

Masthead

The Official Publication of the Shields Class National Sailing Association



Spring 2001

PRESIDENT'S LETTER

While much has languished at the top of “Shieldsdom” for the past year or so—chalk it up to how life often gets in the way of the best of intentions—things are moving again. It starts with communications. Not only do we have a new issue of the *Masthead*, but it is my pleasure to announce that our class web site is back up and operational after a fair hiatus. The thanks for this go to Will Harris, who has put together and is hosting our official site: www.shieldsclass.org. It is our hope and vision that this site will be the National Association's primary means of disseminating information going forward. Over the next two months, we will be adding content and pictures, so please bear with us. The site will allow each fleet to post news, race results and contact information. We're excited about this, so please check it out often and use it.

As we eagerly anticipate the upcoming sailing season, it's always fun to look back at the last year and remember why we like this sport so much. This *Masthead* brings you a series of short retrospectives from various fleets around the country about their 2000 season. It culminates with a short recount of our 2000 National Class Championships, where Thierry de La Villehuchet and Joe Schulz-Heik of WLIS narrowly triumphed over Bill Berry of Marion, Massachusetts. This was Thierry and Joe's fourth consecutive National win, and theirs has proven to be a most successful partnership.

Congratulations to these fine sailors; they have certainly raised the bar for the rest of us.

I would also like to offer our sincere thanks and appreciation to Skip McGuire, Mike Carr and the Larchmont Yacht Club for the outstanding job they did in hosting the 2000 Nationals. Larchmont consistently demonstrates how regattas should be run, and those who did not experience this most recent effort first-hand missed a great event.

It is also my great pleasure to announce the formation of another new fleet, Fleet 19 in Mystic, Connecticut. Mystic currently has five boats and hopes to grow and prosper. The new Fleet Captain is Tony Halsey, and we wish he and the fleet joy in their new boats as well as offering all the support we can in their first season.
(continued on page 19)



Royal St. George YC (IRE) leading Ida Lewis YC at the 2000 Patriot's Cup in Newport

SHIELDS CLASS NATIONAL ASSOCIATION

National Association - www.shieldsclass.org

President Bryce Muir (email bmiur@intrpd.com)

Treasurer David Aibel (daibel@intrpd.com)

Measurer David McOsker (davidnpt@efortress.com)

Fleet 1 - Larchmont, New York (www.shieldsfleetone.org)

Fleet Captain Roland Schulz (RSchulz@AmericanHM.com)

Fleet 3 - Chicago, Illinois (www.shieldsfleet3.org)

Fleet Captain Sean Cassidy (sean_cassedy@mercmarine.com)

Mike Schwartz (PARTYCPW@aol.com)

Fleet 5 - Seawanhaka YC, Oyster Bay, New York

Fleet Captain Bill Denslow (pennylaneny@email.msn.com)

Fleet 6 - University of California at Irvine/Orange Coast Sailing (www.eipa.org/sca)

Contact Janet Cole (janet1@ix.netcom.com)

Fleet 7 - Naval Post Graduate School SA, Monterey, California

(<http://web.nps.navy.mil/~npssa/Fleet.htm>)

Contact NPPSA (npssa@nps.navy.mil)

Fleet 8 - Edgartown, Martha's Vineyard, Massachusetts

Fleet Captain Jeff Randall (JR@JLRAssoc.com)

Fleet 9 - Newport, Rhode Island

Fleet Captain Chuck Allen (Chuck@direct.northsails.com)

Fleet 10 - Marion, Massachusetts

Fleet Captain George Gardner (gog4@tiac.net)

Fleet 11 - Dallas, Texas

Contact Bob Broun (rcbroun@airmail.net)

Fleet 12 - Monterey, California

Fleet Captain Bob Furney (furney@montereybay.com)

Fleet 17 - Naval Education Training Center, Newport, Rhode Island

Contact Chuck Allen (Chuck@direct.northsails.com)

Fleet 18 - Holland, Michigan

Fleet Captain Merrill Tutton (mtutton12@aol.com)

Fleet 19 - Mystic, Connecticut

Fleet Captain Tony Halsey (aphalsey@aol.com)

Cape Cod Shipbuilding Co.

7 Narrows Rd. Wareham, MA 02571

(508) 295-3550 (p), (508) 295-3551 (f), ccsb@four.net

Masthead photos provided by: Wendy Goodwin-Kelly, Janet Cole, Whitey Russell

Masthead edited by Pat O'Donnell

NEWS FROM THE FLEETS

Fleet 3 (Chicago, Illinois) recently finished a very successful "Strictly Sail" show, at which the fleet displayed its newest Shields and which resulted in a number of new prospects. Planning for the 2001 season is well underway. Interested parties should check out the Fleet's web site at www.ShieldsFleet3.org.

* * *

Many of you know that Seawanhaka Corinthian Yacht Club, in Oyster Bay, New York, was in years past an active club for Shields sailing. **Fleet 5** is now rebuilding, with seven boats expected to be on the starting line this spring compared to five last year. We plan to race every Sunday afternoon and to occasionally cross Long Island Sound to challenge the Larchmont fleet on the landlubber side of the Sound [Editor's Note: That's Fleet 5's comment, not ours. In fact, having originally come from Fleet 1, we take exception to that statement.] In addition, we intend to use our Shields to help our team racers prepare for the Commodore's International Cup, to be raced in IOD's in Scotland in this summer.

Over time, we hope to lure some of the old Seawanhaka Shields sailors back from the Sonars, where they have regressed to in recent years, and so continue to rebuild our fleet. In any event, we will have at least one, maybe more, boats at the Nationals in Newport to sail and hope that if you are in our area that you will drop by.

* * *

Fleet 6 (Orange Coast College Sailing Center and University of California at Irvine) turned out nine boats for the 72nd Southern California Yachting Association Midwinter Regatta, held February 17-18, 2001. The sky was mostly cloudy both days with sprinkles of rain, but spirits were high aboard the 600 boats hosted by 18 yacht clubs. The winds were from the southwest at 6-10 knots during the four of five races the Shields Fleet was able to complete. Sea conditions were calm with a one-foot swell and a light wind wave. Ron Reimers as skipper with winning crew Janet Cole, Paolo Miliozzi and James Fraumeni sailed *Alert* to first overall (see photo at right). All members of OCCSCA (completed racing courses

at OCC and UCI) showed their stuff when crew work made the difference. Ted Winer placed second and Chris Hughes was third.



Left to right: Fleet 6's Ron Reimers, Janet Cole and Paolo Miliozzi (missing Jim Fraumeni), winners of the Sunkist Series and the mid-winters.

The Sunkist Series, hosted by Balboa Yacht Club, is an annual event held the first Sunday of each month beginning in November, and concluding in February. Five of Fleet 6's Shields raced in light to very light winds, with first place won by Ron Reimers and crew Janet Cole, Paolo Miliozzi and Jim Fraumeni. Ted Winer and Mike Craddock, members of University of California Irvine Sailing Association, took second and third, respectively.

* * *

The Naval Postgraduate School Sailing Association (Monterey, California) is the governing body for **Fleet 7**. The racing fleet participates in the racing series organized by the Monterey Peninsula Yacht Club. The NPSSA also organizes and hosts the annual Navy Regatta, an invitational series for Shields and PHRF fleets, as well as the annual Biswanger Memorial Regatta, an invitational match race championship. The Biswanger Regatta originated in 1971 in honor of Navy Lieutenant Ted Biswanger, who was an active racer in the fledgling Sailing Association while he attended the Naval Postgraduate School in Monterey. While still a student, Lt. Biswanger died during a tragic accident. The NPSSA chose to honor his contributions to sailing by conducting an annual regatta in his memory. The Biswanger Memorial Regatta was originally the

championship series for Navy commands in the Pacific Fleet. It was an annual event from 1971 until the mid-1980s, when it was temporarily suspended. Revived in 1997, the event is now the Navy's Invitational Match Racing Championship, pitting some of the best Navy racing teams from throughout the United States against some of the top civilian teams in close competition. The races are sailed in Shields, and the regatta is believed to be the largest match racing series held on Monterey Bay. The championship is held over a two-day period using a round-robin format.

* * *

Fleet 8 in Edgartown (Martha's Vineyard, Massachusetts) has nothing but good news to report! Our fleet continues to experience a great resurgence. Four years ago, we averaged three boats on the line. This summer we expect to have 9-10 on the line. Jeff Randall, Geoff Caraboolad and Jim Oakes brought in #219 from a Maryland dry dock. Bob Whittemore, Tom Aretz and Dave Clinnin picked up #242 from Buzzards Bay. Chris Phinney bought local Shields #93, and plans to make her active again. Billy and Josh Weeks, owners of #42, plan to dust off five years' worth of mothballs and actively race. A group led by Dennis Dixon bought *Wizard*, raced most recently by Vic Onet, and renamed her *X-Wizard*. Paul Mitchell has ordered a new Shields, which is scheduled to be ready in the fall of 2001. We have several other sailors who are currently scouring the country for Shields for sale. We have a lot of enthusiasm in the fleet, and expect a very active summer. Our big regatta is July 12-14, and we welcome all Shields. We will provide housing for all visiting sailors. Hope to see you then.

* * *

Fleet 9 (Newport, Rhode Island) had a tremendously successful season in 2000 with over 40 different boats participating during the year. The Fleet's schedule encompasses a wide variety of events ranging from large fleet racing on Wednesday nights with over 30 boats on the line to non-spinnaker weekend series for friends and family racing, the Patriots Cup (a preeminent team racing event), distance racing in the Around the (Conanicut) Island Race and the increasingly popular and chaotic Candy Store Cup. Truly something for everybody.

Our Wednesday Night Series increases in popularity every year, and the Shields is now the largest one-design fleet in Newport, averaging over 30 boats on the line each race night. The fleet features many sailing luminaries, and on any given night you might find America's Cup sailors such as Ken Read and Geordie Shaver or multiple Rolex Yachtswoman of the Year winner Betsy Allison sprinkled throughout the fleet. But consistency pays off over the long run, and this year was no exception. Jay Callanan's *Bluenose* (#224), skippered by Bill Shore—sailing with his brother Doug Shore and Curtis Johnson—narrowly took the season trophy over Geoff Moore on Jerome Jordan's *Sandra* (#57), and Chuck Allen on Peter Denton's *Ultimate Pressure* (#226). Speaking of pressure, these three were pressed throughout the season by Ted Fischer in *Rhythm* (#145), Ben Brayton and Andy Segal's Team *Rajah* (#101), Jamie Hilton in *John Dory* (#217) and Bryce Muir in *Rascal* (#23). It was fitting that the season championship wasn't decided until the very last race.

The Weekend series centers around a series of large regattas, including Sail Newport's Memorial Day Regatta, the Newport Regatta and our own Aloha Series. The last of those is a nine-race, non-spinnaker series sailed over three weekends. The idea behind Aloha was get kids and families involved in racing in a low-stress, high fun-meter way. This year, Ben Brayton and Andy Segal (*Rajah*, #101) narrowly beat Chris Wither and Chris Boyle (*Envy*, #138) and Dr. Charlie Shoemaker and Coles Mallory (*Hawk*, #245) to win the series. *Rajah*'s win, coupled with the team's strong showing in the Wednesday Night Series allowed Ben and Andy to capture the Manice Trophy, Fleet 9's championship trophy.

With four boats joining Fleet 9 for the 2001 season, as well as acting as hosts for the National Championship Regatta, we look forward to another fantastic year. We hope to see you here.

* * *

The Buzzards Bay **Fleet 10** (Marion, Massachusetts) continues to have about 30 boats. Whenever an old boat gets sold out of the fleet, a new one joins. We have many of the first boats, including sail numbers 2, 3, 4, 5, 6 and 8.

In both 1999 and 2000, we had great racing out of the Beverly Yacht Club. Wednesday nights regularly draw 8-12 competitors, and Saturday afternoons, thanks to our standard strong southwesterly and the use of spinnakers, draw 7-10 boats. We are now hard at work planning our 2001 season, and we expect to have 18-20 race days with 10-15 boats out on the course. Each summer a number of our boats participate in the Edgartown Regatta as well as the Buzzards Bay Regatta. We would like to see boats from other fleets participate in these events as well. (Check "Dates to Remember" in this issue for the 2001 schedule.)

As many of you know, we hosted the 1999 Shields Nationals Championship, and welcomed 22 boats for three days of great sailing. What you may not be aware of is that Race Committee chairman Tom Farquhar won the St. Petersburg YC Trophy from US SAILING for his fine work in running an outstanding event. Congratulations go as well to regatta chairman Ben Bryant. Kudos, too, to our own Bill Berry, who repeated as runner-up at the 2000 Nationals.

* * *

A number of boats are available for sale from *Fleet 11* in Dallas, Texas. The complete list is shown on page 11.

* * *

The Monterey Bay (California) fleet (*Fleet 12*) is alive and well—but not growing. There are five

active local boats as well as four boats at the NPSSA fleet. Both groups purchased new mains from Harding Sails for this year as well as new jibs last year. The one-design racing season starts on March 18, with the first 12 races counting as qualifiers for the Nationals for both fleets.

* * *

Greetings from *Fleet 18*, located in Holland, Michigan. Fleet 18 was formed in 1998 after boats #173 and #124 joined a few other Shields in the local area. In 1999, #69 and #98 were added to the group. This past summer, boat #152 arrived, and we are pleased to announce that another boat is scheduled to join in 2001. Boats #69 and #124 have subsequently been totally restored with new paint, new teak and new equipment. The fleet has received a lot of positive attention from our host yacht club due to our close racing and reasonable cost. The boat's classic appeal hasn't hurt, either.

The 2000 season was a peculiar and abbreviated one owing to uncooperative weather. Sufficient races were held in both our Saturday and our Thursday night "beer can" series, however. Boat #173 was, unfortunately, severely damaged by lightning during the height of our season (and is now for sale). The 2000 season results are as follows: Saturday Series—1st Cahoots, #124; 2nd #152; 3rd Cluny, #173. Thursday Night Series—1st Cahoots, #124; 2nd Dawn, #98; 3rd Cluny #173.

We travel too! In August, #124 made the short trip down to Chicago and enjoyed the hospitality of Fleet 3 for the Verve Cup.

TREASURER'S REPORT

The state of the National Association's finances is quite healthy. As of March 2001, the National treasury had \$19,000 in cash on hand earning interest at money market rates. For the current season, expected revenues total \$7,500, based on a 150-boat membership at dues of \$50 per boat (\$35 per boat and \$15 per

active member). Please note that once again we are able to hold the dues at the prior year's level. Anticipated expenses for the year should reach \$7,000, allocated to cover the costs of the *Masthead*, developing and maintaining the web site, the National stipend and other miscellaneous items.

DE LA VILLEHUCHET AND SCHULZ-HEIK REPEAT AS NATIONAL CHAMPIONS



Ultimately the top three finishers at the 2000 Nationals—Thierry de La Villehucet & Joe Schulz-Heik (#228), Charlie Shoemaker (#245) and Bill Berry (#239)—lead the pack downwind in race 2 in Larchmont, NY. Photo by Cheryl Kerr (<http://www.regattaphotos.com>).

The 2000 Shields Nationals were organized by Fleet 1 and held at Larchmont Yacht Club (Larchmont, New York) on September 20-24. Once again, the indomitable home team of Thierry de La Villehucet, Joachim Schulz-Heik, Barry and Monica Purcell and Scott Rosasco prevailed, winning their fourth consecutive Shields National Championship. Bill Berry of Beverly Yacht Club (Marion, Massachusetts, Fleet 10) trailed by only one point for second place and Charles Shoemaker of Ida Lewis YC (Newport, Rhode Island, Fleet 9) was third. Also competing were crews from Monterey, California (Fleet 12); Chicago, Illinois (Fleet 3); and Oyster Bay, New York (Fleet 5).

Racing began on Thursday, September 21, with two races sailed in a spectacular 20-25 knot northwesterly breeze. Friday saw a total change in the weather, with one race sailed in drifting

conditions that shifted from the southeast to the southwest. The series was completed on Saturday with two races run in a 5-10 knot southwesterly that shifted to the west and built to a steady 10 knots. With five races sailed in the regatta, there were sufficient starts to allow for one throw-out.

Special thanks for a superbly run regatta are due to Commodore Howard McMichael for all the support provided by the Larchmont Yacht Club; the Race Committee chaired by Jan Smeets and PRO Charles “Butch” Ulmer; the judges under the direction of Mary Savage; and the Marine Facilities department, under the auspices of Rip MacEldowney and chaired by Dave Kenyon. The regatta would not have been possible without the expert guidance of Skip McGuire, Event Chairman, and the rest of the Fleet 1 Nationals Committee.

—Roland Schulz (#70)

2000 SHIELDS NATIONAL CHAMPIONSHIP

Skipper	Yacht Club	Sail	Race 1	Race 2	Race 3	Race 4	Race 5	Total
Villehuchet/Schulz	Larchmont YC	228	1	1	3	2	[5]	7
Bill Berry	Beverly YC	239	2	2	1	[5]	3	8
Charles Shoemaker	Ida Lewis YC	245	4	3	6	1	[11]	14
Mike Carr	Larchmont YC	221	7	4	[9]	4	2	17
Fred Werblow	Larchmont YC	25	3	[9]	8	7	1	19
Skip McGuire	Larchmont YC	182	[8]	7	2	3	8	20
Bob & Francis Monro	Larchmont YC	117	5	5	5	[6]	6	21
Mark & Danielle Ames	Larchmont YC	113	6	6	4	9	[12]	25
George Gardner	Beverly YC	8	10	8	10	[12]	7	35
Roland Schultz	Larchmont YC	70	9	[15]	11	8	9	37
Jon & Mike Schwartz	Chicago YC	90	14	10	[DSQ-18]	10	10	44
Charles Finelli	Seawanhaka YC	83	12	12	7	[16]	15	46
David Straden	NYYC (Newport)	89	[RET-17]	DNS-17	14	11	4	46
Ed Yocum	Larchmont YC	183	11	11	13	[14]	13	48
Brian Alexander	NPSSA (Monterey)	192	13	14	12	15	[16]	54
Steve Gottlieb	Larchmont YC	49	[15]	13	15	13	14	55



Light air tested competitors on day 2 of the 2000 Nationals. Yes, that's the New York City skyline in the background. Photo by Cheryl Kerr (<http://www.regattaphotos.com>).

FROM THE BUILDER

The following was written by Wendy J. Goodwin-Kelley, Vice President, Cape Cod Shipbuilding Co. CCSC is located at 7 Narrows Rd. Wareham, MA 02571, and can be reached at (508) 295-3550 (p), (508) 295-3551 (f) or e-mail ccsb@four.net.

Over the years, we have had the opportunity to work on Shields bottoms, specifically to improve the crack that appears in-between the deadwood and the hull. This enhancement is now standard on new boats, and we have improved a great number of older boats as well. The procedure we use substantially cuts down the “fill” time we have all become accustomed to each spring. Resistance to doing this sooner reflected concern about separating the hull and deadwood at a later date. While the new process improves the smoothness of the boat’s bottom and eliminates the annual “fill and fair” chore, it also makes it harder to easily separate the hull from the deadwood for repairs going forward.

Glassing the Seam on Newer Shields

On Shields #249, after the keel was installed and the bolts torqued, we fiberglassed the seam between the hull and the deadwood. The photo below (Figure 1) was taken after the filler material was applied for fairing. The next step was to apply the fiberglass rudder strips. We have converted from bronze to fiberglass rudder strips because fairing putty would not adhere to the metal. These two changes allow the bottom to remain smooth for a longer period of time.

Figure 1



Glassing the Seam on Chris Craft Shields

Two years ago we had the opportunity to do the same to a Chris Craft-built Shields, #36 *Shockwave*. This job was completely different from sealing a new boat because water had seeped into the deadwood and soaked the deadwood foam. To do the job right, the boat had to be separated from the deadwood, the saturated foam removed and replaced, and everything had to be put back together before the seam could be glassed.

Figure 2



Upon removal of the deadwood, we exposed the reality of over-torquing the keel bolts. Stress on the bilge forced the area around each keel-bolt hole to bulge and crack (see Figure 2), allowing water to easily pass through the bilge into the deadwood. Although metal plates in the bilge are used to spread the load, you can see that the pressure still took its toll. Before bolting the deadwood back in place, the area where the bolts go through was cut out and replaced to prevent the damage from reoccurring.

Figure 3



Figure 4



Figure 3 shows #36 with the bottom stripped and the keel and deadwood removed. In Figure 4, Foreman Andy Potito shows the proper way to torque the keelboats.

We felt this was the right time to let owners know that improvements are being made to make Shields bottom maintenance easier and last longer than one season. As the Class begins to discuss the definition of what is a “Class legal” repair, we not only wanted to let you know what new repairs are being done, but also wanted to inform owners how important it is to not *over-torque* the keel bolts. Remember to always loosen the nuts first before torquing. Detailed instructions on this process are available from our office.

Last, we would like to announce some new additions to the Shields fleet! Shields #250 is scheduled to be completed this spring. The plan is for her to be day-sailed in Raritan Bay, New Jersey. The owners of Shields #251, when completed, intend to race in Edgartown, Massachusetts. We welcome everyone to Wareham to see the new boats in production.

FLEET 6 NEEDS SAILS

Fleet 6 (shown at right at the dock at OCCSA center) is in desperate need of used Shields sails. North Sails will check out your old sails, value them for tax purposes and ship them to California to be used by the Orange Coast College Sailing Center and the University of California at Irvine. This is a tax-deductible donation and will go a long way toward enabling the Fleet 6 to race more competitively!! Contact Janet Cole at janet1@ix.netcom.com or your North Sails representative. You can also check the web site at www.eipa.org/sca.



WE INTERRUPT THIS COCKTAIL PARTY...

Labor Day weekend in Newport harbor is a mess. Boats of all kinds, from runabouts to 200-foot Feadships, are everywhere. To deepen the chaos, Fleet 9 sails in the Candy Store Cup.



“Made!! Sort of.”

The Candy Store Cup was started in the mid-1970s, when a bunch of boatowners and crews who had their 45-footers docked at Bannister's Wharf took to boasting about whose boat was

faster. After more than one Mount Gay, they decided to settle the argument by racing around the harbor. They piled on 20 or 30 people (in various states of sobriety) and went racing, and a tradition was born!

While the boats have changed over the years, the principle is the same. Now, on Labor Day, Fleet 9 skippers and crews assemble at around noon in the Sky Bar of the famous Candy Store Restaurant on Bannister's Wharf. [Ed. Note: This being Rhode Island, everything is called by what it “used to be”. The Candy Store has for some years done business as The Clarke Cooke House. Purists still call it The Candy Store, however.] Because the Candy Store is a fancy place, for this event jackets and ties are *de rigeur*. Twelve to 15 boats are rafted next to each other at the end of the dock while their crews “meet” to hear race officials discuss the course and other pertinent details. After about an hour of discussion, the meeting is adjourned and the sailors head for their boats.

The start line is two boat-lengths long, between the end of the gas dock and the edge of the mooring field. The boats jockey for position in and out of the crowded anchorage as the crews make good on a summer of sail-handling practice while trying not to get their ties caught in the winches.

The course is once around, using the five or six cable and speed markers that outline the harbor. The boats finish at the dock about 20 minutes later, and the crews once more adjourn to the Candy Store for the post-race party and prize giving, which takes considerably longer. For fairly obvious reasons, this is one of the more popular events of the summer!

—Andy Burton (*Raven #201*)

BOATS FOR SALE IN DALLAS

Sail #	Boat Name	Contact
10	Dark Horse	Keith Thompson, reconex@compuserve.com
34	Grazina	Mark Masur, mmasur@silvercreekfund.com
51	Shizzam (formerly Geronimo's Cadillac)	Doyle Sherman, thebarefootsailor@msn.com
73	Obsession	Bob Broun, rcbroun@airmail.net
104	Nameless (formerly Loscop)	Bo Hoag, wpcdallas@aol.com
184	Judy Too	Bob Broun, rcbroun@airmail.net
232	Terrapin Flyer	John Skiles, jms420@airmail.net

Please note that the following are *not* for sale: #30, Red Boat, owned by David Card; #28 Blazing Scapels, owned by Rick Bently; and #200 Snow Bird, owned by Marshall Nelson.

STORM TRYSAIL CAPTURES 2000 PATRIOTS CUP

The Sixth Annual Patriots Cup took place on Narragansett Bay on September 30 and October 1, 2000, under the best weather of the year. The latest running of this premier team



2000 Patriots Cup winners Storm Trysail Club team. Front row from left: Mike Magee, Whitey Russell, Chuck Allen, Justin Smith, Chuck Brown. Middle row: Dan Hadley, Paul Lombardi. Back row: Dan Rugg, Geoff Ewenson, Gary Knapp, Geordie Shaver, Whit Rugg. Missing: Ted Fischer.

racing event, which is raced in Shields, attracted eight teams of three boats each competing with matched racing sails. Competitors from England, Ireland and the United States, sailing in a slowly building southerly of 5-15 knots, completed the

schedule of two full rotations. With Peter (Luigi) Reggio and his merry band of hornblowers leading the way, the races got off on time.

The Storm Trysail Club started out with four strong finishes and then suffered defeat to its Newport Station neighbors, Ida Lewis Yacht Club, which if nothing else greatly injured their pride.

Under the direction of Team Captain Gary Knapp, however, STC regrouped and didn't lose another race in the regatta, finishing 13-1, and beating the second-place team, Hamble River Sailing Club of England (9-5), and third place Royal St. George Yacht Club of Dublin (8-6). Ida Lewis, New York YC, Sigma 33 Assoc. (UK), Shields Fleet 1, and the Patriots Team rounded out the competition.

Since its inception, the event has attracted some of the best sailors, race committee, umpires, guzzlers and gluttons from the United Kingdom, Ireland and the United States. On the social side, an assortment of kegs were emptied at an alarming rate over the weekend, while the 200-plus people who attended Saturday night's annual bash, hosted by Russell Hoyt and held in his firehouse, dined on a 125-pound swordfish and prime steaks grilled by Whitey Russell and Luigi Reggio.

—Whitey Russell (Abigail, #76)

2001 NATIONAL CHAMPIONSHIP TO BE HOSTED BY FLEET 9

The Ida Lewis Yacht Club and Shields Fleet 9 will host the 2001 Shields National Championship September 6-9. Wednesday, September 5, will be used for launching and measuring, and a tune-up race has been scheduled to be held that evening. Racing will begin on Thursday, September 6, and continue through Saturday, September 8. At the moment, the plan is to race on Sunday, September 9, only if four races have not be completed by Saturday. It has been suggested that we actually schedule races for Sunday. Those coming from out of town and who may wish to travel on Sunday may prefer to stick to the original plan, using Sunday as only a back up. If you are planning to attend and have an opinion on the use of Sunday, please let me know.

The proposed format is to run the races outside Narragansett Bay in Rhode Island Sound, weather permitting. Otherwise, the races will be held inside the Bay in the waters north of the Newport Bridge. Dr. Robin Wallace has agreed to be race committee chairman. He has run this event in the past, as well as many other national and international championships. In addition, he was a member of the Louis Vuitton Cup race committee in New Zealand in 1999-2000.

Boats will be launched from and trailers stored at Sail Newport's facilities at Fort Adams. For visiting Shields, we will attempt to find vacant moorings in Newport Harbor in the area between Fort Adams and Ida Lewis YC. In addition, every effort is being made to keep the cost of the event down. In keeping with that goal, housing will be

available for those wishing to stay with Fleet 9 families. While there are many hotels and motels in the area, and participants are welcome to find their own accommodations, you should be aware that those establishments will be charging summer prices for their rooms, and room rates vary significantly. We also hope to arrange for visiting crews to have dinner with some of the local sailors.

Many of you have sailed in Newport and don't need to be reminded of the excellent sailing we enjoy here. Rarely do we in Fleet 9 get the opportunity to sail in the open ocean, so we ourselves are looking forward to the regatta.

Once we have resolved a few details, you will be receiving an Official Notice of Race. I know many of you were disappointed about the turnout at last year's Nationals. Since then, the class officers have meet several times and are determined to get things rolling again. A strong turnout will signify that the class has regained its vitality. If you have any suggestion or questions, please feel free to contact me. Look forward to seeing you in September.

—Charlie Shoemaker (Hawk #245)

96 Washington St.
Newport, RI 02840
e-mail drcpshoe@ids.net
(401) 846-3388 (h)
(401) 847-2290 (o)
(401) 849-8446 (f)

TEAM RACING

Passbacks, mark traps, balanced pairs, stable and unstable combinations. If you are familiar with these terms, then you are probably into team racing. Probably the most exciting and challenging aspect of the sport and once the sole domain of college sailors, team racing receives little publicity but is enjoying a resurgence among all age groups and one-design boats around the country. In Newport, most of the team racing seems to take place in Shields.

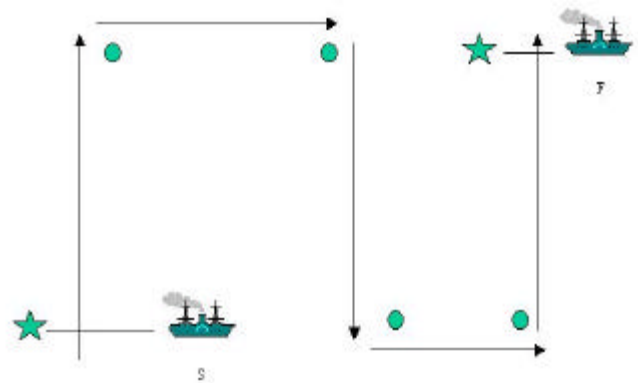
Here in Narragansett Bay, team racing in Shields became popular several years ago when Patrick MacIntyre (*Carol #158*) instigated the 41:28 Cup (the numbers refer to the latitude of Newport), a now annual regatta between teams of four boats from New York YC and Ida Lewis YC. With local bragging rights on the line, the competition between the neighboring clubs has always been fierce, although one year the series was decided by having the team captains slide down the front lawn at NYYC's Harbour Court.

A few years ago, Russell Hoyt (*Katherine #176*) and Pete Lawson started the Patriots Cup Invitational Team Racing Regatta (a notice on the 2000 event appears on page 11). Teams from Ida Lewis YC, New York YC, Fleet 1 in Larchmont, Beverly YC and the Storm Trysail Club have competed against teams from across the pond, including the Hamble River Sailing Club (which hosts a reciprocal regatta in Sigma 33s each May), Royal Thames YC, the Sigma 33 Association, and Royal St. George YC (Dun Laoghaire, Ireland). To make borrowing boats easier, Fleet 9 acquired 24 identical sets of Shields sails with the proviso that they be used only for team racing. The racing and the social sides are given equal emphasis, with parties that one year had the whole British contingent and many of the Americans, including the chief judge and PRO, standing on their chairs singing and dancing after dinner.

Generally, the teams consist of two, three or four boats, with three-boat teams being the most common. In two- and four-boat team racing, first place is usually penalized with an extra one-quarter point, so the focus is on good teamwork rather than individual performance. For example, with two-boat teams, whichever team has the

fourth-place boat loses the race even though its other boat may have crossed the line first (thereby being awarded 5¼ points versus 5 points for the other team). In three-boat team racing, scoring is easier with any combination of 10 points or better winning the flight.

Because of the nature of team racing, a premium is placed on good boat-handling skills and knowledge of the rules. Surprisingly, contact between boats is rare. Often there will be a judge following each pair of boats ready to make an instant decision on any protest. On the water judging eliminates the need to spend hours “in the room” after races and frees up the competitors to indulge in the other aspect so important to the sport—telling lies in the bar!



A typical race might go like this:

Your team, “the good guys”, lines up against the “bad guys” at the start. You manage to get one bad guy trapped way outside the line and another bad guy comes to help him. The two boats together are enough to make you 30 seconds late for the start, but this is okay with you because in sacrificing yourself, you dragged two of the bad guys out of the picture, pitting your two teammates against one of theirs on the first beat.

All the boats sprint for the weather mark, with one bad guy in first. He manages to take your teammate in second off the course far enough so that another bad guy can slip in and take first. So now the bad guys are in first, second and fifth—and winning. On the downwind leg, your teammates gang up on the second-place boat, doing a very effective job of blanketing and passing him, letting the first-place boat go off

alone. In the meantime, you have been able to get inside the fifth-place boat and surprise him with a gybe onto starboard, forcing him to foul you and take a 360° penalty turn. Your mainsheet trimmer/tactician informs you that you now have two, three and five, and are winning but with a very unstable combination.

Near the end of the leg, the first-place bad guy starts to slow down and mix it up with your teammates in second and third. The fourth-place bad guy is harrying them from behind and the whole race is slowing down, which allows you and the last-place bad guy to catch up. With the race “compressed” (all the boats are close together), the first-place bad guy kills some speed and gets to far enough to the left that both your teammates are overlapped outside him. At the bottom mark, he slows and stops his boat, leaving a gap at the mark with both your teammates still on the outside. A perfect mark trap! The bad guys’ fourth-place boat slips through the gap and the bad guys have one, two and six—a winning combo.

On the last weather leg, one of your boats institutes a tacking dual with the boat in second, allowing you to move up to second. Your score is now two, four, five, which is still a losing combination, so you bear off to get on the second bad guy’s bow. You strap in your main hard and let your jib luff and watch as the oxygen masks drop out of his boom as his boat stops. Your teammates pass both of you again. The first-place bad guy turns back to help his teammate, but has left it too late. Your team finishes with one, three, five for a win!

In my opinion, there is no more enjoyable way to sharpen up your boathandling skills and your knowledge of the rules than team racing. The best book I have come across to get started is “Team Racing for Sailboats” by British author Steve Tylecote. The book is available from the Armchair Sailor Bookstore in Newport.

—Andy Burton (*Raven #201*)

A FULL AND PROPER ACCOUNTING

Shields racing is on an upswing. Two fleets have been formed since the last issue of the *Masthead*, and although one fleet has since disbanded, three others are either back in full swing or are gaining momentum. While the National Association has a fairly good idea of which actively racing boat is where, over the years some of the now 251 Shields constructed have been lost to disasters both natural and man-made. In addition, some have been taken out of the competitive arena and are either being used as

daysailers or are on the hard in boatyards, backyards and barns. In an effort is being made to to account for each of the 251 Shields built to date. On the following pages is a complete roster of the boats on which National Association has information. At the end is a list of the 66 sail numbers for which we currently have no details. If you have any knowledge regarding these boats, or notice errors in our information, *please* call or e-mail Bryce Muir at (401) 847-2381 or bmuir@intrpd.com.

NATIONAL SHIELDS CLASS ROSTER

Sail #	Name	Owner	Fleet	Notes
	Phyllis	Maine Maritime Academy	16	Lost at sea in 1985
1	Columbia	NETC/Harold Belson	17	
2*	Heron	John Sheehan	10	*duplicate sail number
2*	Rip	D.H. van Winkle	19	*duplicate sail number
3	Pursuit	E. Michael Suominen Jr.	10	
4	Patience	Joan & Ed Tiffany	10	
5	Swampfox	S. Deland	10	
6	Anduril	Mark Adams	10	
7	Aileen			On a cradle in Marblehead, MA
8	Good News	George Gardner III	10	
9	Bolero	P. Briggs/D. Moore	19	
10	Dark Horse	Keith Thompson	11	
11	Déjà vu	Klien/Salisbury/Vietor	8	
13	Erica	Kris Zeigler	3	
14	Vindix	NETC/John Stamos	17	
15	Icea	NETC/Peter St. Jacques	17	
16	Companion			Sold by Maine Maritime Academy
17	Gosling	Tom Derektor	9	
20	Mischief	Doug Ferguson	9	
21	Bandit	Basil Williams	9	
22	Sambuca	Peter Hancock	1	
23	Rascal	Bryce Muir	9	
25	Checkmate	Fred/Adam Werblow	1	
26	Tango	Kevin Hynes	1	
28	Blazing Scalpels	Rick Bently	11	
29	Silverheels	NETC/Dean Schofield	17	
30	Red Boat	David Card	11	
31	Toots	J. Chamberlain/A. Hilderbrandt	5	
33	Maverick ³	Jan Slee	9	
34	Grazina	Mark Masur	11	
35	Winjam	Tim Walsh	1	
36	Shockwave	Trudie & Gerry Ficks	10	
38	Talisman	Francois Chavel/J.P. Jabart	1	
39	Defiance	John Corbishley/Dick Hatfield	9	
42	Alexa	Bill Weeks	8	
45	Aria	Tim Franceschini	3	
47	Spirit	James Brooks	18	
48	Onalee	Philip Ragains	18	
49	Cyma	Stephen/Terry Gottlieb	1	
50	Rainbow	James Bougas	10	
51	Shizzam	Doyle Sherman	11	
52	Phoenix	Chris Noble	10	
53	Lllama	Peter Gerard	9	
54	Blue Moon	J. Henderson/H. Mueller	1	
57	Sandra	Jerome Jordan	9	
58	Java Jolt	Jonathan Pope	10	
59	Lisa	Earl Stubbs	9	
60	Varient	Dick Miner	9	

Sail #	Name	Owner	Fleet	Notes
61	Avra	H. Lawrence/G. Petrides	5	
62	Persephone	Daniel Elias	10	
63	Banzai	Sean Cassedy	3	
64*	Stardust	Jack Cote	18	*Duplicate sail number
64*	Pearl	P. L. Battles	19	*Duplicate sail number
66	Juice	Richard Gamache	10	
67		Philip Ryan	9	
69	Circle	Tony Thaxton	18	
70	Messalina	G. Hibon/H. Hibon/Schulz	1	
71	Scruples	J. A. Kizkiel/F. J. Marco	19	
73	Obsession	Bob Broun	11	
74	Karaselet	Nicole Alio	9	
76	Abigail	Whitey Russell	9	
77	Vigor	Scott Northrop	8	
79	Rebel	A. P. Halsey/C. M. Wick	19	
80	X-Wizard	Brooks/Canty/Cohen/Dixon	8	
83	Teaser	C. Finelli/D. Russell	5	
84	Altair	J. Brundige/W. Wladyka	5	
86	Tango	C. Denison Makepeace	10	
87	Avatar	William Denslow	5	
88	Constellation	Erik Ritter	3	
89	Stinger	David Straden	9	
90	Redfeather	Mike Schwartz	3	
92	Dancer	Turner Scott	9	
93	Free Spirit	Chris Phinney	8	
94	Charlotte	UC Irvine	6	
95	Patriot	Mark Chaffey	12	
96	October	Curtis Peterson	12	
97	Tornina	Orange Coast College	6	
98	Dawn	John Gronberg	18	
101	Raja	Ben Brayton/Andy Segal	9	
103	Stillwater	Boyd Huff	12	
104		Bo Hoag	11	
105	Pomme	Robert Schaefer	10	
106	Gungnir	Greg & Ann Lundberg	1	
107	Grace	John Burnham/Reed Baer	9	
108	Coffee Grinder	Alyssa Cerceo	9	
110	Liberty	Maine Maritime Academy	16	
112	Carol	Johnstone/Stratton	12	
113	War Games	Mark Ames	1	
114	Sophie	C. Ordemann/B. Smith/T. Porter	1	
117	CheekyB	Francesca Monro	1	
120	Helen	Maine Maritime Academy	16	
121	Mahi	David Bush-Brown	9	
122	Speculator	Charles Wagner	5	
123		Jim Young	9	
124	Cahoots	Merrill Tutton/Paul Brown	18	
125	Teresa	Orange Coast College	6	
126	Chicanery	Neil Debrass	3	
128	Aletor	Hal Scott	8	

Sail #	Name	Owner	Fleet	Notes
129	Wind	UC Irvine	6	
130	Sapphire	Robert Radway	3	
131	Josephine	Cal State Long Beach	6	
134	Karen	Cal State Long Beach	6	
135*	Mabry	UC Irvine	6	*Duplicate sail number
135*	Barbara	Maine Maritime Academy	16	*Duplicate sail number
136	Alert	Orange Coast College	6	
138	Envy	Chris Withers/Chris Boyle	9	
139	Aileen	UC Irvine	6	
140	Gang Agley	William Moonan	10	
141	Rebel	Michael R. Deland	10	
142	Intime	Bill Gerety	1	
143	Folly	Bob Maurus/Kim Roberts	9	
145	Rhythm	Ted Fischer	9	
150	Blood Vessel	Joe Graziano	3	
151	Meander	Bernard Gustin	9	
152		John Tasker	18	
155	Freedom	Tim Burns	9	
156*	Icarus	Thayer Francis Jr.	10	*Duplicate sail number
156*	Challenger	Maine Maritime Academy	16	*Duplicate sail number
157	Katherine	Orange Coast College	6	
158	Carol	Patrick McIntyre	9	
160	Diverdion	Robin Monk	9	
161	Harriet	NPSSA	7	
163	Ann	NETC/Bernie Patterson	17	
164	Angela	NETC/John Allen	17	
165	Eagle	David Kilroy	9	
166	Cuillin	Ian McCullough	9	
167	Challenger	Bill Winthrop/Mike Palmer	9	
168	YMN	Dan Hadley	9	
169	Bomba Charge	Gary Lash	9	
170	Annie	John Bohan	9	
171	Hubris	Peter DeLoof	18	
173	Cluny	John Arendshorst	18	
174	Mildred	Harvey Mudd College	6	
175	Jean	UC Irvine	6	
176	Katherine	Russel Hoyt	9	
177	Abenake	R. Adams Perry III	10	
180	Persephone	Maine Maritime Academy	16	
181	Helen	Johnson/Langston/Laughridge	9	
182	Lure	Skip McGuire	1	
183	Alice	John Lyons/Ed Yocum	1	
184	Judy Too	Bob Broun	11	
186	Barbara	NPSSA	7	
187	Yankee	Bob Furney	12	
188	Laura Faye	Tom Callahan/Kip Curran	9	
189	Columbia	UC Irvine	6	
190	Cherokee	Orange Coast College	6	
191	Storm	NPSSA	7	
192	Medora	NPSSA	7	

Sail #	Name	Owner	Fleet	Notes
194	Azura II	F. Gardner Jackson	10	
196	Insidious	Gary Ropski	3	
197	Wm. E. Tuthil	Thomas O'Brien	1	
198	Irish Lass	Carl Reinhart	6	
199	Patience		6 ?	
200	Snow Bird	Marshall Nelson	11	
201	Raven	Andrew Burton	9	
202	Symphony	Tom Glassie	9	
203	Patience	Scott Foberg	9	
205	Amazing Grace	S. Warren Ferguson II	10	
206	Ivrel	H. Lawrence/G. Petrides	5	
207	Hannah	D. McOsker/M. McOsker	9	
208	Cirrus	Arch T. Hodge	10	
210	Skean Dhu	Fullerton/Gordon/Hennes/Peters	1	
217	John Dory	Hilton/Schumway	9	
219	Trouble	Caraboolad/Oakes/Randall	8	
220	TNT	T. Wasserman/ T. Greatrex	10	
221	Cornelia	Michael Carr	1	
222	Equus	Bill Doyle	9	
223	Aileen	Tim Bryan	8	
224	Bluenose	Jay Callanan	9	
225	Calypso	David Brown	8	
226	Ultimate Pressure	Peter Denton	9	
227	Song of America	Andrew Sudduth	10	
228	Lady K. Claudina	De la Villehucet/Schulz-Heik	1	
229	Clarity	Art/Buckland/Clare Gesualdo	8	
230	Bolero II	Philip Smith	8	
231		Grover Fitch	1	Sank in LIS in 1999
232	Terrapin Flyer	John Skiles	11	
233	Zephyr	Glen Elliot	9	
235	Nimrod	C. Lovejoy/W. Williams	10	
238	White Rabbit	Richard Robbins	10	
239	Syrinx	William Berry	10	
242	Viper/Red Eye	Aretz/Clinnin/Whittemore	8	
244	Nuts	L. Hall/B. Walsh	10	
245	Hawk	C. Shoemaker/C. Mallory	9	
247	Kiskadee	Stephen Symchych	10	
248	Grinch	Dan Goodwin	10	
249	Robin	Tom Kennedy	3	
250		Mike Fontana		not yet finished (CCSB)
251		Paul Mitchell	8	not yet finished (CCSB)

Missing Sail Numbers										
12	37	55	78	100	118	144	154	185	213	236
18	40	56	81	102	119	146	159	195	214	237
19	41	65	82	109	127	147	162	204	215	240
24	43	68	85	111	132	148	172	209	216	241
27	44	72	91	115	133	149	178	211	218	243
32	46	75	99	116	137	153	179	212	234	246

(President's Letter, continued from first page)

Even as we look back at the past year with this *Masthead*, however, it is imperative that we also look forward. While much has been done in the past several months, there are still a number of important issues facing our class, most notably safety concerns and one-design constraints. In my mind, safety and one-design elements go hand in hand. As many of you know, we recently lost a boat (#231) in rough conditions in Long Island Sound. This latest loss comes on top of a boat going down in Dallas several years ago. Dealing with the safety and integrity of our boats has to be of paramount importance and a top priority for the upcoming season(s). This spring, we are going to be focusing squarely on safety and keeping the boats one-design.

While it is clearly the responsibility of each owner to ensure the integrity of his or her boat, it is no secret that our boats are reaching the limit of 30-year-old fiberglass technology. Many of our boats are starting to need extensive refits to keep them safe and competitive. At present, however, there are no class-approved guidelines or specifications on repairing or refitting Shields hulls. While there is no question that most people try diligently to conform to the rules and return their boats to "original" condition, in the absence of repair specifications just what "original" is can be open to question. This makes gradual alterations not only possible, but inevitable. These changes undermine and may well eventually destroy the one-design edicts under which we sail. Consequently, to tighten these elements we are initiating several programs.

First, we are going to reinstate mandatory inspections. These inspections are required by the Bluebook (see Sec. III, ¶ 2.1), but the rule has rarely been enforced over the last few years. Beginning this spring, each fleet captain or local measurer will be *required* to inspect every boat to ensure that *all* mandatory safety equipment is on board and working (Sec. IV, ¶ 9.0), including making certain that all bulkhead hatches are gasketed and dogged in place, before they will allow the boat to race.

Second, for information purposes, we are going to inspect, measure and weigh each of the boats in Fleet 9 this May. These 50 boats represent a 25%

cross-section of the class, and will be measured to gather information on keel shapes and other speed-producing factors. The data will be used to determine what steps may be required to bring boats back into one-design compliance. These inspection guidelines will be posted on the web in the next several weeks, so keep a look out for them.

Third, in order to address refit issues, we are inviting a number of boatbuilders and repair shops that have had extensive experience in building and repairing Shields over the years to help create a set of specifications. These specs will recommend materials, methods of reconstruction and tolerances for many of the common repairs, such as ruptured chainplates, deck delamination, separation or weakening of the hull to deck joint, reattachment of the inner liner to the hull and rotten maststeps. It is our goal to put these recommendations up on the web site this summer for review prior to a vote at the annual meeting in September to make them part of the Bluebook.

While preparations are well underway in Newport for the Nationals in September 2001, the search is on for a venue for 2002. If your fleet is interested in hosting the 2002 Nationals, please let me know so we can help you start planning.

I'm constantly asked by one-design sailors from other classes, "How does such an old design like the Shields survive when other classes have faded?" This is actually an easy question for me to answer from a personal standpoint, I simply love sailing my Shields. I love racing in our local fleet against some of the best sailors in the world. I deeply enjoy sailing my boat on a Sunday afternoon with my kids up Narragansett Bay in a strong Sou'wester. I derive great satisfaction just looking at the boat as the launch pulls away. I love knowing the elements of design and the one-design structures put in place by Corny Shields over 30 years ago are just as valid today as they were then. In my mind, these cornerstones have kept the class strong since its inception, and will continue to do so for the next 30 years. With the repair specifications in place, safety measures strictly enforced and the one-design integrity of the boats returned, I feel certain we can ensure the vitality of our class.

I also want to thank Patty O'Donnell for agreeing to take on the task of getting this issue of the *Masthead* out. Without her expertise and energy, another year would have gone by without this publication. Patty is a longtime Shields sailor who

grew up at Larchmont Yacht Club and recently moved to Newport, and we are delighted to have her enthusiasm and vitality in our fleet. Thanks for a great job, Patty.

—Bryce Muir

DATES TO REMEMBER

May 27-28	Bank of Newport Regatta	Newport, RI	Contact Chuck Allen (Fleet 9)
July 12-14	Edgartown Regatta	Martha's Vineyard, MA	Contact Jeff Randall (Fleet 8)
July 21-29	Larchmont Race Week	Larchmont, New York	Contact Roland Schulz (Fleet 1)
August 3-5	Buzzards Bay Regatta	Buzzards Bay, MA	Contact George Gardner (Fleet 10)
August 11-12	Verve Cup One-Design	Chicago, IL	Contact Sean Cassedy (Fleet 3)
September 6-9 Shields National Championships		Newport, RI	Contact Charlie Shoemaker (Fleet 9)
October 6-7	Columbus Day Regatta	Larchmont, New York	Contact Roland Schulz (Fleet 1)



2001 National Championship Event Chairman Dr. Charlie Shoemaker (#245), shown during the last year's Nationals in Larchmont, NY. The 2001 Nationals will take place in Newport, RI, September 6-9. Photo by Cheryl Kerr (www.regattaphotos.com).