



Pre-Season Refresher

By Bonnie Shore

To get your Shields off to a good start in the first races of the season, here are a few reminders to get your mind tuned into sailing.

Mast Set Up

Before actually setting sail, you could check to see that the mast is standing straight in the boat. This can be done by measuring the distance from the top of the mast to a chain plate on each side using a tape measure attached to the main halyard or the main halyard itself. The sidewalls of the mast should then be wedged to restrict sideways bend. While sailing in moderate air the mast should be straight on each tack. In stronger velocities the upper section will fall off slightly to leeward. While under sail, sight up the mast along the luff groove down low near the boom, to see that the mast at the jumpers does not take a bend, and correct accordingly (refer to fig. 1 and 2, Page 5).

The amount of rake (fore and aft location of the mast) is set up with the forestay. In light air while sitting on the mooring with the mainsail hoisted, the boom for my preference will be level or slightly lower at the clew end. While there are different theories as to fore and aft rake and its' affects on speed, there has been no substantiating proof or speed testing in the Shields class as to the ideal rake. In most other fractional one design classes, it is preferred to have some rake, and proven faster in heavy air to have the mast raked aft, (increased jib stay tension being a factor here). In theory, weather helm is increased with aft rake as well.

The next major areas of concern are: jib trim, mainsail trim, traveler positioning, backstay adjustment, and spinnaker trim.

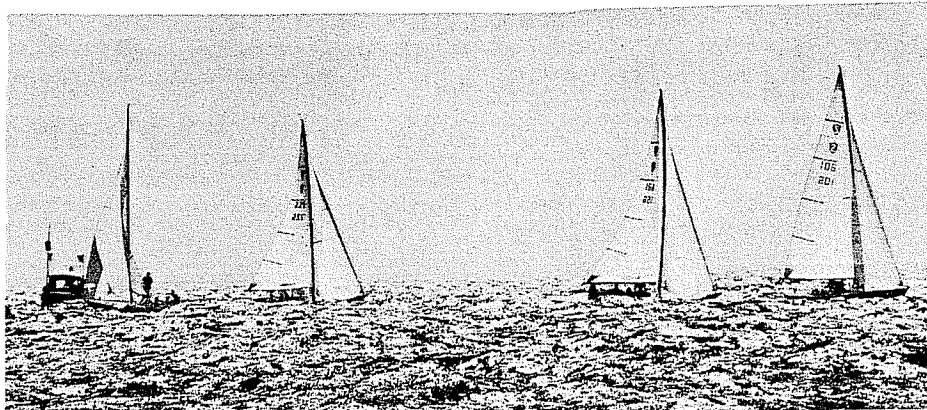
Jib Trim:

In moderate winds the jib leech will be 3" to 4" inside the spreader tip. In lighter air (0 - 5 knots) or 8 knots of chop, the jib should be eased to 1" or to the end of the spreader. In heavy air the jib will be about the same as in moderate conditions. (Refer to figure 3). In 25 mph the jib leads may be moved out board 2" - 3" to decrease backwinding.

Halyard Tension:

Halyard tension is important because it controls the positioning of the draft in the sail, as well as headstay tension. In very

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Before the start — Photo by J. H. Peterson

Navy Shields Fleet — Newport, R.I.

One of our most active Institutional Shields Fleet is the Navy Fleet in Newport, RI which is a part of the Narragansett Bay Fleet No. 9.

It all started in May 1963 when "Corny" Shields donated Yacht No. 1 **Columbia**, the prototype of the Shields Class, to the Naval War College. The balance of the 5 yachts in the Fleet were donated to the Navy as follows:

August 1963 — No. 15 — **Icea** from Corny Shields, N.Y.

September 1966 — No. 14 — **Vindex** from Bill Manice, Newport.

May 1969 — No. 163 — **Ann** from Corny Shields, N.Y.

May 1969 — No. 164 — **Angela** from Corny Shields, N.Y.

November 1975 — No. 29 **Silverheels** from Diane and Messmore Kendell, Newport.

No. 15, **Icea**, was named in honor of the wife of the President of the Naval War College at the time.

No. 163, **Ann**, was named in honor of the wife of John Nicholas Brown, Newport.

No. 164, **Angela**, was named in honor of the daughter of John Nicholas Brown, Newport.

The Navy personnel who are qualified to race these yachts are members of the Coasters Harbor Navy Yacht Club. With the turnover of navy personnel at the War College and other schools at the Naval Education Center, Newport, a great number of well qualified active duty sailors compete aggressively with the local Fleet 9.

Captain Chris Withers USN, Retired is a member of this fleet and was the 1981 National Shields Champion. Captain John

Bonds, USN was very active in the fleet while stationed at the War College and came in 5th during the heavy weather 1976 National Championships. He is now Director of Naval Sailing for the US Navy which has headquarters at the Naval Station, Annapolis, MD. Many retired military personnel who have settled in the Newport area continue active participation in the Navy Shields Fleet. Commander George Winslow USN, Retired, one of our Shields skippers runs the Wednesday evening one design racing program sponsored by the navy base and in which many of the local civilian Shields skippers participate. In addition, he also is the race committee for approximately 1/3 of all the Shields races scheduled by Fleet 9 in the Newport area every year.

In November 1976, there was a tragic fire in the boat house on the Navy base where all of the Navy Shields yachts were secured for the winter. All six boats were completely destroyed by the fire. Through the persistent efforts of the local Shields sailors and with help from influential friends such as Corny Shields, Charles III, Bob Allen and Bob McWethy of the US Naval Sailing Association, all of the six Shields were replaced by the US Navy with new yachts in May 1976. Since the rigging and sail inventory for the six boats was not lost, the National Association granted permission to the Navy Fleet to retain the original sail numbers on the new hulls in honor of the donors.

The Navy Yachts have been loaned to local and national sailing championships

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Shields Masthead

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PRESIDENT'S MESSAGE

The National Shields Officers have voted unanimously to change the By-Laws to allow contestants to use their own boats in the 1983 Regatta at Larchmont. The By-Law change is being sent to the Fleet Secretaries. The fleets have 60 days to respond after receiving the material, if an objection to the change is to be raised.

Another change, this one in specifications, which had been approved several years ago, is that former National Champions are sanctioned to substitute a gold shield for the red one normally serving as a ground for the black letter "S" on the mainsail.

The planning for the 1983 Regatta is proceeding smoothly. Some questions have come up on hull measurement which are being taken care of by the National Measurer and his technical committee in order to minimize problems later.

I hope that you have a successful racing season this summer, and look forward to seeing many of you in Larchmont in September.

Class Blue Books

The Shields Class book is available upon request. It contains information on maintenance, specifications, By-laws, and class data. It is something a Shields skipper shouldn't be without. The cost is \$20.00. If you need one, please contact Jody Bryan.

1983 REGATTA CALENDAR

July 16, 17, 21 - 23 — Larchmont Race Week

July 21 - 23 — Edgartown Regatta

July 27 - 31 — Adams Cup Finals (Larchmont)

July 28 - 30 — Marblehead Race Week / New England District Championship

August 5 - 7 — Buzzards Bay Regatta (New Bedford Yacht Club)

August 24 - 28 — Manhasset Bay Race Week

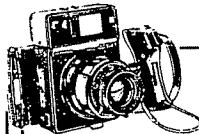
September 3 - 8 — Mallory Cup Finals (California)

September 10 - 11 — Long Island Sound Districts (Larchmont)

September 12 - 17 — Shields National Regatta (Larchmont)



At the windward Mark during the 1982 Nationals — Photo by Jody Bryan



Call for News, Photographs!

Do you have any interesting photos or stories that involve the Shields directly or indirectly? Please share them with the rest of the class and send them to the Masthead for possible publication in a future issue.

An Appeal for Associate Members

All you deck hands and other crew members of the Shields Class are invited and encouraged to show your support in furthering the objects of the Association by becoming Associate Members. The membership costs \$20. It includes all mailings of the Masthead and being listed as an individual member on the Membership Roster which is printed for inclusion in the Class Blue Book. Please make checks payable to **National Shields Class Sailing Association** and mail to:

Walter Eberstadt
1035 Fifth Ave., Apt. 16B
New York, NY 10028

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ATTENTION!

Shields Association Blue Book Revisions

The latest revisions of Shields Fleet Officers and changes in the Specifications and Constitution have been printed and sent out to each Fleet Secretary. If you are an owner of a Blue Book and have not picked up these pages, contact your Fleet Secretary.

Adams and Mallory Cups To Be Sailed in Shields

The Shields One Design-Class will be seeing some publicity this year aside from the regular fleet activities. Both the Adams Cup and Mallory Cup elimination series and finals will be sailed in Shields. The Larchmont Yacht Club has the honor to host the finals of the Adams Cup July 27 - 31. The Mallory Cup Finals will be held in Newport Beach, California September 3-8.

Fleet Waves

Western Long Island Sound, Fleet #1

Larchmont is going to be a flurry of activity this summer with the preparations for the Long Island Sound Districts (in Larchmont but sponsored by Seawanhaka), the Shields National Regatta, and the Adams Cup Finals.

Bill Rich, the Nationals Regatta Chairman is counting on a sizeable fleet of 36 to 40 boats. Further details about the Nationals are listed elsewhere in this issue of Masthead.

Shields will be sailed throughout the Adams Cup Elimination Series this year. The finals for this will be held by the Larchmont Yacht Club July 27 - 31.

Besides all of the extra activity, the 17 Larchmont boats will carry on with their regular racing series which runs from mid May to Columbus Day in October. They hold about thirty six races per season, not including the Race Weeks and Regattas sponsored by neighboring yacht clubs.

Manhasset Bay, Fleet #2 reported by Gerald Bushey.

1983 promises to be a busy year on Long Island Sound for the Cow Bay Shields Fleet. In addition to the Nationals and Districts, the Fleet has a weekend racing program running from mid-May until the end of September. The special events scheduled include single-handed races, crew races and a number of special series. Of particular note is a team race between the Manhasset Bay Shields owners and Etchells owners. The event will be contested in early October and the Shields Fleet will provide the boats for this year's race. Of course, many of the skippers are already looking forward to Manhasset Bay Yacht Club and Larchmont Yacht Club race weeks.

Chicago, Fleet #3

After a winter long struggle, the Northwestern University Sailing Club Shields have been bought by Chicago residents. There was a threat that those three boats were going to be bought by individuals in the Texas fleet, but after long negotiations an organization called the Chicago Shields Sailing Club were able to buy them. This would not have been possible without the support and financial aide from other individuals in the fleet. The loss of those three boats would have been a terrible blow to the thirteen boat fleet.

The Shields owned by the American Youth Hostel Association has been participating consistently in the Yacht Club series. They use the Shields as an up-graded addition to their developed Rhodes 19 Fleet and hope to be able to purchase another sometime in the future.

The Columbia Yacht Club has

purchased a huge new ice breaker in which to move their headquarters. It is in the process of being refurbished and will be ready for action in November. They also have upgraded and repaired their docks. They seem to be getting serious out there!

Northern Massachusetts Bay Fleet #4

The Spring Series has begun for the year in Marblehead. Saturday, May 14 was the first race with an overwhelming total of one boat #33 skippered by Richard Sides, on the starting line. The series will run until May 29. May 30, Memorial Day begins the regular Marblehead Racing Association series which are held on Saturdays.

The Shields New England Championship Regatta will be held in conjunction with the annual Marblehead Race Week, July 28 through July 30.

The Shields sailors of Marblehead welcome Joseph Gal to the fleet. He has recently bought a new Shields from Cape Cod Shipyard #231 named Seehase. This brings the total to 17 registered Shields.

Seawanhaka Corinthian Yacht Club Fleet #5

The SCYC racing schedule officially begins Memorial Day weekend, and continues quite actively until September. They are hosting the Long Island Sound District Championship in Larchmont prior to the Nationals in September. It will be a great opportunity to warm up for those skippers competing in the National Regatta.

Everyone applauds the latest additions to the fleet, Chad and Wendy Weiss, and Harlan and Paul Strader. Both Harlan and Paul Strader and the Weiss's are charter members.

Martha's Vineyard Fleet #8

The Edgartown Shields Fleet remains stable with eleven boats. The Independence Day series held July Fourth Weekend will kick off the official racing season which extends through Labor Day. Very informal tune-up races will be held in June. The Edgartown Regatta will be held July 21 - 23 with registration on Wednesday, July 20. Everyone is invited and encouraged to participate in this event.

Narragansett Bay Fleet #9

Fleet 9 has twenty-four registered Shields including the six Navy boats which are an active portion of the fleet. The season is divided into three series: Spring, Summer and Fall, beginning May 18 and sailing through mid-October. The Newport Shields sailor is able to sail a total of forty-four races between the Navy Yacht Clubs Wednesday evening series and the Ida Lewis Saturday series.

Warmly welcomed to the fleet are the boats #23 Endeavor and fresh from the mold #230 Barbu. Endeavor will be skippered by the Fleet Secretary Harry Hallgring. Barbu is owned by Jay Marks and Patricia Miller from Washington, D.C.

Please note the article on the Newport Navy Shields Fleet in this issue of the Masthead.

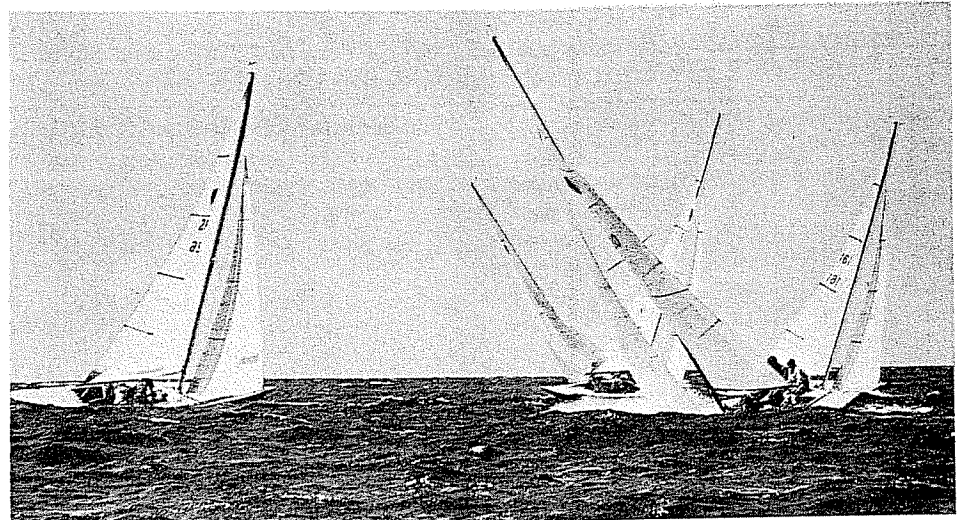
Buzzards Bay, Fleet #10

The Marion fleet is the largest Shields fleet with close to thirty boats. The latest member of the fleet is Thomas Farquhar of Wellesley, MA who bought Nick Baker's boat #149.

The racing season begins June 18 and extends through Labor Day. Two series are held simultaneously in Marion. The Championship Series is held each Saturday. This is a highly competitive series. The skippers with the highest standings at the end of July are the ones who will represent Marion in the Nationals. The Sunday Series is more relaxed allowing no spinnakers.

This year the Buzzards Bay Regatta will

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The windward leg in Newport — Photo by J. H. Peterson

1983 Shields National Championship Schedule

Outlined below is a preliminary schedule for the 1983 Shields National Championship to be held at the Larchmont Yacht Club. Western Long Island Sound Fleet No. 1 and Manhasset Bay Fleet No. 2 will be the host fleets.

SUNDAY, Sept. 11 — Nationals Registration & Measurement
MONDAY, Sept. 12 — Nationals Registration & Measurement
TUESDAY, Sept. 13 — Nationals Practice Race
WEDNESDAY, Sept. 14 — Nationals Race 1 & 2
THURSDAY, Sept. 15 — Nationals Race 3 & 4
FRIDAY, Sept. 16 — Nationals Race 5
SATURDAY, Sept. 17 — Nationals Race 6

We expect to have a large number of boats for the regatta. Between the two host fleets, the Seawanhaka Corinthian Yacht Club Fleet and the S.U.N.Y. Maritime Fleet, we have over forty boats in the western Long Island Sound area. Also, under the rule just adopted by the Governing Board, we plan to permit participants to sail their own boats, and this may encourage some people to bring their boats to Larchmont.

The Larchmont Regatta Committee has selected Dr. George Brazil to head the Race Committee for the Nationals. We are fortunate to have George in this capacity; he knows a bit about Shields racing. (Shields National Champion 1971 and 1972). Please note the list of names and addresses listed below.

Regatta Chairman
 Mr. William Rich
 37 Mulberry Lane
 New Rochelle, New York 10804
 (H) (914) 834-3006
 (O) (212) 682-3622

Race Committee Chairman
 Dr. George Brazill
 6 Hazel Lane
 Larchmont, New York 10538
 (H) (914) 834-4819
 (O) (212) 247-3421

Associate Regatta Chairman
 Mr. James B. Moore, Jr.
 15 Old Hills Lane
 Port Washington, NY 11050
 (516) 944-8811

Measurer
 Mr. John Meade
 Croton Lake Road
 Mt. Kisco, New York 10549
 (914) 666-5405

1983 Long Island Sound District Championship

On Saturday, September 10 and Sunday, September 11, the Seawanhaka Corinthian Yacht Club will run the LIS District Championship in the waters off Larchmont. Subject to the availability of boats, National entries are welcome to participate in this series.

The names and addresses of the Event Chairmen and Fleet Captains are listed below. We will provide more detailed information on both the Nationals and LIS Districts as it becomes available.

Please let us know if you have any questions.

1983 LIS DISTRICT CHAMPIONSHIP

Regatta Chairman

Mr. Victor Onet, Jr.

Hunter Lane, Oyster Bay, NY 11771

(H) (516) 922-7136 (O) (212) 269-6500 Ext. 2545

Fleet Captains

WLIS Fleet No. 1

Mr. Donald R. Tomlin
 107 Cliff Avenue
 Pelham, NY 10803
 (H) (914) 738-3857
 (O) (212) 986-9246

Manhasset Bay Fleet No. 2

Mr. Richard C. Jordon
 12 Orchard Farm Road
 Port Washington, NY 11050
 (H) (516) 883-7691
 (O) (212) 868-0977

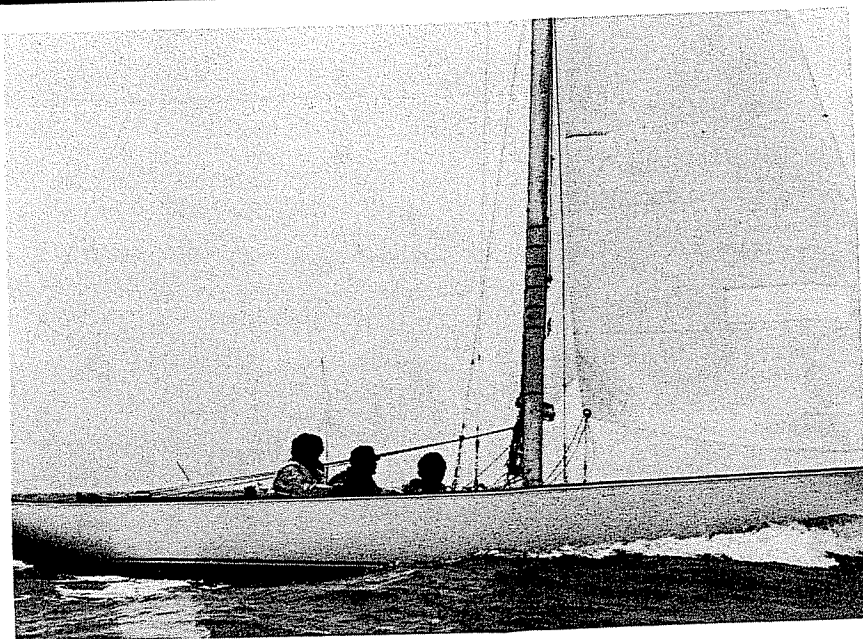
Navy Shields Fleet (Continued from Page 1)

such as the Adams cup in 1981. This is the USYRU championship regatta to determine the best woman sailor of the year. It was won in 1981 by Bonnie Shore of Shore Sails, Newport. The regional eliminations for the All Navy Championships was sailed in Navy Shields in 1978. Captain Chris Withers won this event and went on to become the national champion sailed in the US Coast Guard Shields of New London, Conn.

Each year 6 Navy skippers are assigned as boat captains for the sailing season. Their responsibility is to thoroughly check their boat weekly and recommend preventive maintenance to the NETC Marine Manager. They are designated as authorized charters under Fleet 9 bylaws. All are associate members of Fleet 9 and most are associations members of the National Association.

The six Navy Shields are used on a daily basis in support of the welfare and recreation program of the Naval Education and Training Center, Newport, RI.

Chuck Roberts, Fleet No. 9 Secretary



Sailing to the starting line during the 1982 Nationals in Newport
 Photo by Jody Bryan

Pre-Season Refresher

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light air, the jib halyard should not be much more than hand tight. This creates a little headstay sag, which will make the jib fuller and more powerful. As the wind increases to the 8 - 12 knot range, the halyard should be tightened just enough to take out any scallops on the luff between the hanks. If the halyard is too tight, the luff will become too full while the body will flatten out a great deal, leaving the sail underpowered. (Over tensioning can also do damage to the sail.) Over 15 knots, the halyard should be quite tight. This will flatten out the jib as the boat becomes overpowered, and provide a tight headstay to enhance pointing.

Main Trim:

The main sheet is usually set with the top batten parallel to the boom. This is easily checked by sighting up the sail from beneath the boom. (Refer to figure 4.) In light air and heavier air chop, the top batten should fall off to leeward a little bit to keep the sail from stalling. The outhaul should be on hard up wind, and eased off the wind for power. The upwind outhaul tension is important as a flatter lower one

third of the sail is a faster shape. In most conditions, the cunningham is used to take out horizontal wrinkles along the luff. In heavy air put on an additional amount.

Traveler:

For most conditions, the traveler should be set so that the boom is 1" off the centerline. As the wind increases to where the lee rail is underwater, ease the traveler more and more until half way down. If the lee rail is still under water, ease the main sheet to open the upper leech, thereby allowing the air to spill off in that upper area where the force of the wind is causing excessive heeling.

Backstay:

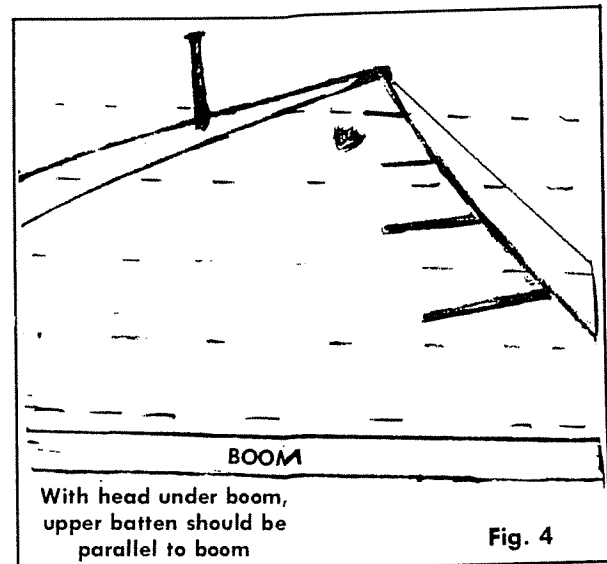
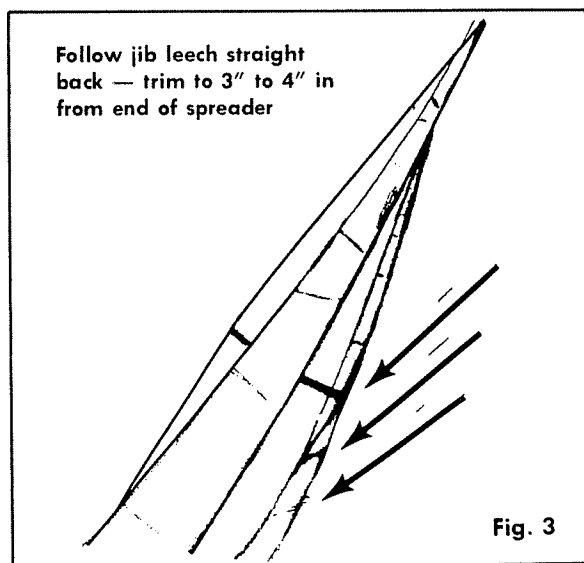
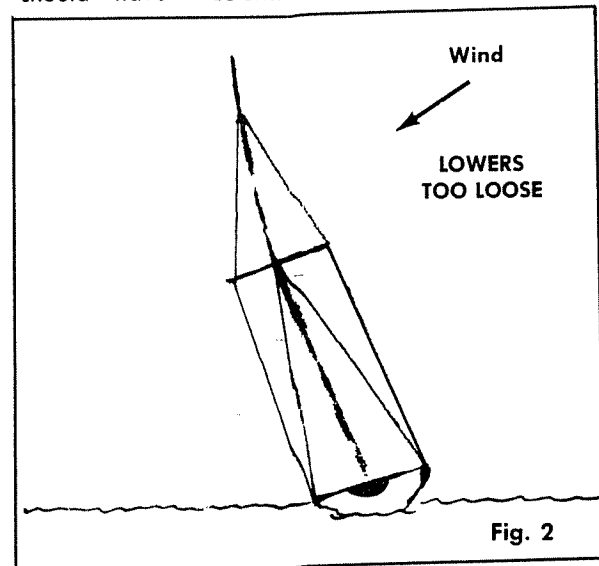
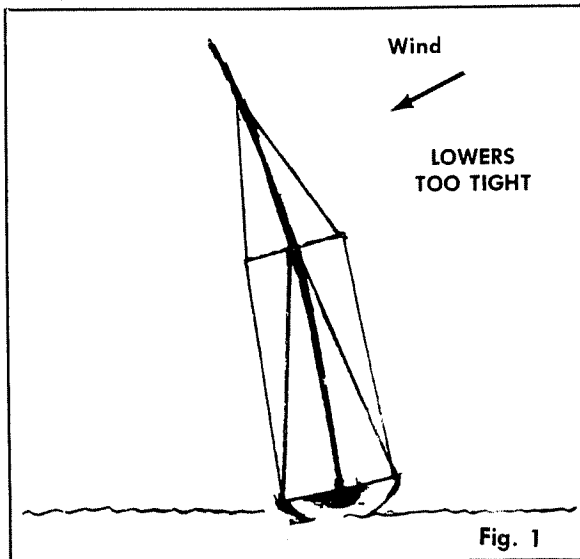
The backstay will affect two things: headstay tension and draft in the main. In 0 - 8 knots the backstay would be eased allowing a little sag forward in the jib and plenty of power in the main. This is also true up to 12 knots if the water is especially choppy. If the wind is 6 knots and seas are calm, start putting on some back stay. This will flatten the draft in both main and jib and allow you to point quite high. At 8- 12 knots and calm seas, you could put on about 4" of back stay, and of course at 20 and above !nots you should have

maximum backstay tension.

Spinnaker Trim:

One item I like on a boat is tell tales. These are little pieces of wool which are attached to the side shrouds to give an indication of wind direction. The crew man operating the spinnaker pole should use the tell tale as his reference point for a perpendicular pole setting. It's easier and faster than constantly straining your neck looking up to the mast head fly and down again. (It's also excellent for all other points of sail in changing winds or constant course changing in light air.) The crew man operating the sheet should always be playing it so the edge of the spinnaker is on the verge of curling or folding. The height of the pole should be set so the clew heights are even, perhaps a little higher on the pole end while broad reaching and running. In heavy air reaching, have one crew man standing by to release the vang when overpowered, and one crew calling the puffs so the team can react together and not be surprised by roundups in the puffs.

With the sail adjustments all in control, you have only one more item to worry about—going the right way . . . GOOD LUCK!!!



Fleet Waves

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be held at the New Bedford Yacht Club August 5 - 7. All Shields sailors are welcome!

Dallas, Fleet #11 reported by Ben Garrett

Two races are held every Sunday afternoon at 1:30 year around, weather permitting, and it usually does. Trophies are presented quarterly to the series winner, with the fleet champion receiving his award at the end of the summer series. The year round races determine who qualifies for the Nationals except for the second boat. This boat qualifies in a special ten race series held in the spring. The series winners to date are:

Fall Series:

1st Al Meril #28

2nd Marshall Nelson #200

3rd Al Crozier #53

Winter Series:

1st Al Meril #28

2nd Marshall Nelson #200

3rd Herb Swafford/Peter Hunter #105

Eleven boats participated in the Fall series and nine participated in the Winter series.

We hold two regattas each year with the local Soling Fleet. One in the Fall on Halloween and one in late Spring around Memorial Day. One race in each regatta is designated a challenge race in which both fleets start together and the boat that finishes first is the winner of a permanent trophy. The Solings, due only of course to favorable winds and good luck, currently hold the trophy. The Shields winners in the Halloween Regatta were:

1st Scott Self (guest skipper) #98

2nd Al Meril #28

3rd Steward Litszinger/Tony Seely #51

Our annual Texas Invitational Regatta was held last April 1st thru 3rd. The winds blew hard, 40 gusting to 90. Our guests were Dennis Kleper, Chicago; the Henry Audetts, Marblehead; Phil Audett,

Houston; and Chick Hudson and crew, Monterey Bay. We did more socializing this year than sailing, but we're hoping for a reversal next year. Some say a 50/50 situation would be acceptable. The results were:

TEXAS INVITATIONAL RESULTS

1st — Ken Huggins #160 and crew:

Jim Anderson, John Wright, Ben Garrett

2nd — Al Meril #28 and crew:

Phil Audett, Bill Holden, David Hunt

3rd — Dennis Kleper and crew:

Bob Chilton, Rick Bentley

Paul Gowan, Jane Garrett

Seven boats participated in this windy regatta.

Monterey Bay Fleet #12 reported by Bill Groscup

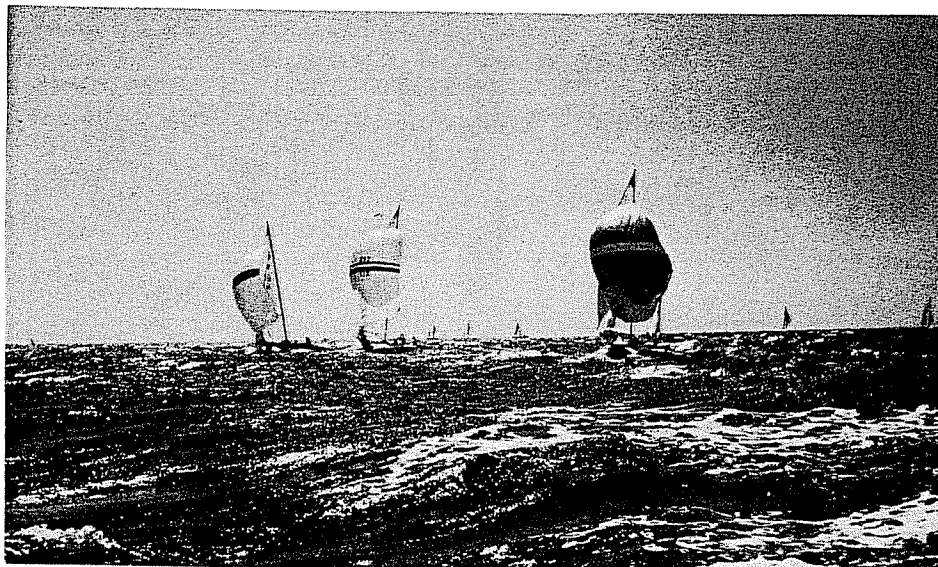
This year promises to be a very busy year for Shields Class yachts on Monterey Bay. As usual, the Shields compete one-design in the Monterey Peninsula Yacht Club (MPYC) races and the Championship Series. The Yacht Club Series started on Jan. 23 with a tune-up race. The actual

MPYC Spring Series began Feb. 13 and will run through early June. The Fall Series starts in July and ends on Oct. 30. There are twelve Shields races in both the Spring and Fall Series. The 1983 Championship Series began on April 2 with a cancellation due to heavy winds but eventually got under way on April 30 under wet and windy conditions. The series ends it's sixteen race schedule on Aug. 6.

In addition to the various MPYC regattas, the Shields will be busy with the Northern California Quarter Finals and the Region semi-finals for both the Mallory Cup and the Adams Cup. These events are being jointly hosted by MPYC and Fleet 12.

The fact that the Mallory Cup will be sailed in Shields this year has introduced some new faces and has brought back some old faces to the race course. The best known of these is Dick Clark, two time Shields National Champion 1975 and 1978.

The 1983 Shields racing season finally draws to a close with the annual Christmas Race on Dec. 26.



Surfing in Newport, 1982 — Photo by Jody Bryan

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