication of the *Masthead* and more.

The prizes organized by Heather and Dan Goodwin were lovely, memorable and usable. Boats got launched and hauled thanks to Wendy Goodwin. Jonathan Pope and Shane Wells organized donated door prizes and T-shirts with gusto ensuring sponsors and that everyone was a winner! Andrea van Inwegen handling registration and Dick Gamache's finance management kept us all informed and able to make decisions. Karen Manning and Mary Levinson's scoring and daily posting of the regatta reports were available on arrival ashore was appreciated.

The Thursday evening social event hosted by Graham Quinn and Harding Sails provided a great venue and hospitality with contributions from Horizon Beverages, Uncle Jon's Café and members of the fleet. Karen Gardner's attention to the sale of T-shirts and ties gave the right sales pitch. George Gardner was always available and attentive to details and the big picture. Jon and Michelle Pope with Uncle Jon's donated coffee and muffins every morning that got everyone off to a good land start. Susan Mead organized housing that was appreciated by both out-of-town guests and Fleet #10. The Walsh family loaned "Nuts." Bill Berry and Richard Robbins did the inspections and measuring.

Terrific photos by Fran Grenon (see www.spectrumphotofg.com) were the result of Jason van Inwegen and David Dunn taking Fran around the race course. Bill Walsh also took some terrific photos, and Bill Moonan was wonderful about being on standby for whatever was needed.

Dean Lavoie, Club Manager, was always responsive leading a helpful and engaged staff team, including Sam DeMello on the water and Tim Weeks in the kitchen making BYC excellent hosts.

It was a pleasure to have Mike Deland, two time Nationals winner and former Shields National Association President, join us for the Regatta Dinner on Friday evening. Mike shared some of his stories from previous Nationals and working with Cornelius "Corny" Shields in the early days of the fleet.

Commodore Ray Cullum and Vice Commodore Larry Hall were terrific in supporting all aspects of the Regatta and most gracious in welcoming all the sailors to BYC.

Thanks to all!

Joan and Ed Tiffany

Co-Chairs 2012 Shields National Regatta



Shields National Championship Regatta – Marion, MA September 20-22, 2012

	Sail # Boat	Skipper(s)	Club	1	2	3	4	5	6	7	8	Points
1	254 Aeolus	Tim Dawson	Ida Lewis Newport, RI	2	1	3	1	2	1	[10]	1	11
2	239 Syrinx	Bill Berry	Beverly Marion, MA	1	2	1	2	3	6	5	[8]	20
3	107 Grace	John Burnham Reed Baer	Ida Lewis Newport, RI	5	3	[7]	3	5	2	2	4	24
4	160 Diversion	Robin Monk	Ida Lewis Newport, RI	6	6	4	4	4	3	6	[14]	33
5	238 White Rabbit	Richard Robbins Ethan Robbins	Beverly Marion, MA	3	4	5	5	[7]	5	4	7	33
6	245 Hawk	Charles Shoe- maker	Ida Lewis Newport, RI	4	5	8	6	[9]	8	7	2	40
7	247 Kiskadee	Stephen Sym- chych	Beverly Marion, MA	[10]	8	2	7	6	7	9	3	42
8	79 Rebel	Chris Wick Lee Reichart	Mason's Island Mystic, CT	7	7	[10]	8	8	9	1	6	46
9	235 Harrier	Graham Quinn Shane Wells	Beverly Marion, MA	8	9	6	10	1	4	[12]	9	47
10	71 Old Paint	John Shannahan	Tred Avon Oxford, MD	[11]	11	9	9	11	10	3	11	64
11	8 Good News	George Gardner	Beverly Marion, MA	9	[14]	14	11	10	11	11	5	71
12	45 Nuts	Samuel Veilleux	Chicago Chicago, IL	[13]	10	11	12	12	12	8	10	75
13	58 Undertaker II	Stephen Potter Tripp Potter	Edgartown Edgartown, MA	12	[14]	14	14	14	14	14	14	96





Awards 2012 National Championship - September 20 - 22, 2012

Shields National Championship Trophy – Sterling silver Chippendale tray donated by Cornelius Shields and awarded each year to the winner of the Shields National Championship Regatta.

Tim Dawson on AEOLUS, sail #254, Fleet #9

James B. Moore Jr. Memorial Prize – In recognition of James B. Moore, Jr.'s invaluable service to the Association as President, as Founder of Fleet No. 2 and in numerous other capacities, the Long Island Sound District, consisting of Fleets Nos. 1 (Western Long Island Sound), 2 (Manhasset Bay) and 5 (Seawanhaka Corinthian Yacht Club), instituted in 1991 a prize to be awarded each year to the crew of the winning yacht to recognize their efforts in attaining the goal.

Crew of AEOLUS, sail #254, Fleet #9

Cornelius Shields Memorial Prize – Shields half-model donated by Fleet #1 of Western Long Island Sound and the Larchmont Yacht Club in 1982 in memory of Cornelius Shields and awarded at the Shields National Championship Regatta to that skipper that achieves the greatest improvement in his standings from the previous Shields National Championship Regatta.

Shane Wells on HARRIER, sail #235, Fleet #10

Shields Class National Championship Institutional Trophy – **Not Awarded**

Senior Skipper Award – Pewter tray donated in 1981 by James B. Moore Jr. of the Manhasset Bay Fleet #2 and awarded for the best performance among the five oldest skippers in the Shields National Championship Regatta.

Charlie Shoemaker on HAWK, sail #245, Fleet #9

Junior Skipper Award – Pewter tray donated in 1981 by James B. Moore Jr. of the Manhasset Bay Fleet #2 and awarded for the best performance among the five youngest skippers in the Shields National Championship regatta.

Ethan Robbins on WHITE RABBIT, sail #238 Fleet #10

Take A Bow Trophy – Fully rigged bow section of a Shields Yacht mounted on a teak door. It was donated in 1985 by the Commodore and membership of the Monterey Peninsula Yacht Club and later refurbished by Brian Ladacouer, Graham Quinn, and the crew of Shields #46, of the Buzzards Bay Fleet #10. It is awarded each year to an individual or individuals selected by a special committee to reward and celebrate dubious achievement during the Shields National Championship Regatta.

George Gardner on GOOD NEWS, sail #8, Fleet #10

Golden Stern Award – donated in 2006 by the Goodwin's and Cape Cod Shipbuilding Co., is awarded to the last place finisher of the Shields Nationals Regatta (who actually competes). The award recognizes the effort it takes to race in a national regatta and that last place is far superior to not participating at all. It is expected that in the year to come both the trophy and its recipients will be improved for the next Nationals. This stern section was a casualty of contact that came from a boat repaired by Cape Cod Shipbuilding Co. and is ably sailing again.

Sam Veilleux on NUTS, sail #45 Fleet #3

Gordon L. Benjamin Memorial Newcomer Award – **Not Awarded**

Kap-Dunn Trophy - donated in 2008 by Fleet #21, Tred Avon Yacht Club, awarded to the winning fleet. (as calculated by the fleets top three finishers, minimum 3 boats racing in order to qualify.)

Fleet #9 – Newport, RI



Shields Nationals from Aeolus – by Tim Dawson



When I was first asked by Richard Robbins (Masthead editor) to write an article about our National's experience on Aeolus, I immediately referred to some old issues of Masthead on the website to see what had been written before. While the first thing I realized that I would unfortunately be following professional writer John Burnham, I was amazed by some great stories from past champions. My favorite has to be the resurrection of H.L. DeVore's #231 after being on the bottom for 3 years! Robin Monk's team overcoming a broken main halyard and headstay fitting to win is equally impressive. The story of Aeolus has none of that drama unless you count some sore butts from being on the rail for 36 miles of racing on the first two days.

Prior to the 2011 Fleet #9 season I was asked to

take over the driving duties with owner Tom Hirsch on Aeolus after the previous driver, my North Sails colleague Kyle Martin, took off to work as a sailmaker for Puma Ocean Racing. I had sailed with them a couple of times before and was excited for the chance. Since 1994, my Wednesday nights had been spent sailing PHRF in Wickford on my parents' cruiser/racers. That was great fun with family, but once my parents retired they decided they didn't want to have to be anywhere specific with the boat on a Wednesday night so we decided to retire from the PHRF racing. My schedule was free, Aeolus needed a helmsman and I'm friends with and sailed with the crew on other boats, so the situation was perfect. Except for the fact that I'd only been on a Shields twice sitting behind the helmsman doing tactics, so I had a lot to learn about steering one!

Aeolus has been a great boat to jump into. The boat is very well prepared and taken care of, the previous years experience of the core team of Tom, main trimmer Scotty-Innes Jones and bowman Nate Frizzell finishing 4th in the 2010 Nationals, the team was already very competitive. Most importantly however, it's great friends having fun. With everyone's busy schedules, we have a pretty big group that has filled in to race on Aeolus. I made a quick count and I believe we had 11 different people race on her in our Fleet #9 series this year. Each person who has come out for a cameo appearance would always text me the following week to see if we had room for them. There's a lot more to Team 254 than the four of us that sailed in the Nationals.

We've had our ups and downs over the past two Fleet #9 Seasons, everything from a dead last finish in a race in this year's Spring Series, to winning the Summer Series. We had a strong finish of 3rd in the 2011 Nationals, winning two of the four races, but the generally uncooperative conditions made it difficult to learn much about our long course speed. Somehow we'd managed to sail those four races without ever lining up near Bill Berry, despite him finishing just in front of us in 2nd. The Newport Series is more about being in the right place for the winds, currents, bridges, islands and thirty other Shields than it is about pure boat speed. You obviously can't be slow, but in the flat water in the Bay everyone goes pretty well as evidenced by our last place finish!

Heading to Marion for the National Regatta, we knew it would be much different Shields racing than we were used to. Open water, more wind than we'd sailed in all summer, big chop, long courses and fewer boats was going to be completely different racing than our typical Wednesday night. We thought (hoped) that we would be fast enough to win, but we would have to wait and find out. Our crew for the Nationals was Scotty (main), Ian Henderson (trim), Sam Loughborough (bow) and myself. We had hoped to have Tom with us, but a second injury to his knee this summer kept him from being able to sail. We need you to get healthy in the offseason Tom!

Our tuning system is as simple as it can be. We set the shrouds to the North tuning guide 800/300, but usually sail with the lowers eased 1 turn from there.

I like to get some leeward "spoon" in the middle of the mast in lighter air on no-overlapping jib boats, but I'm not sure the mast ever actually does that. I've never actually seen it do it, but we generally sail with the lowers looser than base in under 12 knots. More of a gut feel than anything else. We have the calibrated headstay turnbuckle that we adjust through a theoretical range of 20mm from longest to shortest. I'd be lying if I told you I knew where that falls in the "forestay datum" measurement, but I suspect it's close to the tuning guide. The point is, we keep it simple, set the headstay to where we want it and forget it. We have a fixed loop on the tack of the jib so we're never adjusting it. One less thing to deal with. While this system probably came about because we are typically just getting to the starting area on time, but in any tuning system it's not something I want to have in my head when I'm crossing the starting line. The focus needs to be on sailing well. For what it's worth after looking at Fran Grenon's photos from the event, it looks like some boats may have a bit more rake than we do, but it's hard to tell.

Day 1 – You can't win the regatta on the first day, but you can lose it.

The first day arrived with a fresh northeasterly, and huge (for Fleet #9) chop. As we made our way out to the starting area our astute jib trimmer Ian commented, "Dude, it's all on out here, look at those guys going upwind!" On the way down we set the headstay to what we would call our 15-20 setting and turned to head upwind. I managed to turn into a great wave sending water up in the air, onto our heads and down the back of our jackets, setting the tone for the day before trying to settle in upwind. As we were thrashing upwind in the chop the time and money spent going to West Marine to buy required wearable lifejackets seemed like it was a good idea.

Our plan for Day 1 and the first race in particular was to start clean and be patient to try to see where we stacked up speed wise with the rest of the fleet. With plenty of open space on the race-course with the long legs and small fleet, we felt like we could be conservative and see where our speed got us. We took a conservative start to leeward of the group and spent most of the race finding our "mode". Having never really sailed in waves before,

we really wanted to get our speed dialed in to see what we had to work with before getting too into a definitive strategy.

As a new Shields helmsman I constantly am thinking of the small attached rudder as a trim tab more than a rudder. It seems more like “aiming” the boat than “steering” it. We’ve found that the Shields has a great mode when you get it balanced properly and don’t need to steer it much, just a small pull against a little weather helm and the boat really gets going in a nice high mode. We’re constantly searching for that feeling and even the bowman can feel when we’re there. Once up to speed we found that keeping the traveler as high as possible was critical in keeping the bow up when coming off the waves. If the traveler was too low the bow would “blow down” off the waves and you’d have to use a lot of rudder to get back on the wind. Using a lot of backstay made the main flatter so we could handle the high traveler. The traveler was being played a lot, but I was always asking to have it high for a more balance feel.

Day 1 put us in contention with finishes of 2,1,3, with Bill Berry (#239) showing why he has won the Championship twice with 1,2,1. Our conservative starting approach caused us to give up the favored right side of the course in the early parts of the first beats which put us behind at times, but our focus on set up and speed would pay dividends later.



Day 2 – Moving Day

The middle day of a regatta is known as Moving Day. The teams have felt their way around the course,

the conditions and the competition, Moving Day is time to establish your position in the fleet. What we learned on Day 1 was that we were fast enough to win in those conditions, but it would be really hard to get by #239 if we fell behind them. With last year’s champion #107 having a couple tough races on Day 1 the top two had some separation on the fleet, so it was time to get more aggressive. We decided we needed to fight harder for the favored end of the line and try to get the jump on #239 early.

Race 4 started according to plan with us having a clear start near the boat end of the line. We rounded the top mark in first with #160 and #239 close behind. This was when we discovered we were a bit off the pace downwind in the breeze. It was the first time I’d seen boats flying the spinnaker well away from the pole and I’ll admit it seemed pretty quick. #239 did a good job of blocking our lane and slowing us down as well, getting the inside on us at the left gate. They held us back for the next beat and run, but we had better speed on the run this time. Partially because of clear air, but we also seemed better with the pole higher in general. In the time I’ve been sailing on Aeolus, I can’t remember ever moving the inboard end as it’s set for our traditionally light Newport Wednesday nights. All of us on the boat primarily sail on sprit boats with asymmetrics these days, so I think we forget the pole can move up and down sometimes! But the higher pole seemed fast enough to not have to try the “clew away from the pole” thing. We wanted to avoid it just because it wasn’t something we’d done before and wanted to be able to stay focused on the puffs, lanes and shifts more than focusing on a new technique. It’s a move we’ll need to put in our quiver for the future.

The last beat of Race 4 was really the turning point in the regatta. #239 was leading again at the left gate with us close behind and #107 slightly ahead of us going to the right gate. Things would be looking bleak if #239 went on to win another and put two more points on us. A 4 point lead would seem almost insurmountable in the small fleet. Not long after the rounding #239 tacked to consolidate on #107 giving us a bit of right leverage. We were able to cash this in to win the race, a HUGE turnaround. The difference between being down by 1 point and down by 4 was massive. As we sailed down to the

starting area I said to the crew, "We will NOT be letting that happen to us." This further reinforced our strategy of the day, "get ahead and stay with your wingman".

Races 5 & 6 were great battles that ended in our favor. We were able to get the jump on #239 in both and we covered them relentlessly. It was great to see my old college buddy Shane Wells and #235 get the win in race 5, all while trying to stay out of the way of the match race going on right around them between us and #239. Moving Day went according to plan and we headed back to Newport for the night with a 2 point lead after throwouts kicked in.

Day 3 – Don't screw it up

That's more or less what the text I received from Kyle Martin that evening said, and that was the plan. The scenario was pretty simple. We had to beat #239 in one of the two races and we would win. I'm sure there were plenty of other scenarios based on what place #239 finished, but the plan was to go out and beat #239. The regatta was ours to lose at that point, which can be a scary thing, especially when the conditions were going to be completely different. The 15-18 knot Northeasterly with waves we'd come to know and love had been replaced with a less than confidence inspiring light Southerly with flat water. Flat water is always the great equalizer in that everyone goes about the same speed. This was a day where you could add points to your score quickly. And in Race 7, we did just that.

We had a great start at the pin with #239 second row at the boat. We tacked and crossed the fleet to stay with our wingman heading right into what we thought would be less current. As the breeze got softer the left side paid huge and all of us on the right were well behind. 239 managed to squeak out of a hole that we got stuck in and went on to finish 5th to our 10th. We were screwing it up! But some quick math throwing out that 10th and adding our 3rd that we'd been throwing out we still gained 2 points on #239. We had a 4 point lead going into the final race.

With the light air, we decided we still needed to keep our eye on #239, but we needed to do a better job of sailing our own race. We started down near the pin just to windward of #107 (not usually where I want to be in light air) with #239 to leeward of

them. A bit of nice right pressure allowed us to live there and control the boats to leeward. Our lose cover on #239 on the 2nd beat allowed #107 and Dr. Shoemaker's team on #245 get by us and we were in 3rd at the last leeward gate with #239 back in the pack. We got a couple nice shifts at the beginning of the last beat that got us by the both of them to win the final race and the Championship. A great way to finish after trying to give it away in Race 7!

It's a great honor for all of us on Aeolus to join the list of great champions in the Shields fleet. While the fleet was small, winners of 6 previous National's were present so it was no easy victory. Special thanks to Tom for sending us with the boat without him and to Scotty, Ian and Sam for their hard work, sore butts and shredded hands. I guess this means we'll be packing up and heading for the Eastern Shore next year!





View from the Committee Boat – Chip Johns

I was fortunate to be asked to run the race committee and act as PRO for the 2012 Shields Nationals in Marion this past fall by my old friends Ed and Joan Tiffany. Fortunate, because I like to do this sort of thing and happy to run the event for the Shields Class because the class has such a long history in Marion and I have participated in many shields regattas over the past 40 or so years. I have had the pleasure of sailing with Court Converse, Mike Deland, Ralph Thacher, Gordon Vineyard, and Larry Hall in various Shields races over the years.

Our event started with two days of very nice northeasterlies, and finished with a reluctant southwest sea breeze on the last day. Although it looked like the sailors were a bit chilly on the first two days, we had great breeze for some very close and competitive racing.

Our first day was a race committee dream day, with only small oscillating shifts of plus or minus 15 degrees. With 13 boats we set up the line at about 450 feet, square to the wind. Even though the line was square, it seemed like the racers wanted it a bit longer due to some bunching up, this was corrected for the second and subsequent starts. We also did not use a gate in the first race due to the number of boats, but after witnessing two fairly crowded roundings, we added a gate for the rest of the event.

Due to very favorable winds we got three races in and sent the fleet into shore by about 1600 to enjoy Graham Quinn's hospitality at the Harding Sail loft.

Day two brought very similar winds except that there were a few more persistent shifts which required some mark changes and a bit more patience from the sailors waiting for the shift to come back. Again we got three races completed in plenty of time to send the boats ashore by 1600.

Day three brought a dying northerly and a reluctant southerly. The Race Committee wanted to get in the two scheduled races in order to have a full eight race series, but we did not want to start a race until we had a "raceable" breeze. Patience paid off and we got the 1st race started in about 5-8 knots. After determining that the race was fair, and that by shortening it after two legs we would be able to start the eighth and final race within the time limit, we shortened the seventh race at mark 2. The wind moved around a bit following the finish of race seven, but finally settled in from the southwest and the final race was started. Race eight required a couple of mark adjustments, but in the end the fleet enjoyed a gorgeous, warm southwest breeze to complete the 2012 Shields Nationals.



Fleet News

Fleet #10, Beverly Yacht Club, Marion, MA

As the Masthead goes to print, Fleet 10 members are grateful that Hurricane Sandy did not hit us as intensely as it did in many areas and hope that other Fleets fared as well.

As you all know, the 2012 Shields National Championship Regatta was held in Marion. First, we want to thank Ed and Joan Tiffany (Patience #4) for chairing this event and the Committee heads and volunteers. Ed and Joan had an experienced and dedicated group of people who made the event possible and fun. Racing went off flawlessly and was challenging, despite the disappointing attendance from other fleets. Tim Dawson from Newport won; Bill Berry from Marion came in second.

Several Marion boats attended the Edgartown Regatta in July; Bill Berry in Syrinx #239 came in first. Nuts #244 skipper, Jack Walsh, won the coveted Tiffany Bucket which is presented at our annual Cups and Flags ceremony and is given to the skipper and boat with the fastest sailing time from Marion to Edgartown.

In addition to the Nationals, the Buzzards Bay Regatta was held in Marion in August. Charlie Shoemaker in Hawk #245 from the Newport Fleet took part; Bill Berry in Syrinx #239 won the event.

Once again our Fleet had a busy sailing season. Fleet 10 has around 15 boats, and 9 to 11 boats race often. Participation was a little off, perhaps because of more than usual business and family commitments. Richard Robbins in White Rabbit #238 won the June and August Saturday Championship Series as well as the June and August Thursday Evening Series. Bill Walsh in Nuts #244 won the July Saturday Championship Series, and Dan Goodwin in The Grinch #248 took first in the July Thursday Evening Series.

As an ending note, I won the famed "Take-A-Bow" Trophy at the Nationals. It is placed with honor on our sun porch. My Shields Goodnews #8 had great crew; however, her halyards were uncooperative. I would love to hear stories from previous winners. Send emails with the details to george.gardner3@gmail.com.

George Gardner, Goodnews #8

Fleet #21, Tred Avon Yacht Club, Oxford, MD

A very successful racing season was concluded with the last day of our Fall Series on Oct. 7th. We tried something new this year for the mid-summer sailing when breezes are often light and attendance is spotty. We had our own Shields "Beer Can" series as part of our local OARS (Oxford Amateur Racing Series) on Friday nights, which averages 15-20 boats in two divisions, spinnaker and non-spinnaker. We raced non-spinnaker and had very good participation, with family members and friends enjoying the action.

With the Shields Nationals coming back to Oxford in 2013, we have already begun our planning. We are examining every detail of the 2008 Nationals with the objective of having an even better event. Don't worry, the steamed crabs and cold beer will be making a return appearance. We are looking forward to seeing you all next September.

Peter Bailey, Intrepid #98



To the Editor,

Those fortunate enough to attend this year's National Championship in Marion enjoyed three days of racing in good breeze with high-quality race management. The first two days were sailed in shifty and blustery northerlies with the final day starting out with a drifter that ultimately built into a nice sou'wester with clear and sunny skies. A total of eight races were sailed with only one being shortened due to conditions.

The Shields Fleet 10 and the Beverly Yacht Club welcomed visitors and provided a friendly environment for a challenging and competitive regatta. Comfortable local housing was provided which, along with relaxed and enjoyable social events, made for a good time for everyone. It can be said that the regatta was a resounding success; that is with one major disappointment - attendance. This year's Regatta was attended by 13 crews. Five of these were from the local fleet which meant that only eight crews were visitors.

This event marks the sixth time the Shields Nationals have been held in Marion. I have participated in all of those events. To my recollection we have consistently provided good breeze, high-quality race management, a warm and friendly atmosphere, housing for all that requested it, loaner boats for all those that required them and social events that enabled all of our guests the opportunity to get to know fellow Shields sailors from around the country. Historically we have averaged around 28 boats on the line and have had as many as 35. Even given the current economic climate we felt that we should plan for a similar number this year but kept in the back of our mind that it would probably be fewer. None of us thought for a moment that the turnout might be as poor as it ultimately was.

There has been much discussion about this and a number of ideas about what could be done have emerged. I will get to that later in my letter but I have drawn a single overriding conclusion about it. I believe that the class as a whole just plain failed to fulfill its obligations to the Regatta organizers and host club. The privilege of hosting our National Championships has become a competitive event all by itself. A potential host fleet is required to submit a bid package which is reviewed by the Shields Board of Governors, and then a regatta site is then selected. I believe that we are currently booked out until 2015. No doubt our upcoming hosts in Maryland, New York and Rhode Island are hoping for strong attendance as had we.

From the moment we knew we were hosting the Regatta, a dedicated group of volunteers began planning. Fleet officers recruited Ed and Joan Tiffany (Shields sailors who love their boat but are unable to race very often) to chair the event and they provided strong and able leadership. A highly-qualified race officer was added to the team along with a senior international judge. Each of these volunteers in turn put together a team to assist them in their duties. The use of the club was approved and normally scheduled weekly events were cancelled to accommodate our guests. Organizers then lined up housing for visitors. Sponsors donated cash and other resources. A professional photographer and special off-hours boat yard services for post regatta boat hauling were arranged. Many meetings were held over twelve months so that we could put together an event that was worthy of a National Championship and that lived up to our own reputation. All of this was done on a volunteer basis, with a cheery and dedicated attitude, and with the reasonable expectation that the Class would show up to race. With a few noteworthy exceptions, they did not. I say, "Shame on you."

As individuals none of us bear a responsibility to attend this or any other sailing event. We all have busy lives. Many of us live on tight budgets. If I, or anyone else, don't want to participate in the Nationals, then we certainly have no obligation to do so. It is supposed to be about competition and fun after all. However, as a Class and as fleets I believe we do have such an obligation. It is wrong to encourage people (our friends no less) to dedicate so much of their valuable time and other resources preparing for and running an event and to then just not show up. Fleets should, I believe, accept that they have a responsibility to support their fellow fleets and ensure that not only will they be represented at the National

Championships but also that their contingent will be commensurate in size with that of their fleet. All this having been said, I think we should consider making changes to this event that would perhaps encourage greater participation. I suggest we consider, in no particular order:

1. Schedule. Traditionally racing is scheduled for Thursday, Friday and Saturday. We should consider switching to Friday, Saturday and Sunday so that less time away from work and family is required.
2. Length of Races. Class rules require races be at least 6 miles long. If we reduce the length from six (6) miles to four (4) miles, then we would be able to schedule four races in a day which might make it possible to make the event a two-day regatta (Saturday-Sunday).
3. Crew size. Limit the number of crew to no more than 3 or 4. It's plenty and would mean less recruiting necessary to feel competitive. This could also be implemented by changing the current crew weight limit of 1000 lbs. to say 850 lbs.
4. Cost. This year's Regatta had an entry fee of \$570 which included launch/haul for visitors (we do not have our own launch facility). If we agree that the only social expectation of the host is informal, pay-as-you-go events, we could get this down to under \$400 - still a high entry fee for a regatta, but it would make a difference for some.
5. Qualification. We should consider relaxing the skipper qualification rules. All participants should be members of the class but having to qualify to attend the nationals when participation is so poor seems unnecessary.

No doubt others have some additional ideas that may help. We should solicit them. The Shields Board of Governors, in cooperation with next year's host fleet, should consider them all and then they should act. Such action should be taken early enough so that the changes could be incorporated into the 2013 Regatta Notice of Race (NOR) and so that the Class as a whole knows of any changes prior to the start of the 2013 racing season.

We have a wonderful thing going here. Soon we will be celebrating 50 years of Shields sailing. Hopefully there is another 50 years ahead. This will not happen by itself; we need to attract people to the Class. Nothing is more appealing than a healthy, competitive National Championship. I look forward to seeing you there in the future.

Graham Quinn

Harrier - #235



Graham Quinn owns and runs a sailmaking company in Marion. He has been sailing Shields since the 70's and has owned and raced his own boat since 1986. Graham has raced Shields in Marion, Edgartown, Newport, Larchmont, Manhasset Bay, Seawanhaka, Marblehead, Chicago, Monterrey and Dallas. In addition Graham is a past Commodore of the Beverly Yacht Club and recently completed a 10-year stint as the Executive Director of the Marion-Bermuda Race.



From the Builder

As Shields age, we notice wear on the rudder post, worn heel castings and cracked or leaking rudder ports. During the Shields Class Annual Meeting I was asked to elaborate, but I'd prefer to do that with pictures. Lately, we have replaced quite a few worn heel castings and Rudders (rudder posts.) This makes quite a difference in the feel on the helm and can improve results on the race course. Here is a photo of a worn heel casting and worn rudder post.



While replacing the Rudders, we check the health of the rudder port. The rudder port is the casing that keeps the upper portion of the rudder shaft in place. Many of you may notice leaking under the aft floorboard. Rudder ports can fall into disrepair over time due to incorrect pressure from boat stands or on the Chris Craft boats from a cracked PVC tube. If your PVC is cracked, we recommend replacing the rudder port with a new port which is made of bronze and fiberglass. If the tabbing holding the port in place is the cause of the leak, we recommend grinding and fiberglassing new tabbing as shown in the two photos below. Work like this is not easy, but well worth it as your helm will no longer have a wiggle and you won't see water seeping into the bilge.

Wendy J. Goodwin
President
Cape Cod Shipbuilding Co.



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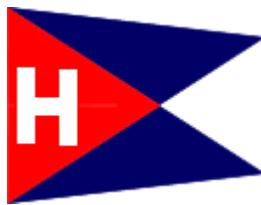


Left to Right: Race Officers Larry Hall and Chip Johns, Bill Berry (winner race #1 and 3), Shane Wells (winner race #5), Tim Dawson (winner race #2, 4, 6 and 8), Chris Wick and Lee Reichart (winner race #7) and Joan Tiffany (Event Chairperson)

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