



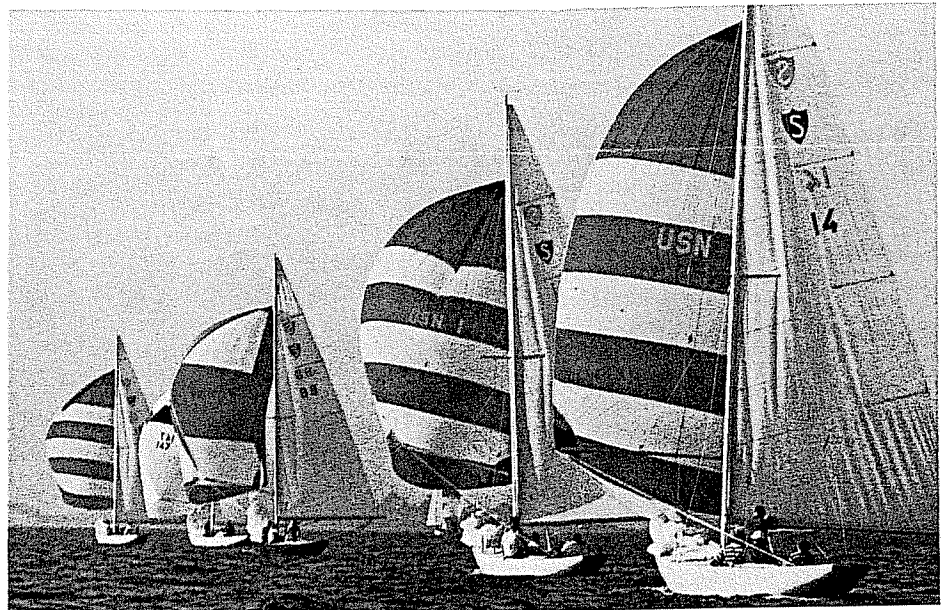
Offwind Performance

By Ken Read

Downwind sailing can and should be the easiest point of sail to make up large amounts of time and distance on the race course. We can break this into two parts; spinnaker trim and boat positioning. Trimming relies on several options; clew heights, leech curl, pole height and angle, and downwind steering angles. Downwind position also brings forth several options to the crew; whether you are passing or defending, going to windward or to leeward, light or heavy winds and course to the next mark.

Fast spinnaker trim relies on the concentration of the primary trimmer and the people he communicates with. On the Shields, the sheet trimmer positions himself on the windward rail with attention to the guy trimmer. His function is studying the sail, not overtrimming, not undertrimming. The tri-radial design incorporates a very forgiving leech which is fairly critical to pole height. The leech of the sail and its point of curl is the determining factor as to the pole height, due to the fact that the clews tend to raise and lower together with the pole height trim. With a spinnaker the size of a Shields it is difficult to say, "Raise the pole until the clews are even." While broad reaching and running they will raise together. The basic rule of thumb may then be, keep the curl of the leech constant, or in the middle of the leech. This approach tends to keep the pole height and spinnaker trim at its maximum efficiency.

The exceptions to the rule are in very heavy and light conditions. Overpowering reaches with the spinnaker must be handled with care due to the combative helm which is produced by excessive heel. The pole height may now be overraised breaking the upper leech first, opening



The Navy Fleet in Narragansett Bay

the leech up and flattening the sail, resulting in easier handling and greater boat speed. In marginal surfing conditions where power is needed to squirt the boat down the waves, lower the pole to break the lower leech first. This adds power to the sail which may allow the boat to catch the wave.

In heavy air other methods may be used to depower the sail. Over curling is an effective method by easing the sheet until there is a 4-5 foot curl in the leech. This is a small boat technique which leaves the chute on the hairy edge of breaking. Much care must be taken when using this technique because of the velocity of the breeze and the size of the spinnaker on a Shields. I would use this as a temporary relief to an overpowered situation. The

helmsman must be sharp and communication between the sheet tailer and driver must be precise.

Light air technique also incorporates a slightly different approach to spinnaker trim. While broad reaching and running the spinnaker tends to fall into the boat. Reaching fills the sail but does nothing for the old principle "head for the mark". With a fractional rig such as the Shields, reaching up to gain speed, pushes the apparent wind forward and attaches flow to the sail. Once the sail starts to work the boat can bear away on a slightly broader reach. The course of the boat is actually creating a scalloping wake; reach up for speed and bear away for angle. This maneuver must be done very slowly.

While using the scalloping technique in very light air, the pole will be very low until the sail starts to work. As the sail fills and the speed builds the pole should be raised until the break is slightly above the middle of the leech. If the pole stays down the sail will stall quicker and the "scalloping effect" will have to be repeated much sooner.

The angle of the pole to the wind is also critical to the trim of the spinnaker and is slightly different than the sailing school

(Continued on Page 4)

1984 REGATTA CALENDAR

- June 23 - 24 Long Island District Championship (Larchmont)
- July 14 - 15, 19 - 21 Larchmont Race Week
- July 19 - 21 Edgartown Regatta
- July 25 - 29 Marblehead Race Week
- August 3 - 5 .. B.B. Regatta/New England District Championship (Marion)
- August 20 - 25 1984 National Championship Regatta (Monterey)
- August 22 - 26 Manhasset Bay Race Week

PRESIDENT'S MESSAGE

Report progress! Certain new specifications have been approved and will make our delightful yachts easier to handle. Some new sail specifications are being worked on with 5 different sail makers. So far, we have these ideas: All agree that current weights of sail cloth are correct. All would eliminate the loose luff wire in the jib. It really serves no purpose as now installed. Most feel extra reinforcement cloth at the head and clew of the mainsail would prolong the original shape and life of the main. Our sail measurement process seems to create a lot of controversy. For instance, why have measurements of the luff and foot made on the mains when the black bands limit the lengths? If any of you have any suggestions that will simplify sail measurement, please let me know.

Thought is being given to making the cockpit seats less wide to give us more space. This can readily be done at no expense and at no loss of comfort by removing 4 slats: the two vertical, the one on the curve and one on top. This will provide approximately 10 additional inches between seats causing no discomfort. Aesthetically they should look fine, maybe better more open. Also it will make it a cinch to clean the dirt out from under them.

Meanwhile, start thinking about the Nationals in California at the end of August. Patti Bomble and her group are going all out to provide a good series with a lot of fun.

Jim Moore

Shields Masthead

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Class Blue Books

Listed below are the updated pages in the Blue Book. There have been a few revisions in the recent past, so look over your book and be sure you are up to date.

Complete Blue Books are available upon request. They contain information on maintenance, specifications, by-laws and class data. The cost is \$20.00. If you need a Blue Book — or certain pages — please contact Jody Bryan.

Sect. I. Constitution

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1984 SHIELDS NATIONAL CHAMPIONSHIP

Preparations for the 1984 Shields Class National Regatta are underway, with the Monterey Peninsula Yacht Club sponsoring what should be a week of exciting racing on Monterey Bay, August 20 - 25.

The regatta chairman is:

Frank Miller
P.O. Box 91
Monterey, Calif. 93940
(408) 372-9686

Monterey Bay Fleet No. 12 is host fleet, and plans to have 13 boats available for this event.



Quentin Warren Hiking Out — Photo by Jody Bryan

Fleet Waves

Western Long Island Sound, Fleet #1

Seventeen boats are expected to participate in Larchmont's extensive racing season. The Spring Series begins in May and boats race until Columbus Day in October. They welcome Mark Aimes into the fleet. Mark has proven himself to be a very successful competitor in the Ensign Class and we wish him luck in his new Shields.

Everyone is welcome to the Long Island Sound District Championship held on June 23 - 24!

Manhasset Bay, Fleet #2

The Cow Bay Fleet is expecting 12 boats to be racing this summer. Dolphin #137 has been brought up from the depths of Long Island Sound and is being prepared to sail this season. She was sunk when hit by a squall during the Manhasset Bay Race Week in 1982. Within a week of the incident, the hull was located by a fish-finder and brought to the surface within that month. Dan Marants bought the ailing Dolphin and has been spending long hours repairing the hull so as to be ready to enjoy the summer season.

Chicago, Fleet #3

The Chicago Shields Fleet #3 is getting ready for another active summer. A schedule of 19 weekends of racing plus twelve Wednesday night races, have been set.

Special Regattas in which the fleet members participate include the Mayor Daley Regatta (sponsored by Columbia Yacht Club), and the Hobelman and George Orr Regattas. Additionally, the fleet has a yearly MS Regatta for lady skippers, a Crew Regatta for crew members, and a Champion of Champions Regatta for the best sailors from other local one-design fleets.

The fleet every year also offers a Race Clinic for local sailors, which includes four lectures and two days of on-the-water practice races. The fleet is proud to have Bonnie Shore as one of this year's lecturers.

This year, as last year, there will be ten boats racing. For many races last year, there were ten boats on the line; the fleet hopes to have the same response this year. There is additionally the possibility of adding another boat to the fleet this year.

Last year Columbia Yacht Club, at which the fleet is based, moved into a new clubship, the former M. V. Abegweit, an ice-breaking ferry that operated for thirty years between Prince Edward Island and the mainland of Canada. The club brought the ship to Chicago last year, making it, at 370 feet, the largest privately-owned yacht in the U.S. Some of

the facilities of the ship, such as the dining room and bar, are now being used by club members; others are being prepared for later use.

Last year's Fleet Championship results were:

- 1) Martin Plonus - Shields #130 (Emerald)
- 2) Joe Graziano - Shields #150 (Counterpoint)
- 3) Tom Alrich - Shields #196 (Insidious)

The results of last year's Nationals qualifying series were:

- 1) Martin Plonus - Shields #130 (Emerald)
- 2) Jay Higgins - Shields #88 (Warlock)
- 3) Mike Schwartz/Gene Bernardoni - Shields #90 (Redfeather)

The fleet invites any visiting Shields sailors to come join us for either a weekend or Wednesday night race this summer.

Northern Massachusetts Bay, Fleet #4

Reported by Barry Steinberg

We have several new members and new boats in the fleet. Boat #82 will join the fleet, owned by David Cooke and David Goldsmith. New fleet members Robert J. Metzger and Peter Foukal own

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New England Dinner 1984

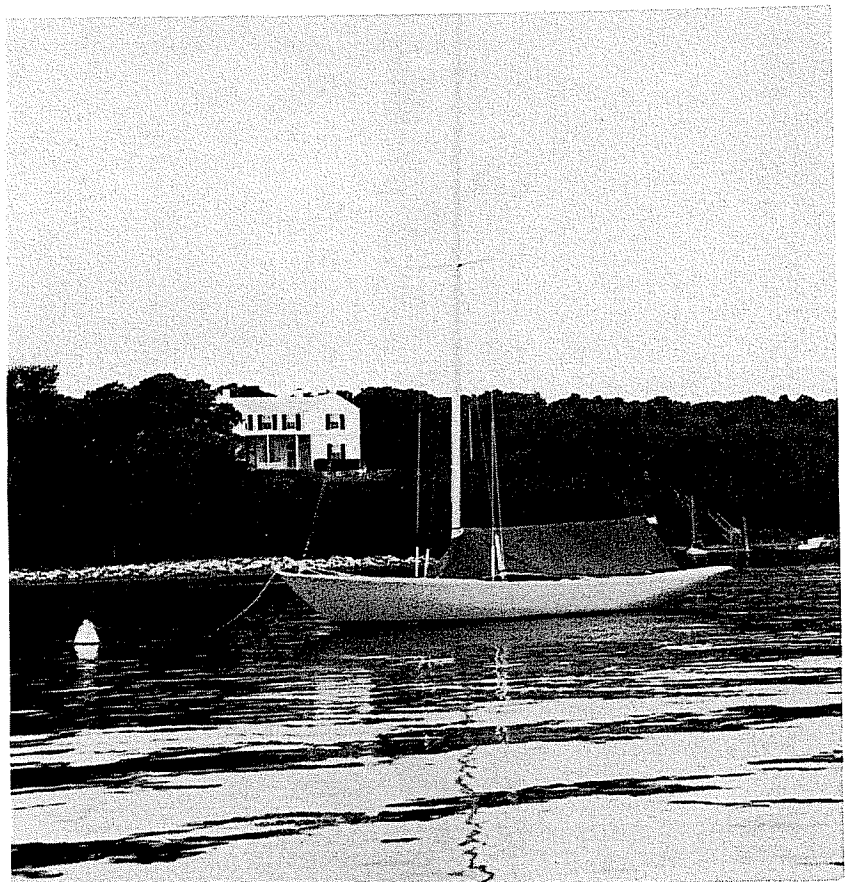
The annual dinner for the New England Shields Fleets was sponsored by the Marblehead group in March. Fifty people from all four fleets attended the event. Along with the fine food, a Hood sponsored film was shown of the 1982 - 83 Whitbread Race.

Brian McSweeney was awarded the Ralph Thatcher Trophy for his indefatigable efforts in building the Marion Fleet #10, and for his over all enthusiasm for the Shields class.

Long Island Sound Invitational?

The Long Island Sound fleets from Larchmont, Seawahna and Manhasset Bay are considering holding an Invitational Regatta in September. All of those people who are interested please contact:

Don Tomlin
107 Cliff Ave.
Pelham, NY 10803
Home Phone (914) 738-3857
Work (212) 986-9246
or
Vic Onet
Hunter Lane
Oyster Bay, NY 11771
Home Phone (516) 922-7136
Work (212) 509-7070



"Aileen" in Edgartown
Photo by Jody Bryan

Offwind Performance

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approach of "keep the pole perpendicular to the wind". I have found that the pole must be set slightly forward, as the longer pole seems to push the apparent wind forward for the spinnaker. A telltale on the topping lift is a good method to check the angle to the wind.

Now that the sail and the pole are in the proper position, the sheet tension should be constantly played. A two inch curl in the leech ensures that the sail is not over or under trimmed. If the leech is allowed to curl more than this amount, the area is lost in the spinnaker. If there is no curl in the sail, it is probably stalled and basically not working efficiently.

We must now position the boat on the race course effectively to take advantage of the spinnaker trim. Anticipation is the key word when positioning yourself on a downwind leg. Knowing your competition's strengths and weaknesses helps in terms of placement. I feel that a windex at the top of the mast for apparent wind directions is invaluable. Knowing whether the passing lane is above or below a pack, early in a leg, will also make a huge difference. In light to medium breezes a large pack tends to go quite high of the mark creating possibilities for big gains in the low road, especially on a first reach

where room at the mark is quite important. On a second reach of a triangular course the high road is favored for the same buoy room reason. But again, nothing is gained by following a large group high of the rhumb line. When defending from someone coming from the rear, watch your windex. 90% of the time the opponent will have to go through your stern wake, sail two boat lengths and then catch your

wind. Knowing apparent wind angles can't be stressed enough.

Heavy air passing or defending relies on boat control of yourself and your opponent. While passing or defending you must have anticipated your situation and taken the necessary precautions, or let the person go through and re-evaluate and regain control. Much is lost by the

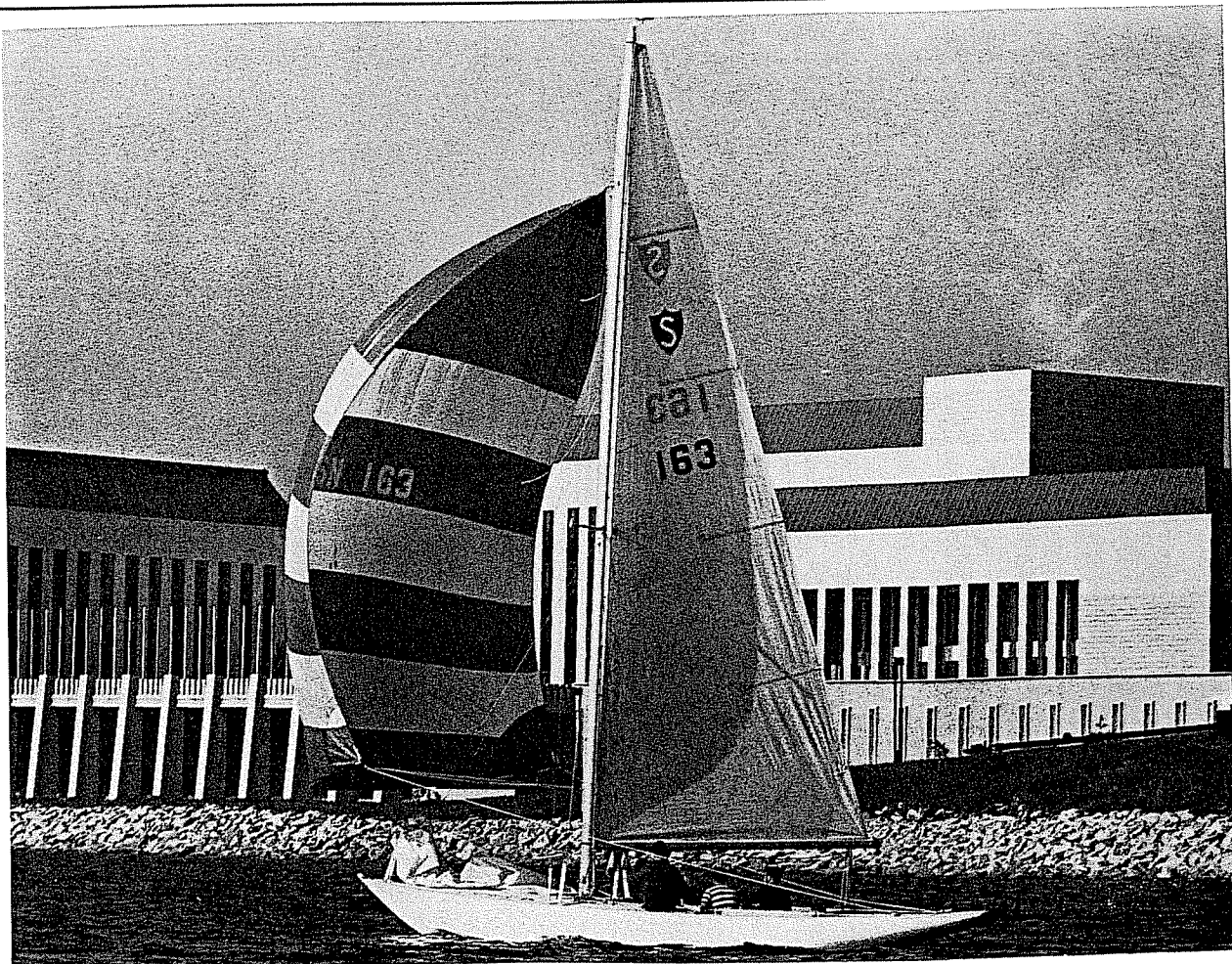
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Announcing the 96th . . . MARBLEHEAD RACE WEEK

Wednesday, July 25 through Sunday, July 29, 1984

Sponsored by the Marblehead Racing Association
Boston Yacht Club, Corinthian Yacht Club, Eastern Yacht Club

- A seven race series — one race Wednesday afternoon, two races Thursday, one race Friday afternoon, two races Saturday, and a final early race Sunday, allowing time for awards and travel.
- Complimentary launch service and host facilities provided to all visiting competitors.
- Registration open to individual yachts until the second day of Race Week, Thursday, July 26. No additional scoring penalty for missing the first race. Entry fee is \$35.00.
- **For complete details and sailing instructions write the Marblehead Racing Association, P.O. Box 382, Marblehead, Mass. 01945.** Come join the competition, the fun — and the spirit — of Marblehead Race Week!



Offwind Performance

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"never say die approach" of taking someone to the moon. Have confidence in your speed and watch the apparent wind angles.

Confidence in your speed and crew's ability to trim the spinnaker correctly have the greatest effects on downwind performance. The helmsman must concentrate solely on his steering and course to the mark, anticipating other boats maneuvers and steering accordingly. The crew must be prepared for these changes with quick reaction. Confidence, communication, and reaction can always pay big dividends on the offwind legs. Again, time in the boat is the best possible teacher. Learning your boat's strengths and weaknesses should push you to experiment to find new methods of making the Shields more enjoyable and faster to sail on all legs of the course.

Ken Read is employed by Shore Sails — Newport. Ken was also a three time collegiate All American and named college sailor of the year while sailing for Boston University.

FLEET WAVES Chicago Fleet #4

(Continued from Page 3)

and will sail boat #69. Warren Bowes and Wayne Kennedy now own #231. The fleet has a total of 17 boats, all of which will be actively raced in the '84 season.

New fleet officers are: Captain Barry Steinberg; Secretary Anthony Chamay; Treasurer James Porath.

Martha's Vineyard, Fleet #8

We all welcome Robert Day, who has recently bought Shields #234 from Cape Cod Shipyard. This new addition will build the fleet to twelve boats on the starting line.

Edgartown Race Week for one-designs is being held July 19, 20, 21. Everyone is encouraged to come over for our event.

Buzzards Bay, Fleet #10

Reported by Jim Fallon

Our fleet is now 31 strong with the latest addition, boat #233, that was recently built at Cape Cod Shipbuilding for Joe Tomlinson. We also want to welcome Ben Bryant to our fleet since he recently purchased #205 from Bryan McSweeney. Bryan has moved on to the "Big Time" with his Baltic 51 — FINNBARR!

We are again planning an active racing schedule for our fleet this summer along with participating in the Edgartown Regatta in July, and hosting the New England District Championship during the Buzzards Bay Regatta on August 3, 4 and 5th. This year we will also be holding a



Dennis Dixon and His Crew — Photo by Jody Bryan

pre-racing season session on sportsmanship, rules and tactics, and if Fleet #4 is "up to it" we will be sailing against them for the Roosevelt Cup.

Dallas, Fleet #11

Reported by Herb Swafford

Fleet 11 held their Spring Invitational on March 30, 31 and April 1. Six races were held with one eligible throw out. Winds were generally light ENE, temperature around 60°.

There were four guests — Chick Hudson and Dick Clark from the Monterey Fleet, Bryan Ladoceur from Buzzard's Bay and Ken Huggins, a local sailor.

The results are as follows:

- 1st Ken Huggins
- 2nd Rick Tears
- 3rd Herb Swafford/Peter Hunter
- 4th Dick Clark
- 5th Chick Hudson
- 6th Al Meril
- 7th Tony Seely
- 8th Bryan Ladoceur

Good, tight, competitive racing was enjoyed by all. Bill and Nell Wofford hosted the party on Friday night in their lovely new home while Ben and Jane Garrett were host and hostess for the Saturday night bash at their country home "Cornstalk".

We would like to see a larger guest list next year — those who have never attended our Invitational are missing some great spring sailing.

Monterey Bay Fleet #12

Reported by Glenn Lindsay

As we prepare for the 1984 Nationals which will be sponsored by the Monterey Peninsula Yacht Club, the big news is the increase in the number of active boats in our fleet. Early this year, lovely red-hulled Kathleen (#99) was dropped during haulout, and declared a total loss. In early April, however, came the news that three boats from the north end of Monterey Bay had been acquired from the University of California at Santa Cruz, and would be joining us in Monterey Marina to become an active part of our racing fleet. Thus, with the anticipated arrival of October, #96, Prudence #193, and Patience #199, we have more than recovered numerically from our loss and now hope to have thirteen boats available for the Nationals.

FOR SALE

Shields #49 — \$13,000.00

Manhasset Bay Fleet #2

Dark green hull, '82 Awlgrip, no bottom work needed for 1984, "Superslick" bottom paint.

Full sail inventory: 1983 main, 1982 jib, 1981 spinnaker, plus extras.

Located at Seaman's Yard.

Many extras: Barient winches, Harken traveller system, mast step, summer cover, new teak throughout, stainless steel chain plate.

Contact John Hardy

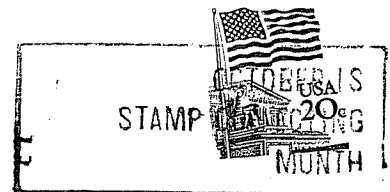
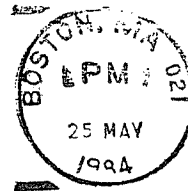
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