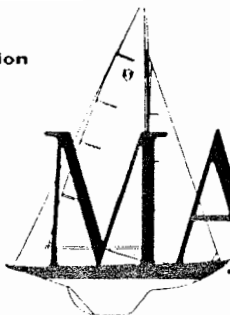




# SHIELDS MASTHEAD



August 1992

## From the National Officers

Sorry that this issue of the Masthead did not reach you a week or two earlier, but as many occurrences in life it did not go as planned.

Shields fleet #1 report The passing of Arthur Knapp, Jr. He was a great yachtsman, a wonderful competitor and a great friend of all Shields Sailors. Memorial Services were held in Larchmont, NY on July 2, 1992.

Below is the proposed agenda for the National Yearly meeting to be held in Marion on Sunday, 30 August.

## AGENDA/NATIONAL MEETING

Minutes of Annual Meeting, September 1991

Informational Update on process for Selection of venue for National Championship Regattas

Discussion of Masthead format

National Measurers Report

Treasurer's Report and Clarification of Dues

New Business

Our plan is to publish the next Masthead in late

September, early October. Here are some items that we will include.

Sale of Boats - If your boat is for sale please send me a brief description and we will include it in that Masthead.

History of Fleets - I'm going to request two fleets to give me an historical sketch with significant events and participants.

Miscellaneous - Please have your fleet recorder/scribe send me any other information. Social, sailing, technical, etc.

Technical Notes - Dan Hadley of Newport has been working on the drawings for the Blue Book. As the Blue Book holders will note the plans for the hull and sails were not included in the most recent issues published by Newport last year. Dan has updated the hull plans and the accompanying notes. These we hope to get approved by the Measurer (Nick Burke) and his Technical Committee. We then plan to mail 11x17 plans to the entire membership.

## Michelob Cup

Last month I promised an article on how Bonnie Shore won the Volvo Cup at Newport. Big Goof! Volvo no longer

sponsors that event. It is now sponsored by Anheiser-Busch. I'm sure Bonnie would rather have a Volvo than a barrel of beer but read on.

### **How Bonnie Won It**

by Dan Hadley

After the loss of Volvo as primary sponsor following the 1991 Regatta, prospects appeared dim for the temporary renamed "1992 Newport Regatta". During the spring, however, McLaughlin and Moran and Anheiser-Busch came to the rescue; there would now be a 1992 Michelob Regatta. Overall participation was slightly reduced, but in the Shield's class there were only about half of last years contestants.

The Shields joined the E22's now, the Sonars (also showing a 50% drop in numbers) and J22's racing north of Gould Island in Narragansett Bay. The Etchell's fleet was over thirty boats, but most attention seemed focused on Dennis Conner, preparing to defend his Etchell's world title in September at Larchmont. The other three classes fielded fewer than 10 boats each.

Friday appeared a perfect sailing day despite the odd due west breeze of 12-15 knots. This breeze was guaranteed by weatherman Bob Rice to back the SW by noon. The first race was a five leg windward-leeward. The fleet stayed bunched, although Bonnie Shore (#32) managed to hold a lead for the first four plus legs. As the fleet worked the final beat, the breeze lightened to under 10

knots. Those who went left looking for the start of the thermal seemed to lose ground. The puffs seemed to be righties (not going to happen! said Rice). The finish line had been set only about 1/4 mile off shore, and the last few hundred yards very tricky. The puffs were less frequent now but the oscillations seemed to increase. Bonnie found herself playing traffic cop as she was passed on both the right and left. The results: 1) Chris Withers (#163), 2) Earl Stubbs (#59), 3) Dan Hadley (#168), 4) Bonnie Shore (#32).

During lunch break, the breeze died a bit more though the breeze was still west, everyone knew the thermal was soon to come. Race 2 was another five leg sausage; off we all went to the left. I was first recognized that there would be no leftie on this leg benefited with a comfortable lead. After once around, Bryce Muir (#23), Bonnie and I were in a closer group far ahead of the others. Bryce did a masterful job of herding us all to left of center, where - you guessed it - there was still no evidence of a backing breeze. The front three stretched their lead on the rest, and entering the final beat with a several minute lead, were content to let the others go. Again, Bryce displayed his skills at covering both Bonnie and me as we both struggled for clear air and a decent shift, we were simultaneously dumb struck by the sight of Chris and Stubby blasting out of - that's right - the right hand corner. Abandoning Bryce to a certain win Bonnie and I beat

feet to the right as to ensure our places. The results: 1) Bryce, 2) Bonnie, 3) me, 4) Chris. After two races: Chris 4-3/4, Bonnie 6, me 6, Stubby 7.

Saturday started out with a 15-18 knot Northwest breeze. With an LPG ship due into the bay. The course was moved further north, to the top end of Conanicut Island. The resulting eight mile beat to the starting line had many rubbing sore butts for days afterward. After a postponement to allow stragglers to arrive, another 5 leg sausage was started. The breeze began to diminish, and the lead changed hands several time on the first lap around. The lead three - Bonnie, Stubby, and me kept exchanging places as the breeze became more spotty. On the second run, Bonnie grabbed the lead and led Stubby and me into the last beat though her lead was not large. Bonnie was helped by the dueling of Stubby and me. We had each led in crossing situations, and sure enough it came down to the final cross. Stubby was able to squeeze across on port just before the finish line and finished second to Bonnie. The results: 1) Bonnie, Stubby, 3) me, 4) Chris.

The fourth race was a windward-leeward twice around. With the breeze now well under 10 knots, but still Northwest no one seemed able to maintain a lead. At the top of the second beat, rounding in close order were Chris, Bonnie, me, and Stubby. Bonnie and Chris sailed a higher line and opened up a lead. Stubby and

I held low which had seemed to work previously. Sailing even lower was Bryce, who had rounded fifth. Chris had opened a couple boat lengths lead on Bonnie, and they were both over half a dozen boat lengths ahead of Stubby and me. Bryce brought down a puff and began to sail right through us. Approaching the line, Bonnie and Chris traded jobs, and Bonnie gained a bit in the last few boat lengths. Bonnie was headed and able to sneak across the line, literally inches ahead of Chris. Both agreed that had the leg been only several boat lengths longer, Bryce would have rolled past them. The results: 1) Bonnie, 2) Chris, 3) Bryce, 4) Stubby. After four races: Bonnie 7-1/2, Chris 10-3/4, Stubby 13.

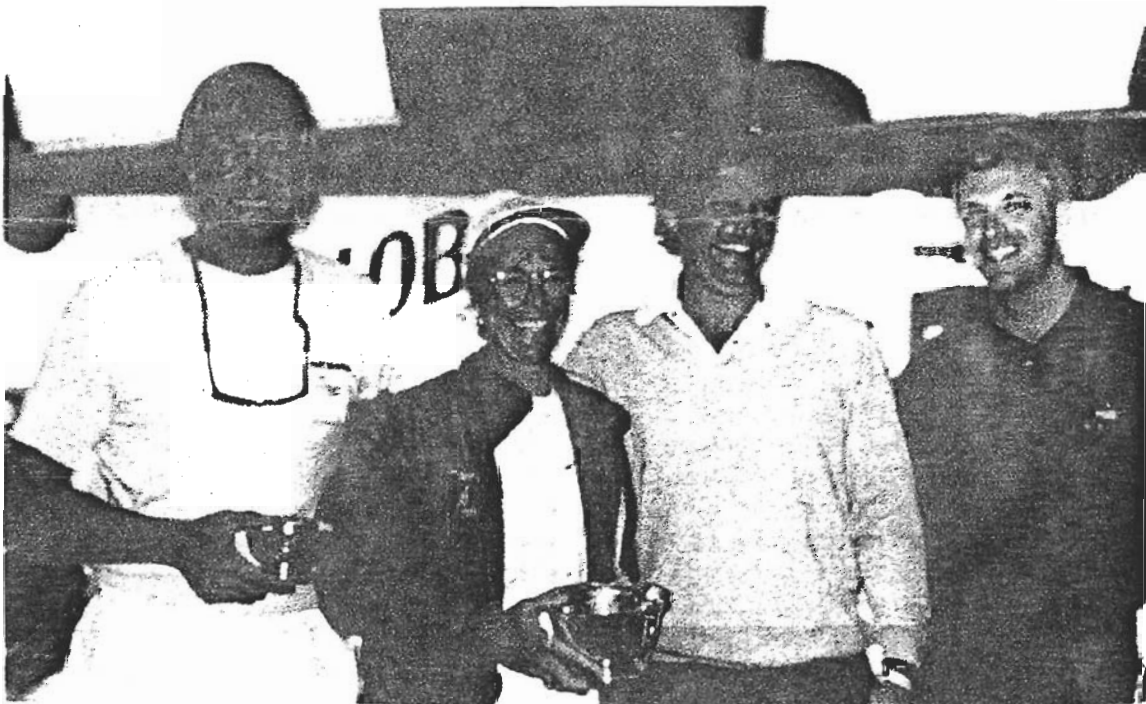
On Sunday, after a postponement, a southerly filled in. The breeze was about 175° - 185°, 12-15 knots and building - finally! After setting up for the breeze and another five legger, the rig postponed, and shifted the mark and line for 210°. This sure had us buffaloed. The mark could be laid on port, and the line could be barely crossed on starboard. Hard as it is to believe, on a 30 plus boat length line, almost the entire fleet became involved in a pin end pile up as Glen Foster borrowing Bill Winthrop and Mike Palmers (#167) and I tried to cross on port. I was making it but he wasn't, and when he came up tagged my stern and spun me to leeward. Without steerage, I watched as boat after boat approached starboard and collided with either Glen, me, or both. In all the excitement, Chris had

found Bonnie on port and forced her to tack, whereupon she hit the pin boat as everyone entangled and sails away, Bonnie began doing her 720°. I led at the first mark, followed closely by Foster, Chris and Stubby. Bonnie was deep in last place. The second beat was shifted to the original bearing. Stubby found a nice leftie about halfway up the beat and gained far lead. He kept me to the right of him as much as possible, and bounded the second weather mark with a comfortable lead. I was second around, followed by Chris and Bryce. Bonnie was making a charge having caught and passed the second to last boat, and closing on the next one on the final beat. Stubby opened his lead. Both Bonnie and Bryce turned on the jets, coming ever closer to Chris. With fewer than 200 yards to the finish, Bryce broke through Chris and was able to

cross in third. Chris' final tack to the line was fumbled enabling Bonnie to shoot in to take fourth over the line. The results (after my DSQ): 1) Stubby, 2) Bryce, 3) Bonnie, 4) Chris.

With only seven boats in the final race, Bonnie's lead, though not unbeatable, did seem pretty safe. Her comeback, having started deep in last, exhibited both smarts and speed. She and her crew of Bill Hartnett, Bill Rommel, and Ron (??) sailed a great regatta, especially on Saturday, the toughest day of the races.

With Anheiser-Busch's long term commitment, the Michelob Regatta will continue to be a mainstay of sailing in the Northeast. It would be great to see more Shield's participation in this regatta. How about you in 1993?



(l to r) Bill Hartnet, Bonnie Shore, Bill Rommel, Ron (The Mystery Man)

## **Fleet No. 1's "Buddy System"**

Dick Ronan, Fleet Captain  
Fleet No. 1

In 1991 we started our "Buddy System" to promote more comradeship within the fleet and to help the less experienced and new skippers and their crews feel they had a fellow boat who could be called on for assistance in learning to sail and race their Shields more competently. Our hope was to help everyone get more enjoyment from their boats and have fun in our fleet.

In 1991 we randomly paired skippers who had finished in the top ten places in the fleet in 1990 with a friend who finished in the lower half or a new member of the fleet.

Once paired, we suggested they try some of the following ideas.

1. Share ideas on racing and go aboard each other's boat and compare equipment.
2. Work on tuning together.
3. Practice together to make both boats faster.
4. Share crews - i.e., if the more experienced boat was not racing, try to have some of it's crew sail on the partner boat to help it's boat handling. Also, vice versa - The more experienced boat might need crew which might be available from the partner boat if it was inactive on

a race day. (This could save many phone calls)

This year the program was made more formal. The boats were paired by how they finished in 1991. The first place finisher was paired with the eleventh place finisher and so on, adjustment was made for our four new fleet members. This pairing was done with the idea that members who were just below mid fleet would, with a little help, make the top of the fleet more competitive.

On the Sunday before our Long Island Sound District Championship we scheduled a special day for our "Buddy System". The top half skippers crewed on their partners boat. Also, some of the crews of the top half boats sailed on partner boats to assist in crew development. A skipper of a top half boat could not sail on his own boat that day. However, his regular crew could sail his boat. This was done with the hope that some crew members might find it fun to skipper and one day become a Shield's owner.

The visiting skipper was aboard his partner's boat to advise and instruct. He could not helm the boat. Most sailed as a fifth member so as to not get involved with handing lines and thus have more time to observe and teach. Most boats started with checking the rig and tuning, followed by some early practice sailing before the race.

The day was scored as a special event. However, each

boat that raced and each instructors boat received a race credit towards qualifying for our season championship.

The race was very competitive - the first three boats finished within 15 seconds of each other. A couple skippers claimed they had never had their Shields go as well as it did that day.

We have begun to see the results of our "Buddy System" day. The whole fleet is going a bit faster and racing closer together at the finish line. Some skippers are starting to finish higher in the fleet.

Fleet No. 1 will definitely repeat our special training day next year. In addition, we plan to have a raft up after the race so everyone can continue to share ideas and have fun together.

Our fleets are only as strong as the interest from every fleet member. The more experience and enjoyment that every member derives from their boat will equate to how often you will see them at the starting line.

**Edgartown Yacht Club  
Shields Fleet No. 8  
Martha's Vineyard, MA**  
by Bob Whittemore

The Edgartown Shields fleet has been active since 1967. It initially started off as a two boat fleet and has grown to as many as 15 boats. Currently the fleet has nine actively raced boats, a smaller number from past years and is reflective of

other one-design fleets in Edgartown.

As Edgartown is a summer community, our season is short running from July 4th to Labor Day. Most of our racing occurs on Saturdays, when we have two scheduled races. Our club racing takes place in Edgartown's outer harbor, where the water is relatively flat even when our traditional Southwest breeze has puffs up to 20 m.p.h. As many off-island Shields sailors know during the Edgartown Yacht Club Regatta and when Fleet #8 hosts a National Championship (as we did in 1980 and 1987), racing occurs in Cow Bay. Cow Bay is an area of water half way between Edgartown and Oak Bluffs. Whereas current is not a major factor when we race in Edgartown's outer harbor, it certainly plays into the strategy when racing in Cow Bay.

The present fleet is competitive with several members having placed in the top three in individual races at the Shields Nationals. Nationally known sailors such as Dave Vietor, Chris Hufstader, and Kris Farrar (Kris recently placed second in the women's 470 Olympic Trials) are frequent visitors to the local Shield fleet in Edgartown.

We encourage any out-of-town Shields sailor to contact us when they may be in the area as someone is always looking for crew! Edgartown not only enjoys steady breezes but also fantastic hospitality. It should be pointed out that the Edgartown Yacht Club Regatta now

consists of six races (versus three races in past years) and will be held next year on July 15 - 17, 1993. *Please come, you will not be disappointed!!*

will be able to take the correct measurements for proper installment in his home!

### 1992 Fleet No. 8 Results

#### **Independence Series**

First: Bob Whittemore  
Second: Sandy Vietor  
Third: Bill Weeks

#### **Edgartown Regatta**

First: Bob Whittemore  
Second: Tim Bryan  
Third: Bill Weeks

#### **July Series**

First: Bob Whittemore  
Second: Bill Weeks  
Third: Tim Bryan

### 1992 Shields Fleet No. 8

#### Officers

#### Fleet Captain:

Tim Bryan  
W: (617) 345-2246  
H: (617) 729-4925

#### Secretary/Treasurer:

Bob Whittemore  
W: (212) 270-3492  
H: (203) 656-2548

P.S.: In early August, Bob Whittemore delivered a completely refurbished TAKE A BOW AWARD to the Beverly Yacht Club in anticipation of the awards ceremony during the 1992 Shields National. As many may remember, Bob and his "boats" kept the boat yards and insurance adjusters busy last winter. It is hoped that during these four weeks prior to the Nationals Graham Quinn (a strong favorite for 1992)

#### **Next Masthead:**

Report on Annual Meeting

Blow by Blow Account of National Regatta

Boat Emporium

The Tale of Two Fleets

Any Other Sea Stories

Report from the Technical Committee on Most Location, Partners and Steps (That is not a dance from Texas)