



# “Cruising Shields” Lives in Paradise

## Toughing It Out in Tortola . . .

Dwyer Wedvick, our Caribbean Connection, recently dropped a note to Kelli McSweeney outlining happenings so far and future plans for **Jessie W.**, Shields #44, which he keeps in Tortola, BVI.

In his letter, Dwyer notes that **Jessie W.** is at the Wood Works, West End, for under the deck mast partners consisting of three layers of 1/4" plywood, epoxied using the West System, from chainplate to chainplate approximately 18" wide with fibreglassed hanging knees extending down the insides of the hull approximately one foot. She will also get a teak chock around the mast.

Dwyer notes that he is unsure if such modifications are “heresy” but “the whole shebang looks wobbly and potentially dangerous to me with some messy prior repairs.”

Other modifications include plans to raise the cuddy cabin by 6" (teak) and install a folding sliding hatch (also teak). She will get two small port lights, one on each side, a la IOD, plus “the floorboard immediately abaft the mast is going for smaller deck boards (teak) to fit approximately 2" higher than the bilge so one has a place for feet while inside the cabin.”

Existing equipment includes VHF radio, tri-color lights atop the mast, depth sounder, knotmeter, compass and windex. When the cabin is finished the halyards will exit the mast above the deck through stoppers to winches on top of the cuddy on each side of the hatch “confluent to the cockpit, which is self bailing.” The four original winches are reported to be in excellent shape and will remain on board.

(Continued on page 4.)



## TROPICAL MOORING

*“Jessie W.” swings on her mooring on Frenchman’s Cay, West End, Tortola, BVI. She bears Shields sail #44 and British Virgin Islands sail #KV-44. The photo was taken from Dwyer Wedvick’s balcony.*

## ARMADILLO RUSHES FORWARD

Rush Creek Shields Fleet #11 has once again screwed together its courage and will host its annual Invitational Challenge Cup (aka the famed Armadillo Cup), this year over Easter weekend, April 17-19.

Six races are scheduled and there will be parties for each day. According to Fleet #11 Secretary, Pat Cleaver, competition both on the course and under the tables will be fierce.

In addition to expected competitors from across the country, the fleet is also attempting

to get teams from several top sailmakers to come and show their latest Shields sails and other interesting wares.

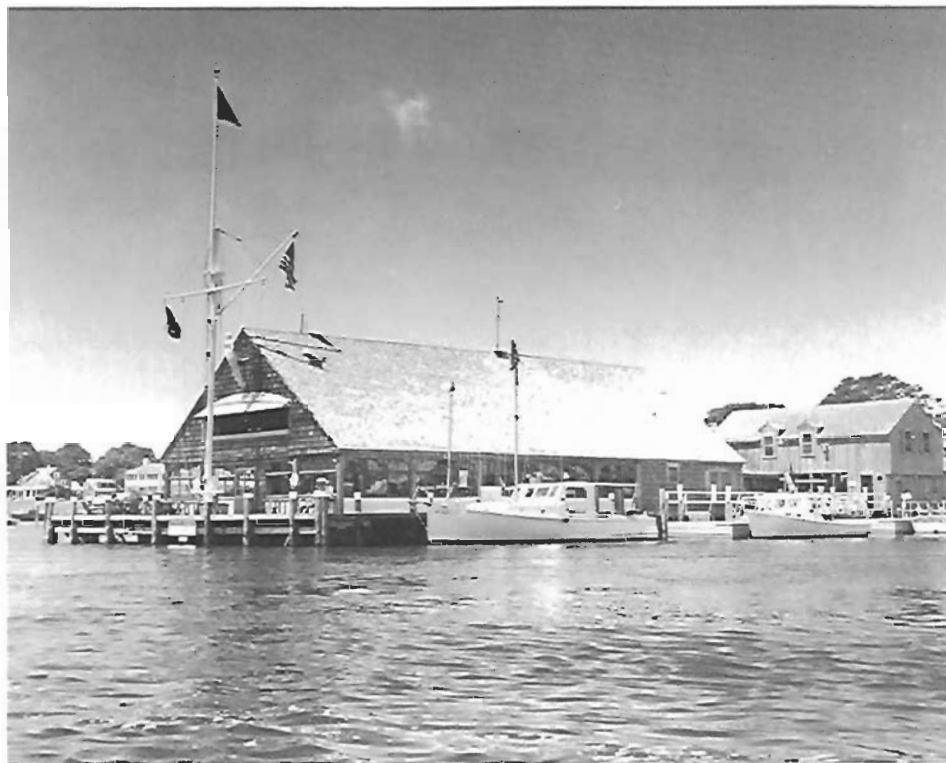
As usual, boats are available on a first come, first served basis, so let Pat know as soon as you can if you are interested in participating. You can contact her at:

4511 Fairway  
Dallas, Texas 75219  
(214) 521-8699(h)  
(214) 742-1518(w)

# READY, WILLING AND WAITING ...

Feast your eyes on the Edgartown Yacht Club. A terrific facility in a fantastic location in an outstanding sailing town. As the site of this year's National Championship Regatta, the facility will be the hub of racing and social activities for the event. Don't pass this one up!

Photo by Norman Fortier



## EDGARTOWN NATIONALS TAKING SHAPE

Walter Eberstat and his Edgartown team have begun preparations for the 1987 Nationals.

The Nationals Committee met with Edgartown Fleet officers in October and shortly thereafter sent representatives to attend the 1986 Nationals Committee wrapup meeting in Marion to get an overview of problems, successes and policies and procedures utilized in last year's regatta. Much information was exchanged and both Walter Eberstadt and Billy Weeks, who represented the 1987 committee, left the meeting with a good overview of what had gone into the Buzzards Bay championship and a promise from Tom Farquhar that a comprehensive summary would be forthcoming.

Walter advises the **Masthead** that the following preliminary schedule of events has been developed.

Saturday, September 5

Sunday, September 6

Monday, September 7

Tuesday, September 8

Wednesday, September 9

Thursday, September 10

Friday, September 11

Saturday, September 12

Sunday, September 13

Arrive Edgartown

Arrive Edgartown

Measurement and Crew Reception

Practice Race

Race 1

Race 2

Race 3

Race 4

Race 5

Race 6

Makeup Race (if needed)

Closing Party/Awards Presentation

Depart Edgartown

Depart Edgartown

TIDBITS ...

TIDBITS ...

TIDBITS ...

### NEXT ISSUE ...

- Words on building your fleet from Bryan McSweeney
- Update from the builders
- Full report on the Armadillo Cup
- Some great go-fast tips from Vic Onet
- Details on upcoming Volvo Cup and other Shields regattas
- Update from Edgartown on the Nationals

### STILL LOOKING FOR PHOTOS AND STUFF ...

Have somebody drag the camera along this spring. We'd love some photos of Shields sailors hard at work with spring prep, tuning, new gear, etc. Don't be shy.

### GETTING RESULTS ...

Fleet captains might wish to appoint someone as media maven for the fleet to help get above mentioned photos as well as other information to the **Masthead**. We would especially like to see regatta results, series results and reports on special races/events. Let's get everyone the recognition they deserve for the effort they make.

### NEW OWNER SEEKS INFO ...

The **Masthead** has received a note from David Kennedy of Sausalito, California who has just purchased a Shields and is anxious to get all the information he can on the boat, class rules, events, etc. Anyone on the West Coast who would like to contact him can do so by writing him c/o The Armchair Sailor, 42 Caladonia Street, Sausalito, CA 94965. Maybe David would like to get the San Francisco Fleet revved up again!

### BOATS FOR SALE ...

#220. New Sobstad MJS, 1986. 1980 Hood jib with Seafurl. Much good and new stuff. \$18,500. Contact Jim Fallon, 9 Allen Street, Marion, MA 02738. (617) 748-2063.

#227. One owner. Used three seasons. Stored inside last season. Located at Cape Cod Shipbuilding. Contact Martin Morey, Box 2565, Naples, FL 33939.

#170. Very lightly used. Never raced. One owner. Reasonable price. Contact Graham Quinn at Harding Sails. (617) 748-0334.

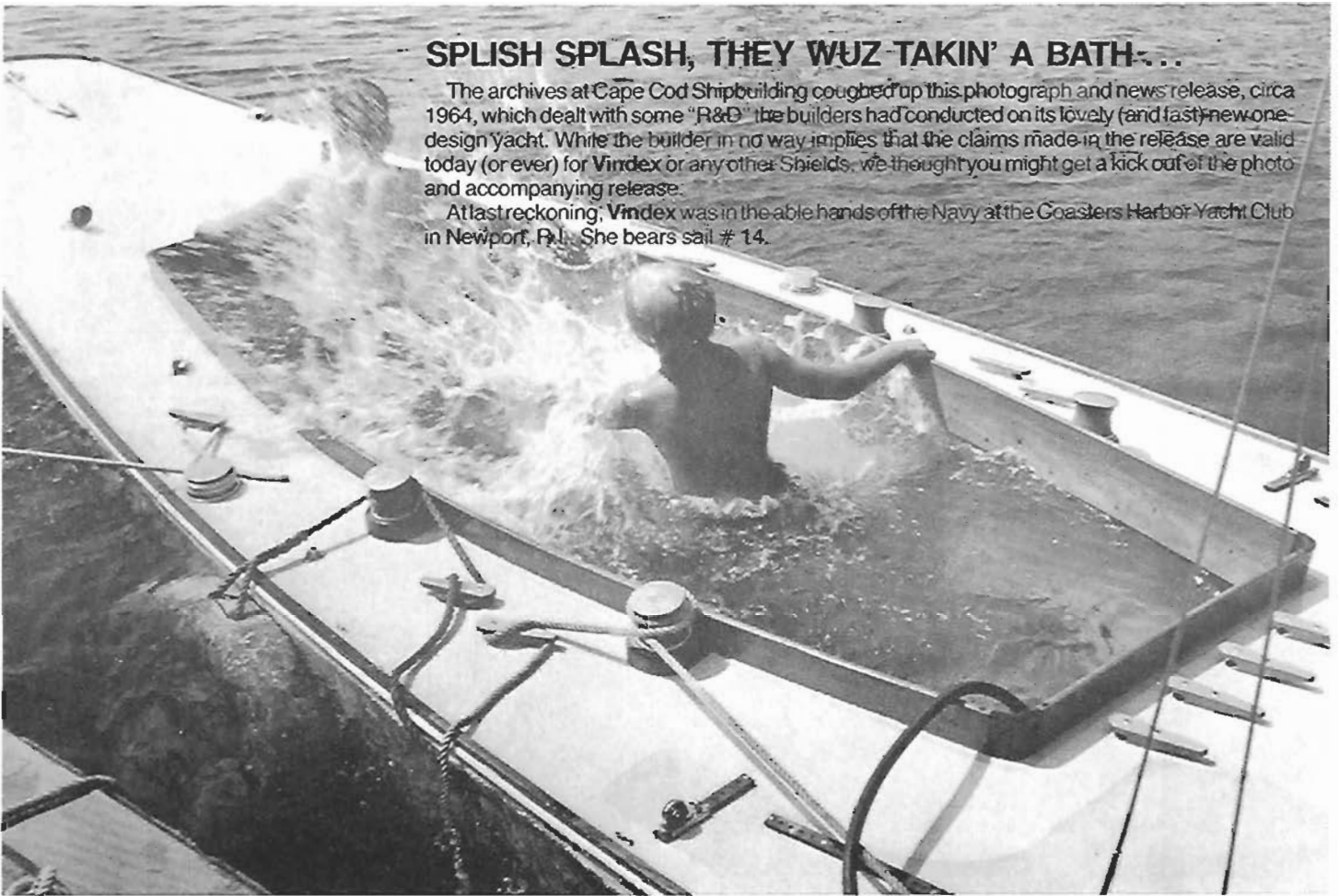
### HIGH ROLLER AVAILABLE ...

A former owner is selling his custom steel trailer. Features include single axle, surge brakes and full-width hull supports (not pop-pet type). Trailer is very attractive and has been used by Cape Cod Shipbuilding for boat show displays. Contact Gordon Goodwin at CCSB (617) 295-3550 for details.

## SPLISH SPLASH, THEY WUZ TAKIN' A BATH...

The archives at Cape Cod Shipbuilding coughed up this photograph and news release, circa 1964, which dealt with some "R&D" the builders had conducted on its lovely (and last) new one-design Yacht. While the builder in no way implies that the claims made in the release are valid today (or ever) for Vindex or any other Shields, we thought you might get a kick out of the photo and accompanying release.

At last reckoning, Vindex was in the able hands of the Navy at the Coasters Harbor Yacht Club in Newport, R.I. She bears sail # 14.



### NEWS RELEASE FROM CAPE COD SHIPBUILDING CO., WARREN, MASSACHUSETTS

On the Narragansett River at the plant of CAPE COD SHIPBUILDING CO. on June 26, safety tests were carried out on the Shields Class sloop, VINDEX, recently launched for William D. Madock, Commodore of the Ida Lewis Yacht Club of Newport, Rhode Island.

As a safety factor, four separate air tanks were provided in the 565 designed boat. Two of these tanks to double purpose as floors and seats in this open cockpit day sailer. The other two tanks have hatches, so they may be used for storage space but when sailing the hatches must be closed securely. All tanks are to act as flotation chambers. At 8 a.m. with these hatches closed, pumps were started and by 9 a.m. the cockpit was completely filled with water - much more than could be taken aboard by a knock down while sailing. A total of 14 people then stopped on deck including the camera man and the freeboard was still enough to keep all heads dry.

To agitate the water, so it's level would show on film, the two small dry were encouraged to take a swim and they then spent most of the day in their 30,000.00 pool. To test the integrity of the bulkheads and hatches, the water was left in the boat till 1:30 p.m. No difference was noticed in the freeboard, after 6 hours' immersion. So the boat was pumped out and put on her mooring.

The following morning, the boat was brought alongside the dock in 10 feet of water and again pumped full. This time the fore and aft hatches were left open. With the water up to the bottom of the coaming, the water outside was just at deck level and a recovery could have been made with a little hauling from their point. The pump was increased, the boat dried out and again moored.

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From the tests, it is concluded that with the 2 hatches closed, the boat could take a knock down and on recovery could be hauled out or she would float back more than the 6 hours when was the state of the boat.

The fore and aft trim, as will be noted from the photos, was good and the stability was excellent. One of the men walking around the deck did not fly the boat any noticeable amount.

On the next morning, the boat was pumped out and floated on an even keel and the water was pumped and then the after and fore hatches were filled to the underside of the coaming the boat levelled out and floated on an even keel and had good stability.

It should be noted by all owners and skipper of Shields Class boats that while the tanks are closed at the plant after construction safety depends on the tanks being tight and both hatch covers properly secured in place.

Once again, Cape Cod is proud of a boat "built" data."

## PARADISE ...

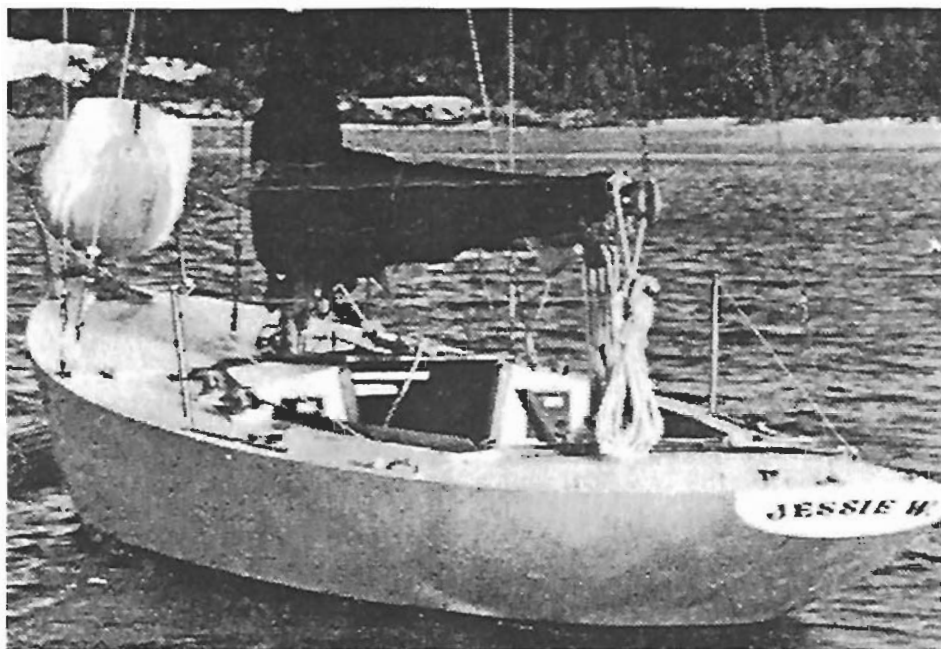
(Continued from page 1.)

Dwyer has also ordered up a new vinyl rub rail from Cape Cod Shipbuilding which will complement the new 1" by 1" teak toe rail.

"As you can imagine, this Shields will cruise as well as race. Who knows how far she can go. We'll just have to see ..." He

adds, "If all this heresy doesn't absolutely kill you, I'd love to hear from some people."

Kelli McSweeney is closely guarding Dwyer's address. Contact her if you'd like to drop him a note. She has volunteered to personally deliver all correspondence.



### A Shields in West End, Tortola

*belongs to Dwyer Wedvick. The boat was once owned by stateside sailor Frank Skully, Jr. who won a national championship in the late 70's and who was also an Olympic Medalist.*

*Dwyer bought the one-design racer from Bill Hirst of B.V.I. Bareboats.*

*"Jessie W." is the only Shields in the Virgin Islands. (Is there another Shields in the Caribbean? C.B. wants to know—ED.)*

*The boat was shipped down from Massachusetts where Shields are raced regularly.*

*Dwyer figures it was built around 1965.*

*(C.B. photo)*

**EDITOR'S NOTE:** The above photo and caption are from **Caribbean Boating Magazine**, December, 1986. Although photo quality is marginal, you may be able to see details like new instruments, no toe rails, a flush deck cabin, lifelines and a bow pulpit. More modifications are underway.

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## THE BUILDER'S CORNER

Cape Cod Shipbuilding has been working hard this winter to establish new fleets of Shields, as well as to expand existing fleets. This winter we have been molding Shields; some with bright red and blue gelcoats on the topsides, as well as the standard white gelcoats. Recently there has been a great demand for color, rather than the traditional white and buff.

A number of owners have left their Shields with us for repair and refurbishing as well as storage. We have found this to be very helpful, as we keep up on your wishes for the latest state of the art equipment. Improving the backstay tackle to a freer running and economical 8 to 1 mechanical advantage, and installing the nifty trigger head knocker

on the mainsheet system has been the "hot" item for the past year. The Shields has stayed with the times, yet still is very much one-design.

At Cape Cod Shipbuilding we are proud to be working with the Shields Class Association.

We look forward to seeing you on the water this spring.

**Gordon L. Goodwin**  
**President**  
**Cape Cod Shipbuilding**

## Class Officers-1986/1987

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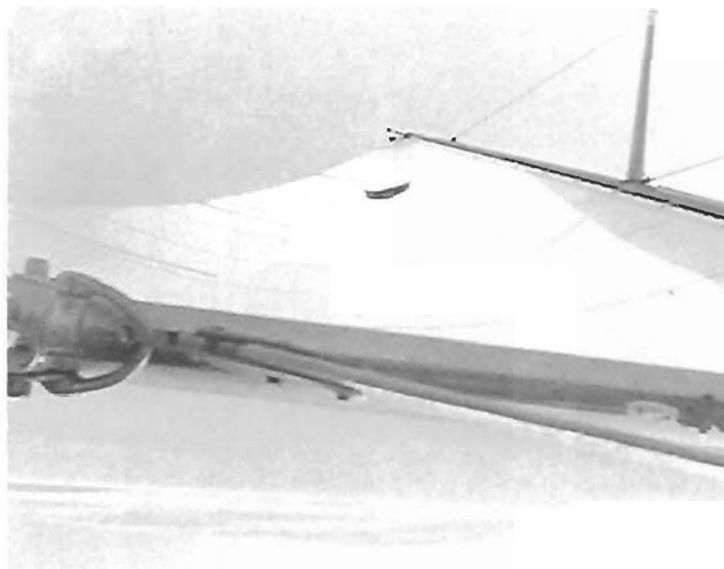
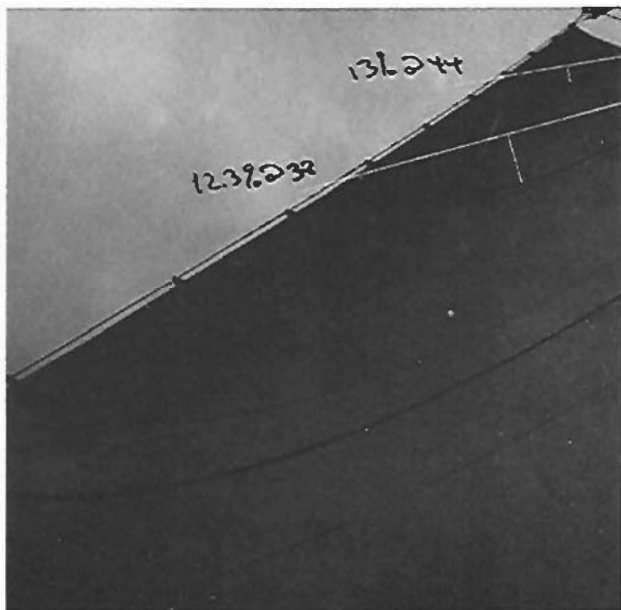
Andreas Josenhans, Ched Proctor and friends at **North Sails East** in Milford, Connecticut (203) 877-7621 have spent a great deal of time developing the following tuning guide to help turn your Shields into a rocket ship.

Although usually reserved for North Sails customers, the folks in Milford have graciously given permission for the guide to be reprinted in the **Masthead**. We are grateful for this generous contribution and are confident you will find the guide useful no matter what body of water you plow through, or under whose sails you do it.

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## GO FAST TIPS FROM NORTH SAILS EAST



After four years of sail testing, rig tuning and racing in everything from a drifter to 30 knot gear busters, we have developed a new Shields tuning guide for you. This guide will do two things for you:

- I Provide a step by step boat tuning method.
- II Provide an on board sail trim guide for all wind speeds.

### TUNING THE BOAT

After stepping the mast:

- 1) Adjust the headstay such that the aft face of the spar just clears the partner hole by  $\frac{1}{8}$ ".
- 2) Center the spar using the jib halyard to the center of the upper shroud chain plates.
- 3) Be sure the spreaders are bisecting the shrouds. Seen from astern, the spreader tips should be about 2'-3" above perpendicular to the spar wall. They also *must* be an equal height above deck.
- 4) Tension the upper shrouds to 800 lbs. maintaining the spar in the center.
- 5) Tension the lowers to 300 lbs. being careful to keep the mast 100% straight on the thwartship plane.
- 6) Jib tack must be 2" above deck.

### THE OUTHAUL

The outhaul is adjusted through a range of 4" from the black band inward. As the clew approaches the black band the sail gets flatter and flatter. The bottom half of the main is affected most. Also, the two lower battens change angle relative to the boom by becoming closer to parallel as the outhaul is pulled. As the outhaul is adjusted, the sail is flattened and the sail power is reduced.

### THE CUNNINGHAM

The cunningham tensions the main luff and this moves the draft of the main forward over the whole luff length. Pulling cunningham increases the winds' angle of attack. Pulling the cunningham tends to reduce heeling and pointing simultaneously. As a rule of thumb—only pull it just enough to keep the boat under control.

### THE TRAVELLER

The traveller controls the main boom angle relative to the yacht's centerline. Under normal sailing conditions (5-15 knots) the boom should remain very close to the centerline. The traveller must be adjusted to maintain the boom close to center in response to changes of sheet tension.

The traveller as a de-powering device can be very effective in puffy conditions to prevent excessive heel (leeward chainplate dragging in the water). In very happy air 20 knots + the traveller midships with an eased mainsheet creates twist which increases steering control and seahandling ability.

For a drifter, the traveller and mainsheet should be trimmed to place the boom end over the leeward corner of the yacht.

**OVER**

## THE MAINSHEET

The mainsheet is the most critical string on the boat. The top batten angle relative to boom and centerline is the most important speed producing factor. *Generally the top batten should be parallel to the boom.* By setting the mainsail top batten to the boom, the windforce is counteracted and the sail takes on its designed shape.

Exceptions to the rule:

- 1) Light air and drifting 5°-10° open.
- 2) Accelerating after starting tacking waves etc. 5° open.
- 3) Heavy air and waves, just open enough to control heel such that the leeward chainplate contacts the water every third wave.

## THE BACKSTAY

The backstay bends the spar which transfers tension down the headstay. Mastbernd flattens and de-powers both main and jib. The sheet tensions on both sails must be adjusted to maintain optimum trim. So, how much should you pull backstay and when? Pull backstay when:

- 1) Main is too deep.
- 2) Boat heels too much.
- 3) Too much rudder angle.
- 4) Too much jib stay sag.

How much? Just enough to bring the sail depth, heel, rudder angle or headstay sag under control.

## DOWNWIND SAILING

There are a few simple guidelines for sailing downwind:

- 1) Ease the main until it luffs, then trim in a little.
- 2) Set the vang so the top batten is parallel to the boom.
- 3) East cunningham, outhaul, and backstay.
- 4) Trim the spinnaker so there's 6-12" of curl in the leech.
- 5) Keep the pole perpendicular to the apparent wind.
- 6) Raise pole until clews are level.

## SAILCARE

Your new main and jib are made from stiff resinated cloth. This material responds very well to all controls and produces the fastest sails. With just a little extra care they will perform at top speed longer than softer materials. Both main and jib come in tube bags. They should be rolled starting at the head, straight down the leech so that the battens remain parallel. The battens can be left in the main, and a sail cover will eliminate the need to remove the main from the boom. The jib fits comfortably under the Shields deck. The spinnaker should be flaked so that the leech tapes do not get wrinkled. The spinnaker should not be stored wet for long periods of time (some bleeding of colors may occur – not covered under warranty). All sails should be rinsed periodically to remove salt and should be dry when rolled up. Diligence in these areas will dramatically extend the life of your sails.

GOOD LUCK, have fun racing.

If you have any questions or comments please call:

Ched Proctor or Andreas Josehans (203) 877-7621 NORTH SAILS EAST

# KEEPING TRIM

In the middle of a race, when everything isn't going as well as it should, it's sometimes tough to calmly analyze what's wrong and how it can be fixed. In an effort to help, Poul-Richard Hoj Jensen of North Sails Scandinavia has prepared this trim guide. You might want to find something waterproof and carry it on board to use as a quick reference should something seem wrong that you can't blame on the crew. Give the solutions a try. It might just be all you need to get back into the groove.

This trim guide appeared in the Winter issue of *North News* with whose gracious permission we reprint it. Translated by Kirsten Fogh.

WINDSPEED IN KNOTS	KEY THOUGHT	JIB LUFF	JIB LEAD	SHEET TENSION	BACKSTAY	CREW POSITION
0-6	Develop boat speed and sit still. Don't tack too much.	8" long – Wrinkles perpendicular to luff between hanks.	7" forward of "T" intersect.	Such that all telltales fly 100%. Battens pointing at spreader end.	Eased to generate 4"-6" of sag.	Max forward and leeward.
7-14	Trim jib for max speed.	6" long – Wrinkles emanating from jib luff.	3" forward of "T."	Top batten parallel to yacht centerline.	Sufficient tension to maintain 4" of sag.	Position crews such that heel is between 15°-20°
15-22	Concentrate on maximum pointing.	Only just remove wrinkles.	1" ahead of "T."	Top batten parallel to yacht centerline.	Pull for mainsail shape 2'-3" on wire.	Hike to keep heel under control. Every 3rd wave may touch chainplate.
23-30	Keep the boat on its feet.	Pull 2" beyond wrinkle removal.	At "T."	Top batten 5° open.	Maximum tension achievable.	Hike harder. Feather to control heel.

# Those Shields People Turn Up in the Strangest Places . . .

With nautical decor all the rage in many shorefront restaurants, it's not unusual to find boat photos, half hulls, fittings and other sailing related items adorning the walls.

Here's some decor that truly deserves the honor.

It was discovered in the Chart House Restaurant in Simsbury, Connecticut. Simsbury is about 60 miles from the coast.

Highlights of the decor include some very dynamic photographs of our favorite yachts in action.

As nearly as your photographer can tell, the photos were taken at either the New England Championships or the National Championship Regatta held in Newport, R.I. in 1982.

There are three Shields photos in the restaurant, all of them 16 x 20 or larger and mounted in some very nice frames with lamps attached. We were only able to photograph two, as there was a private meeting in the room where the third photograph (of a leeward mark rounding) hangs.

The other two photos show Mike Deland in **Rebel** leading a parade around the weather mark and Wendy Nourjian crashing to weather at speed in **Tara**.

The Deland photo hangs majestically over a table in the cocktail lounge.

Wendy somehow managed to get herself displayed between the urinals in the men's room. (Anyone want to guess how easy it is to get permission from a restaurant manager to take a picture of his men's room?)



## RACING TO THE BAR

*Mike Deland is followed by a host of competitors as he rounds the windward mark and heads for the bar at the Charthouse Restaurant in Simsbury, Connecticut.*



## WENDY GIVES TERM "BAD AIR" NEW MEANING

*Wendy Nourjian shows best go fast form in photo which decorates men's room at the Charthouse. Visitor does same. Restaurant manager said she could continue to hang there as long as she behaved herself.*





### LEAVING THEIR MARK ...

*Salted Nuts*, #148, skippered by Larry Hall and Bill Walsh of Fleet 10, ghost through a spinnaker takedown at this year's Nationals.

Photo by Clare Craig



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