

Shields



Masthead

OFFICIAL PUBLICATION OF THE SHIELDS ONE-DESIGN CLASS NATIONAL SAILING ASSOCIATION

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1987 Armadillo Cup

Tears Wins Cup

Weeks & Crew Win Parties

by Rick Tears & Charley Cleaver

This year's Armadillo Cup promised to be as competitive and entertaining as ever, what with eleven teams (six from out of state), three parties and six races.

Festivities got underway with a cocktail party given by Bill and Harris Garrett, followed by dinner at a local Tex-Mex joint. First Prize this night went to the team headed up by Bill Weeks of Edgartown. Everyone else wallowed in their wake.

Everybody convened at Rush Creek Yacht Club the next morning for the skipper's meeting and boat preparation. All boats were assigned on the basis of random drawing. Some comments were made that Al Crozier would sail a Shields for the first time, having drawn Al Meril's machine. The wind gods were asleep such that the fleet had an 8 mph southerly to work with the first race. Most of the fleet worked the center-to-right side of the first leg. Out of the left, as at Monterey, came the Kelly Robinson/Jack McAleer team to round with a good lead over a field comprised of Rick Tears, Greg Felton, Herb Swafford and Doug Johnstone of Monterey (with ace crew Greg Caillet). The boys from Lotusland left everyone else playing for second while winning by over two minutes. The regatta's only protest occurred at the end of Race 1. Felton got a little anxious in a port/starboard situation with Swafford. Unamused, sternfaced judges Grinnan and Anderson handed Felton his throwout race. The riff-raff (2-5 finishers) were



ALMOST ARMADILLO

Monterey's Robinson/McAleer nearly nabbed an armadillo.

Tears, Swafford, Johnstone and John Wright of Corpus Christi.

Conditions for Race 2 were similar, marked by a few holes and oscillations. Again, Robinson/McAleer led around the first mark with the rest fighting for pyrrhic victories. The California boats really started to move in these light air conditions. As it was, age, cunning and treachery allowed Tears, aided by prescient shift calls by Phil Audet, to sneak past the Left Coasters for another second. Felton, Johnstone and the Patti Womble/Sam Caillet team rounded out the finish.

At the cocktail party-cum-fishfry, it was obvious that the Californians were not about to let Messrs. Ziploc and Randall, shiftless buggers from the Effete East, win another party. The collective rowdies from Monterey assembled, won handily and assured that the next night's party would be the tie breaker.

The air the next morning was much the same as before. Felton decided to pick host Dave Irwin's brain for local knowledge

at the same time that designated crew-member Karen picked his pockets in a one-sided chess tilt. Wisdom in hand, Felton went to the starboard layline and never looked back. Order of finish: Felton, Robinson/McAleer, Womble/Caillet, Tears and Weeks.

The wind picked up for the next race (12 mph) with our patented shifts. Felton again headed off to the right, sailed through a couple of shifts, found the layline and earned a new name: Greggie One Tack. The rest of the fleet slowed themselves down so as to pose no serious threat. Order of finish: Felton, Tears, Robinson/McAleer, Crozier and Johnstone.

Mercifully, the last race that day had more velocity (12-14). Tears managed to prove that barging is not a lost art and covered Robinson/McAleer around the course. A little help from Edgartown was forthcoming when Brahmin Weeks and his worthies came in second. At the gun it was Tears, Weeks, Robinson/McAleer, Johnstone and Felton.

continued on page 2



Obviously shiftless Jeff Randall ex Edgartown with oh-so-wise Harris Garrett, Renaissance woman

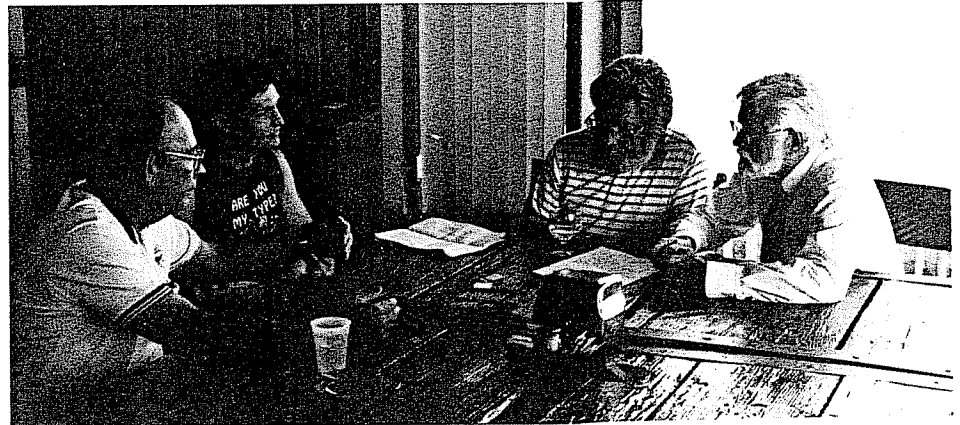


John Sellon and his troops ran perfect races

Armadillo Cup *continued from page 1*

It was not a pretty sight at the barbeque that night. The Weeks team took an early lead and never looked back (or up, as the case may be...). After leaving Rush Creek under cover of darkness, Zip and Jeff wound up at a rock concert in the West End, laying a serious "hurt" on our club bartender who was innocent enough to accompany professionals. They returned at 5:00 a.m.

The standings, going into the last race, were: Robinson/McAleer, 6.5; Tears, 6.75; and Felton, 9.5. The wind gods revved up (15-17) and the race Committee ordained the infamous "X" course so that ample opportunity would exist to slip up. Amid catcalls of "Don't screw up and lose the Cup!" Race 6 began. The start looked like a repeat of the 1984 Nationals with the three boats circling each other. Tears got out on top with a one-and-a-half boat length lead and stayed there for a beat and a run. The traffic picked up on the second beat, what with tacking and covering, but the race, the regatta and the Armadillo were safe in the heart of Texas. The order of finish: Tears, Robinson/McAleer, Weeks (with a severely handicapped crew), Felton and Johnstone. The cup is safe for another year, at least, and our fleet captain did lose his record breaking hiccups.



"Drown those naughty, young pups!"



Cute but clueless?!

DELAND TAKES B.B.R.

by Graham Quinn

On the weekend of August 7, 8 and 9, the New Bedford Yacht Club of Padanaram hosted the 1987 Buzzards Bay Regatta.

Seventeen boats were on the starting line for the first race Friday and they worked their way upwind into a light and shifting southwest breeze. Bill Berry (#68) of New Hampshire made his annual regatta appearance and led the fleet around the windward mark followed by Wendy Nourjian (#224), Mike Deland (#141) and Gordon Vinyard (#235). The next windward leg saw the lead change hands and the finish on the downwind leg saw the win go to Deland followed by Nourjian and Berry.

Conditions were unchanged for the second race with the same group dominating the action. Close calls and protest flags were evident throughout the race, but the highlight of the day was when a local orthodontist, upon being forced into a mark, left the helm and made his point from the poop deck pulpit. A full olympic course was sailed and Gordon Vinyard crossed the line first followed by Mike Deland and Bill Berry.

That evening a party was hosted by Bryan and Kelli McSweeney in Marion; the company was super, along with some great food and drink.

Saturday opened with the famed Buzzards Bay smokey sou'wester filling in early at 15 knots and building to 18-20 by the end of the afternoon. The new wind shook up the fleet and Graham Quinn (#145) and Bill Saltonstall/David Crowley (#229) were first and second at the first mark. A high course taken by the leaders on the second reach allowed Mike Deland to get back into the picture as the three rounded the leeward mark within five boat lengths of each other. Deland and Quinn worked their way up the center of the course while Saltonstall went left and came into the next mark in the lead and went on to win the race followed by Quinn and Deland.

In the fourth race of the series, Joe Tomlinson (#233) displayed some of his famed weather speed in the blow and jumped out to an early lead at the first mark. Larry Hall/Bill Walsh (#148, the salted nuts crew) were second followed by Quinn and Crowley. Action at the gybe mark was made interesting by a passing PHRF fleet who took Quinn and Crowley up allowing Tomlinson to open up a 100 yard lead at the leeward mark. Sailing at a different level from the rest of the fleet, he

FROM THE PRESIDENT

As my term as President of the Shields National Sailing Association comes to an end, I would like to thank all of you who have worked so hard on a local level to keep your fleets healthy and active, while at the same time contributing generously to our National organization. Your National officers have started a number of projects over the last two years which, when finished by this year's National Meeting in Edgartown, should put the Class in pretty good order for the next group of officers. The *Class Blue Book* has been placed on computer, as has the roster and mailing list. We have new Shields ties and decals and, hopefully, we will have a major article about the Class in one of the major sailing magazines this fall. The financial picture is solid, with approximately \$9,000 in the bank, and Jim Fallon is to be commended for the fine job he has done as Treasurer. George Gardner has been working on his recommendations for changes in the Class Specifications, some of which should be finalized and voted on in Edgartown. A proxy vote for these changes should be in the mail to you before you read this letter. Brian Ladouceur, with the help of his new wife, Clare, has done a great job with the *Masthead*. I hope that you have enjoyed his clever mix of reporting and good humor.

Two other people have been of great help to me personally. My wife, Kelli, has spent long hours working on Class data on the computer, sold many ties, and handled your queries by mail and phone, and I appreciate her effort. Jim Moore of Manhasset, my predecessor, has forwarded suggestions and comments on to us in Marion over the past two years and has always been there to answer any questions that I have had. His input, the anecdotes especially, have been greatly appreciated and I thank him for his continuing interest in the Shields organization.

Two new fleets appear to be developing in Holland, Michigan and in Padanaram, Massachusetts. Our builder, Cape Cod Shipbuilding, is doing a fine job with the construction of five to six new boats each year, all of which seem to be selling. There are a few more used Shields for sale than is usual and that is somewhat alarming. However, I feel that this is only a temporary situation, since all the boats for sale in the immediate past were snapped up rather quickly and have helped growth in other areas.

Happy sailing to all. I hope our paths continue to cross, and that I'll be the one on starboard. Please stop by and visit Kelli and me in Marion if your business or sailing brings you our way. We always have cold beer in the frig and plenty of time for Shields yarns in the kitchen.

Bryan McSweeney

then went on to sail a one boat race (unknowingly against the clock). A full olympic course with 1 3/4 legs was raced against a two hour time limit and Tomlinson crossed the finish 500 yards in the lead with 90 seconds left on the clock. Quinn, Hall and Crowley were left racing for second and a close race with several position changes left them finishing in that order.

A chicken B.B.Q. at the N.B.Y.C. that night gave the days' new heroes a chance to celebrate which they did with enthusiasm.

Sunday morning arrived with an extremely light southeasterly breeze. The race committee started a race but had to abandon it when the first boat failed to reach the windward mark in less than 60 mins. All other attempts to get in a race were fruitless and the race committee sent the fleet in around 2:30 p.m.

As proven in the past, consistent sailing by Mike Deland was the key to victory counting a 1, 2, 3 and 6. Deland won the regatta by two points over Fleet 10 rivals Saltonstall and Crowley.

other awards of interest . . .

BREAKDOWN AWARD

To Jody Smith and Lisa Hanscomb (#205) who in two days racing managed to break their mainsheet system, tear their spinnaker in half and run out of beer.

MOST UNIQUE SPINNAKER FLYING AWARD

To Dick Gamache and crew (#66) who displayed rare creativity by getting their spinnaker wrapped around the headstay six times and added a triple half rolling hitch, with a bight, just to prove their seamanship.

NEWEST WAY TO GET THE BOOM OVER IN A GYBE AWARD

To Barry Tirrell (#173) whose short hair proved no match for the Zephyr Spar boom team in a head to head battle.

TASTELESS BEHAVIOR AWARD

To an unnamed crew member who, in a heated discussion under the tent Saturday night, decided to make his point by displaying his point.

THE EDGARTOWN REGATTA

by Dennis C. Dixon

The wind was blowing a nice, easy 10-15 from the south-west as the 1st race of the Regatta began. The rosey fingers of dawn had long since given way to the high clouds of summer, and we were finally sailing over in Cow Bay (half way between Edgartown and Oak Bluffs), where we did not have to worry about running aground in the Flats off Edgartown Light. My crew and I were feeling great (it had been a tough season so far), and were emotionally torn when we saw that it took Bill Weeks (#42 *Alexa*) at least a minute to be notified that he was over early this race! I felt sad to lose his competition (how could he possibly catch up?), but also happy that he was out of my hair, at least for today. As we sailed for the finish of the modified gold-cup, I was disgruntled at being able to snatch defeat from the jaws of victory, as Bob Donahue and Joyce Lewis in *Plum* came from behind and pulled some great sailing out of their bag of tricks. I then turned around and was shocked to see Bill Weeks nip Joe Tomlinson in *Red Rover* for third. It was a **great** recovery, and I knew it was going to be a very tough Regatta.

Joe came back hard and fast on Friday's race, grabbing first place in the howling 20-25 knots of south-west wind (average wind for Edgartown, actually), with Bill Weeks second and Tim Bryan in *Aileen* third. Everyone flew spinnakers, although some of us had difficulty gybing (you know, when those wet spinnakers wrap around that headstay, it seems like those materials are woven together).

Saturday's race was a gentle 5-10 knot breeze, once again south-west. Bill Weeks' first won him the Regatta, and my second in *Gone With The Wind* landed me in second place overall. Tim Bryan was third, but it was Donahue/Lewis in *Plum* finishing seventh in this race, who were third for the Regatta.

It was a very good Regatta: the wind was there; all the boats were up on the starting line every time; and if you let down your guard for a second, you would lose a boat (maybe two). This was true from the starting gun all the way until the finishing whistle, and there were many questions to the Race Committee about who beat who. The Shields Fleet gives special thanks to the Edgartown Yacht Club for being fine hosts at this Regatta, and to the Race Committee for running the races for us and allowing us to enjoy ourselves as much as we do with this sport. The wind was fair, the competition was strong, the beer was cold, and we look forward to seeing you here for the Nationals in September.

Results: Long Island Sound 1987 Shields Districts

Place	Boat	Race 1	Race 2	Race 3	Total Points	
1	114	Mike Carr	1	9	1	10½
2	221	Lynn, Savage, et al	2	1	10	12¾
3	106	Bill Rich	9	3	2	14
4	76	Robert Copp	6	4	4	14
5	80	Vic Onet	3	2	13	18
6	64	Mike Grinnell	5	6	9	20
7	25	Fred Werblow	12	5	6	23
8	26	Don Tomlin	4	8	11	23
9	111	Keith Wilkins	10	14	3	27
10	166	Ken Casser	14	7	12	33
11	113	Mark Ames	7	12	14	33
12	70	Geof Csenge	15	19	5	39
13	138	Dick Jordan	16	16	8	40
14	77	Trever Pardee	8	17	16	41
15	142	Hoke Simpson	13	13	18	44
16	183	Terry Frimmet	18	10	17	45
17	108	Paul Fitzgerald	20	11	19	50
18	178	Bankes/Spencer	17	15	20	52
19	185	Bob Prosser	21	18	15	54
20	49	Elise Drake	11	20	DNF	54
21	35	John Lyons	DNS	DNS	7	57
22	197	Tom Birdzell	19	22	21	62
23	22	Peter Hancock	22	21	DNS	68

TIDBITS . . .
TIDBITS . . .
TIDBITS . . .

BOATS FOR SALE . . .

#188. Never in salt water, fully rigged, all sail credits available. Reasonable price. Contact Bill Wofford, 628 Sorita Circle, Rockwall, Texas 75087 (214) 722-1245.

NEXT ISSUE . . .

- Full Report on the Nationals
- More go fast tips from Onet
- Summer regatta results
- New National Officers

NICE GESTURE . . .

Sobstad Sailmakers is providing 11 complete sets of new sails for the U.S. Men's Sailing Championship (Mallory Cup) to be sailed this fall in Shields. All sails, including spinnakers, are available for purchase at substantial discount following the event. Contact Wiley Wakeman at Sobstad/Newport (401) 847-0988 for details.

FOR THE CALENDAR . . .

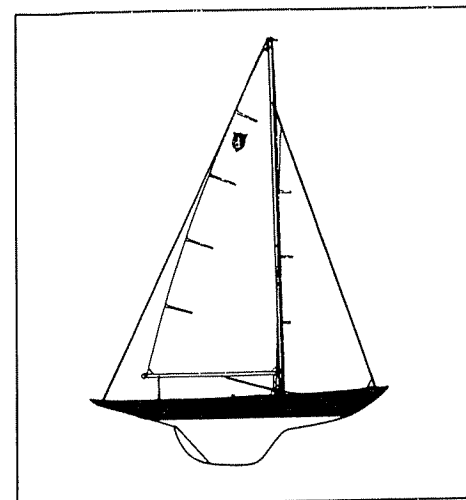
Don't forget Manhasset Race Week, August 22-23/28-30 and the Larchmont Fall Regatta October 10-12.

BIG FISH, BIG POND . . .

Word has it that LCDR Tim McGee has been elected Commander of the Diego Garcia Yacht Club (Located on a mound somewhere in the Pacific) until January 1988. After that to USS Vinson, CUN-70 as weather guesser.

HELP . . .

We'd love some photos of your Shields, special gear, dreamy scenes, work parties, social activities, hard racing, etc. for the next issue of the **Masthead**. Black and white is great. Color is great. Slides are great. Drawings are great. Don't be shy. Send 'em in. Letters, comments, articles and so forth gratefully accepted.



Shields Racing and Other Bizarre Delights

by Vic Onet

Editor's Note: The following is part one of a treatise on making a Shields go fast which Vic Onet of Oyster Bay whipped up and sent to Jim Fallon of Marion as a thank you for loaning him the extremely fast mainsail which enabled him to win a race at last year's nationals (his was lost in transit). Vic claims that Ched Proctor, Peter Beame and Andreas Josenhans of North Sails have read the article and didn't claim it to be total folly. We offer it in hopes that you might find a suggestion or two that will work for you.

The following is an attempt to outline some of the stuff we do on Wizard, Shields #80, to increase boatspeed and improve our racing performance. I am only a weekend warrior - like virtually all Shields sailors - without any professional credentials so, above all, don't consider anything I might say to be gospel. The regimen I've mentioned seems to work for us most of the time. On the other hand, if it doesn't coincide with your approach or style, it might not work for you. I do hope, at the very least, it will give you some food for thought.

I have not presumed to get into racing strategy or tactics. When I touch on these areas, it is only to describe something unique to a Shields.

The Mast

Make certain that the mast is as straight as a dye. Apply 800 pounds of tension to the uppers and 300 pounds to the lowers (See *The Builders Corner* for a comment from Gordon Goodwin). Rake as far aft as possible so that it is actually pressing against the back end of the partners. This might require a toggle in the headstay. Not to worry. The minute you put any tension on the backstay, the mast will bow forward and won't eat the deck. The idea is to get the center of effort as far aft as possible to create some semblance of weather helm.

Andreas Josenhans of North Sails describes the rather neutral feeling of a Shields helm when going to weather as a "pressure float." This is to say when you sail the boat upwind in moderate air, the helm will sort of float and requires only occasional pressure from two fingers on the hiking stick to hold course. Make certain to have this pressure . . . herein and forever to be known as the Josenhans Finger Principle. It is one of the few "feels" you will get from the boat.

The Mainsail

Halyard — Pull the sail to the top black band and mark halyard at the schieve. Leave downhaul or cunningham alone or adjust to barely hand tight which leave "speed wrinkles" in the luff to encourage a fine entry (angle of attack).

Backstay — When sailing in 10-15 apparent windspeed, pull the backstay until inversion wrinkles begin to appear. Put a mark on the backstay tail about two inches forward of the spot. Our experience suggests this mark represents a point beyond which you seldom, if ever, want to go. It would have to be blowing 20 (true) for us to get much beyond the inverted condition.

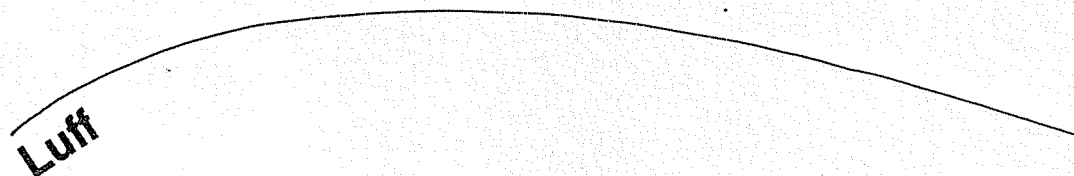
Ease the backstay until there is just enough tension to arch the mast a fraction of an inch off the back of the partners and mark that spot. This setting will represent the tension required to steady the rig when going downwind. The main has about 6" or 7" of luff curve. What you have just done is to define that distance in terms of linear backstay tension — a very important exercise.

The Jib

Like the big boys say, "trim the front of the jib and the back of the main." Set the halyard so that you can always see the beginnings of scallops at the hanks. If the wind comes on, tension only to maintain this condition. If you "honk" on the halyard, you will pull the draft too far forward, (especially with a new sail) and the entry becomes blunt, like so.



While you have a wide "groove" (angle of attack) and the boat is forgiving and easy to steer, your ability to point is impaired. Less tension, as indicated by little wrinkles (scallops) at the hanks looks like this.



Now you have a fine entry, the groove is narrow, the boat is more difficult to steer but wants to point higher.

The sheet primarily controls the leech but also tensions the foot which flattens the lower part of the sail. Generally, people say to lead it fore/aft so that all three tell-tales break together. I like to lead it just forward of the "T" so the top third of the leech "stands" — top batten

Two Boat Tuning

The next step is to tune up with another boat. Going upwind, adjust the backstay so that the mainsail draft appears to be 45-50% behind the mast, or obviously, about in the middle of the sail. Trim sheet so that the top batten is parallel with the boom and the top "woolie" is flying 10-20% of the time. Set up the outhaul and traveler as desired, but don't touch again. Set up the job as described and forget it. Be absolutely certain your tuning partner doesn't touch anything after he or she locks in what is considered to be appropriate trim. Sail for a

When you are a rocket, let your partner become the "rabbit" and make adjustments, one at a time, against your new found "fast" marks. If you have the stamina, change windward/leeward positions and repeat the cycle. If you really want to get into it, change drivers to even out any difference in personal skill.

Downwind, set up side by side, well apart and test pole height, pole position and spinnaker trim. Don't overlook mainsail and mast settings. Give yourselves lots of room to travel so that each new setting can be observed for a meaningful period of time.

You are, literally, "ratcheting" each other up to speed. When all is said and done, you will have invested half a day or more in this rather tedious exercise, but I guarantee you will be faster than last year.

Obviously, your "fast" settings only apply to the condition in which you developed them. Yet, you now have damn good reference points (all marked) from which you can adjust, in or out, for whatever mother nature brings. It is these little adjustments — away from your marks — for prevailing wind and sea conditions, which will be critical to successful boat speed. Excellence in making them depends, almost entirely, on the time you are willing to spend in the boat both practicing and racing.

Overall Trim. Two modes

We try to get off the starting line powered up in what Stuart Walker calls "go gear." For good reason, discussed later, it is frantically important to get away from chopped up air and water. As a result, we try to manufacture raw speed at the start and don't worry too much about pointing. Starting at the front of the boat, here is the general picture which varies plus or minus according to wind strength and sea conditions. *The objective of all the following adjustments is power, acceleration and speed.*

Jib Halyard

Setting: A little more than hand tight. Scalloped only just removed.

Result: Draft forward a little and deep; full entry. Jib tell-tales affected only by significant changes in heading as this setting provides a wide groove.

Jib Sheet

Setting: Moderate tension.

Result: Leech opens 5 to 10 degrees at top batten, bottom of sail relatively full.

Jib Lead

Setting: See above discussion.

Mast Position/Backstay

Setting: East 4 to 6 inches from pointing mark which you developed during tuning process.

Result: Mainsail and jib draft forward and slightly deeper than pointing setting.

Main Sheet

Setting: Moderate, so that . . .

Result: Top batten is angled or twisted off 5 to 15 degrees to leeward. Top "woolie" flying 20-30% of the time.

Vang

Setting: No tension; should only be used downwind to keep top batten parallel to or slightly open from boom.

Cunningham/Downhaul

Setting: Only slight tension unless draft has moved aft in a used sail (more than 50% behind mast).

Result: Speed wrinkles along luff. Draft stays in designed position.

Outhaul

Setting: Moderate tension so that . . .

Result: Vertical plane of sail is located 3 to 4 inches away from boom. This setting is particularly sensitive to sea conditions. Bottom part of sail is full.

Traveller

Setting: Car slightly (3 to 4 inches) to weather or centerline so that . . .

Result: Boom is just to leeward of centerline, but will be closer to or on centerline when main gets trimmed later on. Allows eased mainsheet to inject twist.

When we get out of the pack and into clear air, we shift to "pointing gear." *The objective of all the following adjustments is to point with speed.*

Jib Halyard

Setting: Ease to beginnings of scallops.

Result: Draft aft and no longer deep; fine entry. Tell-tales get sensitive to small heading changes as groove has narrowed.

Jib Sheet

Setting: Tight to moderate tension.

Result: Top batten on centerline; flattens bottom of sail.

Jib Lead

Setting: Unchanged.

Mast Position/Backstay

Setting: To or near point mark.

Result: Main draft aft; sail is flatter, flattens jib.

Main Sheet

Setting: Tight to moderate so that . . .

Result: Top batten parallel with boom. Top "woolie" flying 10-20% of the time.

Vang

Setting: No tension.

Result: Low angle of attack (high pointing).

Cunningham/Downhaul

Setting: No tension (see Vang comment).

Outhaul

Setting: Tight to moderate tension so that . . .

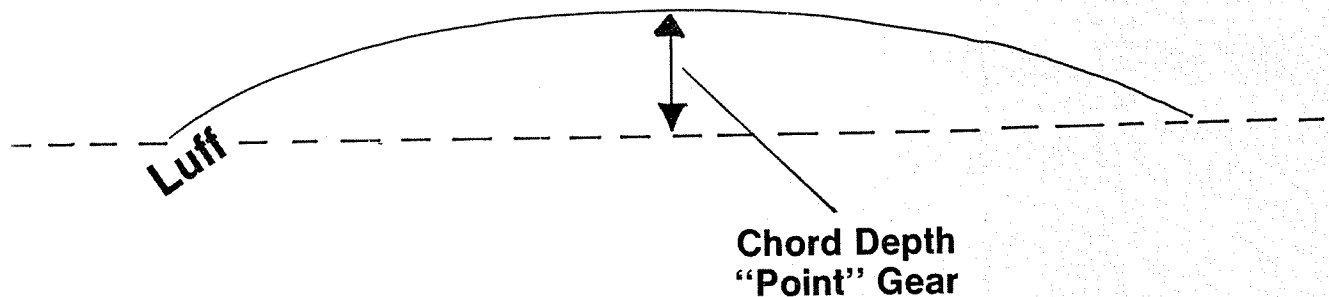
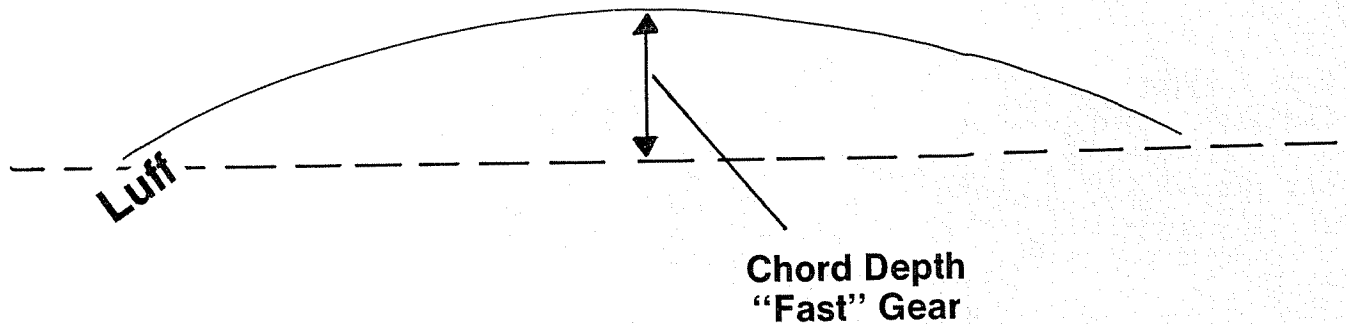
Result: Vertical plane of sail is located flush with boom - actually touching it - to 2 inches away depending on sea conditions. This means you have virtually eliminated the "shelf" in the foot of the sail.

Traveller

Setting: Car still 3 to 4 inches to weather so that . . .

Result: Boom is on centerline with main trimmed to "point:" top batten parallel to boom, etc.

All of the above can be distilled in the following oversimplified illustration which applies to both the jib and mainsail. It makes the point, I hope, by a certain amount of graphic exaggeration. The idea, of course, is to induce power (speed) in "fast" gear without being overly concerned with pointing. In "pointing" gear, one creates a far more efficient foil for windward work. Note that the point of maximum chord depth (draft) moves aft in "pointy mode." In terms of actually shifting gears, the backstay, main sheet, jib sheet and outhaul are the important controls.



Next Issue: Vic discusses his approach to boat trim, handling and peculiarities of the beast.

Volvo/Newport Regatta

Gary Lash is New England Champion

by Muddy Beldges

Thick fog, light wind, 250 boats, 1000 sailors and some interesting calls by the race committee made for a memorable Volvo/Newport Regatta.

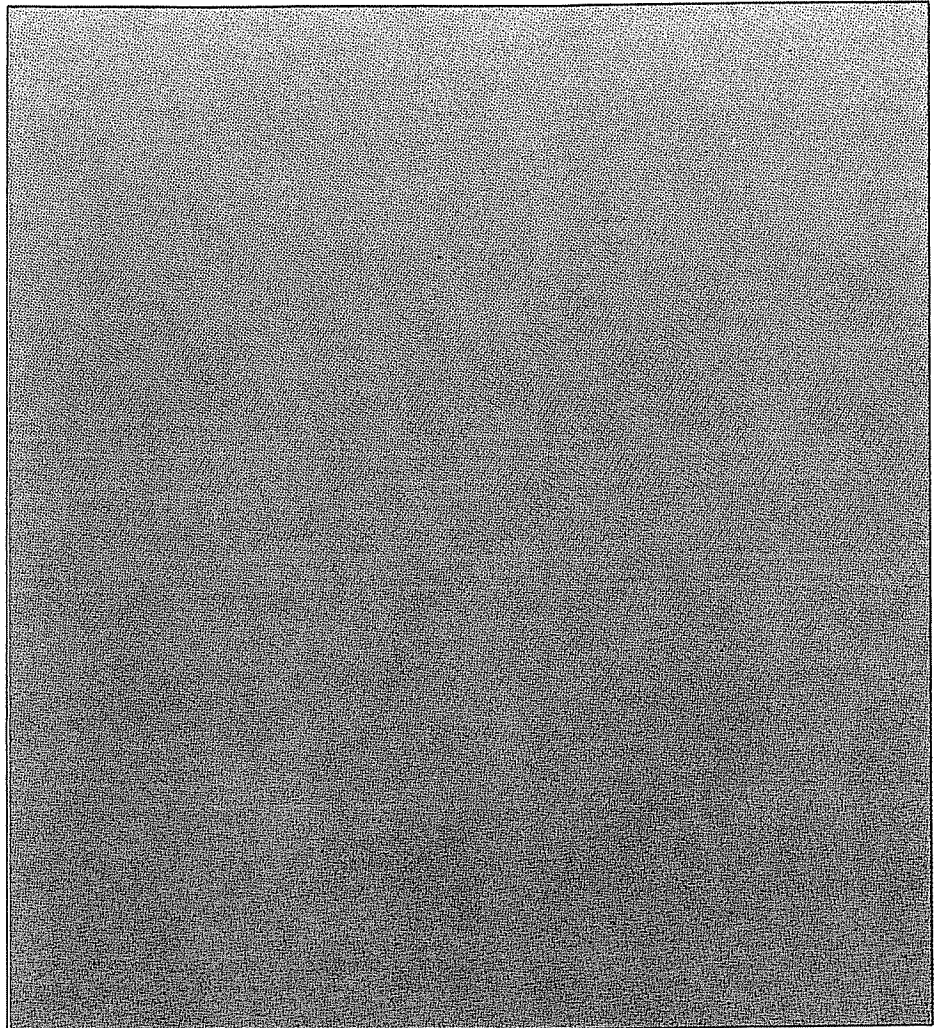
Shoreside activities featured cocktail parties and a barbeque sponsored by Volvo with T shirts for all crew and Tom Blackaller handing out more of same (along with autographed photos) for a Delaware bank pitching a new credit card for sailors.

Racing classes included classic 12 meters, J-22, J-24, J-30, PHRF, Etchells, 110's, 210's, Stars, Ensigns, Swans, and, of course, Shields. Seven races were scheduled for the one-design classes.

Day one took the Shields circle outside a hazy Narragansett Bay in the vicinity of Brenton Reef Tower. Following a long postponement, Race 1 was started in a very light breeze (pick your wind direction). The race was abandoned when the time limit expired and the fleet was sent back to harbor. No fewer than 7 competitors were bitterly dissatisfied by this decision as all were leading and assured of victory at the time of abandonment.

Day two added thick fog to no wind. Competitors patiently awaited the lowering of onshore postponement flags as visibility increased to 100 feet and it was felt that the committee was being overly cautious. Finally, marching orders were received and the 27 boat Shields fleet assembled north of Gould Island. Following a general recall, Race 1 began in a light Southerly. At the finish line it was Gary Lash of Newport edging out Bill Saltonstall/David Crowley of Marion for the win. Hot on their heels were Chris Withers of Newport, Bache Renshaw of Padanaram (New Bedford) and Dixon Smith of Newport. Renshaw's boat, #20, was purchased from Moose McClintock (who sailed an Etchells at the regatta) and is one of two Shields now residing in Padanaram.

The race committee managed to get off a second race in the haze and recorded the day's second bullet for Gary Lash. Disa



UNBELIEVABLE MOVE!!!

*Taking advantage of the thick fog, Bryan McSweeny (#194) acts on the advice of super tactician Billy Mee and edges out every living former National Champion to round the weather mark first in Race 4. Unfortunately, **Kincora** was attached and slimed by killer jellyfish on the last leg and finished in mid-fleet.*

Nourjian of Marion placed second, Saltonstall/Crowley finished third followed by Earl Stubbs of Newport and Rick Tears who trekked all the way from Dallas to compete in the regatta.

An excellent barbeque under the tent at Fort Adams that night and another morning of waiting out the fog on Sunday.

Finally, the fleet was let loose on the bay again and felt its way through the fog, under the Newport Bridge, through the shipping channel and into the general vicinity of the previous day's starting line somewhere between the invisible Gould and Jamestown Islands.

A break in the fog permitted the committee to see both ends of the line and the day's race was begun. An aggressive start led to a general recall and the fleet was restarted. Or at least some of it was. More than half the fleet (the "A" Fleet?) didn't

hear/see the recall and continued to the weather mark.

Meanwhile, the restarted fleet (the "B" Fleet?) diced merrily up the first leg of their Olympic course. When the "A" Fleet rounded the leeward mark the committee considered that their "start" and scored those who completed the course properly as finishers.

The race was finished at the second windward mark and, following a spirited leg with Renshaw, Lash and Stubbs exchanging leads, Graham Quinn of Marion worked left, picked up a favorable shift and crossed the finish line for the win. The bulk of the "A" Fleet finished a while later. Further racing for the day was cancelled and Gary Lash, with two solid wins and a good eye for the recall flag won both the Volvo/Newport Cup and the New England Shields Championship.

Building a Shields Fleet: A Retrospective

by Bryan McSweeney

What did you folks in Marion do to make your fleet grow so rapidly, and what are you doing now to maintain interest? I've been asked this question many times over the last few years and don't have any stock answers. But I do have some ideas.

First of all, you have to keep all the people who are already in a local fleet happy and involved. Clearly, most of what we do revolves around the racing schedule, but this should not be of uppermost importance. When all the emphasis is put on winning and racing, people are driven away because there are always more losers than winners and everyone gets fed up very quickly at being treated like a second-class citizen simply because he or she can't win a sailboat race. In addition, many of your top notch competitors are terrible when it comes to organizational and volunteer work and public relations, so if your program is made up of only top notch racing types, you may have a real problem.

In Marion, in 1975, we had seven Shields after I bought #205 from Cape Cod Shipbuilding. We had some excellent racing sailors (Mike Deland, Bill Harding, Ed Brainard, to name a few) and we had some real amateurs (like me, as Cuchulain was my first real sailboat). On the positive side, we had a good yacht club with a beautiful place to sail, not to mention a proper yacht to sell to people. On the negative side, we weren't very active or well organized. For myself, I was having a great time with my new toy and I firmly believed that there had to be a lot of people just like me out there who would also be very happy doing what I was doing, sailing a Shields on Buzzards Bay.

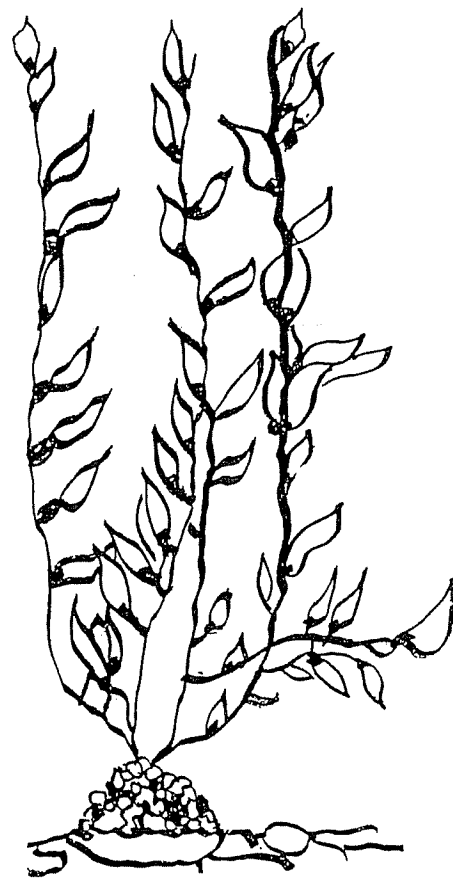
We started out initially with the wrong approach. We went looking for racers. At that time (1976) there was interest building in Marion for the J-24, and we felt we were in competition with the J for new owners. As I look back, I don't think there was much we could have done to sell a Shields to those who bought J-24's then, although we tried and got upset when they "got away." The people who did join us then are still with us and form the backbone of a fleet that has expanded and is still growing. The J-24 in Marion has been pretty much a dead fleet, although we have seen an uprising in racing activity by the fleet this season, primarily due to the efforts of fleet captain Jim Hackett who has done an outstanding job getting the group organized (there's that word again). I'm sure that hosting the J-24 North American Championships in Marion last year didn't hurt either.

The Shields group began to grow when we started to have the best parties in town and when we worked very hard to keep those members we had happy and enthusiastic. Before we knew it, friends and crew of the original seven owners were interested in boats, although not many were available.

The important part of this development is that the foundation of Fleet 10 was not built on pure "racers." We were able to find interested sailors, build up the numbers, keep our people happy, have a good time and enjoy the racing. Others saw this and wanted to be part of it. Before we knew it, we had the best racing fleet in the area, which attracted the "racers" to us. Now we have a very good mix that will show some turnover from year to year, but will, I think, continue to be strong for years to come. The key will be for the fleet and national associations to work hard at meeting the needs of membership, keeping it informed and interested in class activities.

The exposure of the 1979 National Championship Regatta held in Marion was very helpful to us in pulling the fleet together during those critical years, and hosting the 1986 regatta generated unseen levels of enthusiasm within the fleet. However, sponsoring the Nationals does have its negative side effects which became apparent to many of us last season.

When the Nationals are held in your own waters, the pressure to qualify just becomes that much more intense. The racing comes to the forefront, there are more protests, more friction among fleet members. People forget about a good percentage of the fleet who are not among the top racers. Certainly, on my part, I let a lot of important things slide as I became totally preoccupied with getting my boat into top shape, getting the best sails, racing hard to win races, getting involved in protests and hearings for the first time in years, and getting upset with friends when things didn't turn out as well as I had expected, or hoped they would. As I look back now, we had our high points and low points and generally had an enjoyable and successful year. However, I forgot about many of the things that made Fleet 10 so successful and selfishly concentrated on racing, as did many of my friends. This, I feel is a mistake for a group such as ours because, while it is fun to win races and be competitive, we must not forget that the major attraction of any shields fleet is that it offers even one-design racing for people who do other things for a living and who find some relief from the pressures of the work week by racing a sailboat for fun and relaxation on weekends. That includes socializing with all the members of the group and not just the racing elite, because it is the former group that is the real strength of any one-design fleet and the real reason our group in Marion became so strong in the first place. In short, the emphasis shifts in the wrong direction and a fleet can lose people fairly easily. It happened in Marion last year and we are working to recover. The atmosphere is much more low key this season and it would appear that we are on our way to establishing once again that delicate balance that will keep the fleet healthy.



1987 Kelp Cup Invite

The Monterey Peninsula Yacht Club invites all Shields sailors to join them at their **2nd Annual Kelp Cup Shields Regatta** to be held from Friday, Oct. 30 to Sunday, Nov. 1 in Monterey, California.

According to Kelly Robinson, this year's regatta will be a five race series ending early on Sunday to facilitate the travel plans of folks from the East. Boats will be made available to visitors on a first come basis, so Kelly suggests you register early. You should have received an entry form by now. If you did not, contact your fleet captain who probably has several hundred of them.

Kelly notes that fall is the best time of year to visit Central California and you should come out for the Kelp Cup because your boat is probably out of the water anyway. The fleet has ordered the sharks off the bay and is growing giant pumpkins for the annual Halloween Party at Moss Landing. The fleet has also planned some special activities on Thursday and spectator boats will be available during the races.

For non-sailing guests, there is lots to do around the peninsula and everyone may wish to take a few extra days to enjoy the area in full tilt tourist mode.

If you need housing, or have questions, please contact Kelly at the MPYC, P.O. Box 91, Monterey, CA 93942 or call (408) 375-1036.

The Builder's Corner Keel Bolts

This Spring at Cape Cod Shipbuilding, as we commissioned and launched the Shields that we had in storage, we conducted a survey on keel bolts. In particular, we did find some bolts that were not torqued as tight as others. This allowed for some movement of the deadwood/hull joint. We used our 1/2 inch drive socket with a torque wrench and loosened the nuts. We carefully cleaned the threads and, in most instances, applied a little "Silka-Flex" caulking and caulking cotton at the bottom of the nut. In some instances where we knew there might be a possible leak, we removed the bronze plate and installed 3-ply of fiberglass. Then, while the fiberglass was still wet, we installed the plate and tightened the nut. In all instances, we torqued the nuts to 140 foot pounds.

On boats with sail #21 to those up to about #120 (with plywood mast supports) it is very difficult to obtain access to the forward keel bolt. Those with sail numbers above #120 (give or take a few numbers) the fiberglass molded mast step structure allows for easy access to the forward keel bolt. The use of a torque wrench is, however, impossible. We solved this by drilling a 3/4 inch hole through the teak flooring above the bolt. You may then insert a socket extension so the torque wrench may be operated above the flooring with great success.

After the nuts have been torqued, we have gone around the joint between the hull and deadwood with a gouge or the edge of a saw blade to enlarge the opening and, carefully, clean the crack. Then apply a bead of "Silka-Flex." this will dry overnight and the excess may be cut away very easily with a tool that holds a single edge razor blade. The advantage of "Silka-Flex" is that most paints will adhere to this finish whereas 3M's 5200 is not that compatible to painting, nor does it dry in 24 hours.

The objective of this operation is to ensure the watertight integrity of the bilge, to eliminate, as much as possible, movement between the boat and the deadwood and, lastly, to ensure a smooth as possible joint without the annual problem of these joints cracking.

On another subject, the Marion fleet has had a few problems with goosenecks. Most of the bronze castings from the Chris Craft manufacturer have been replaced with a stainless steel slide. Some of these slides have had some weld failures due to excessive vang compression. Unfortunately, sleeping mainsails conceal the gooseneck and cockpit covers hide them even more. They are not easily inspected except when sailing and most of our attention then is not turned to examining the equipment on our boats with a magnifying glass. It is important, however, that each sailor take a moment to examine the center toggle of the stainless steel gooseneck and the welded ears of the gooseneck slide to ensure that no cracks or separation has occurred.

Chainplates Gordon Goodwin

In light of some sailmakers' recommendation that shrouds be tightened to 800/200 lbs., owners, particularly those in heavy wind areas, should be aware that it may be necessary to reinforce the chainplate/deck joint to meet higher stress loads. The following is the process we use to do so.

Remove chainplate bolts and toe rail and any hardware, i.e. jib tracks and special tweaker fairleads. Use a hacksaw blade or sawz-all blade clamped with vice-grips and run the blade through any fractured glass to remove material to allow the deck to sit back to the original location.

It will be necessary to remove a section of the inside hull liner 14" fore and aft and 16" down from the deck. The cleanest cut in this area makes for an easier repair when this section is installed at the end of the job. Some experienced people may hold a jigsaw at an angle and cut the liner which is very thin fiberglass. We use a hand-held electric tool with a 3" diameter circular saw blade and this cuts a very small amount of glass very neatly. It may be necessary in some instances to use the hacksaw blade with a vice-grip handle and drag the blade across until you cut through the liner. That is a very labor-intensive job.

In total, 8-ply of ounce-an-a-half mat must be installed partially on the underneath surface of the deck turning down onto the inside surface of the hull. The fiberglass mat should be precut 13" x 21" rectangular. This will allow for approximately 6" of glass to be under the deck and the remainder on the hull. A skilled glass applier should complete the job in two applications. An amateur may only be able to apply 3-ply of fiberglass before stopping and let the glass harden. Hanging glass from the ceiling is difficult and if done carelessly, gravity will pull it away. It is advisable to do both sides of the boat, alternating back and forth. While the glue dries on one side, you can be applying glue to the other.

After the 8-ply have been installed, purchase two quarts of auto body filler or Mor-bond. Mix an adequate amount of material to fill the void around the cut liner and apply a little to the back side of the cut-out and push into position, squeezing out the excess. When the body filler begins to gel, you may use a chisel to scrape away the excess, making a level, clean repair. Our recommendation would be to budget around 16 hours for the fiberglass repair and the hardware and toe rail depends greatly upon the number of pieces, but could amount to 8 hours for careful joints in the teak.

NOTE: Please be advised that this repair does affect the air tanks in most of the Chris Craft-built Shields. Boats after Sail #50 have air tanks port and starboard incorporating the seat, the floor and the liner. It is important to use an adequate amount of body filler to insure that water or air will not transfer through this repair.

SEEN AT THE NEW ENGLAND SPRING DINNER . . .



Jim Fallon & George Gardner - Marion



Dennis Dixon - Edgartown



Lee Pendleton - Marblehead



Kelli McSweeney - Marion
& Alex Bryan - Edgartown



Greg Stone & Eric Olson - Marion



Carol Moonan - Marion
& Gordon Goodwin - CCSB



HARK! IS THAT A CANNON I HEAR?

Clare Graig, Wayne Younger, Brian LaDouceur and Graham Quinn enjoy their victory in Race Three of the Volvo/Newport Regatta.

Photo courtesy Soundings Magazine



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