



McClintock Wins Buzzards Bay Nationals

by Bryan McSweeney

David "Moose" McClintock of Middletown, Rhode Island and his crew of Bonnie Shore, Bill Hartnett and Henry Little won the 1986 Shields National Championship held September 7-11 at the Beverly Yacht Club in Marion, Massachusetts and hosted by Shields Fleet #10. McClintock sailed Shields #20, *Jackrabbit*, consistently well in varying conditions and outdistanced Tim McGee of Monterey, California and Victor Onet of Oyster Bay, New York who finished second and third, respectively. Mike Deland, representing the host Buzzards Bay Fleet, was fourth, followed by another past National Champion, Chris Withers of Newport in fifth place. Wind and weather conditions were perfect for the Regatta, with variations that challenged the ability of the competitors throughout the competition.

Togetherhness

After an exciting practice race in light air that saw the entire 35-boat fleet arrive at the finish line under spinnaker at approximately the same time, the first race of the Championship was held Sunday afternoon in light-to-moderate conditions which saw some dramatic wind shifts. Following a picture perfect start in a six to eight knot westerly breeze, the fleet spread out, working its way up the first weather leg. Nearing the first mark the wind backed substantially to the right (northwest) giving a substantial lift to those on the left or inside, and causing many of the boats which had gone out to the right (the usual tactical move in a southwester on Buzzards Bay) to have overstood. Bill Winthrop and Amy Hawkins of Newport in #167 were first to round the mark after pinching up inside Billy Weeks and Jeff Randall in #42 from Edgartown. Fred Werblow of Larchmont in #25 and David Cooke of Marblehead in #82 were close behind in the



JACKRABBIT CROSSES THE LINE

David "Moose" McClintock and his Newport, R.I. crew cross the finish line enroute to a convincing National Championship win.

Photo by Clare Craig

first group. The rest of the fleet arrived at the mark at about the same time, producing a major traffic jam (there were five DSQ's in this race, most of which happened here) that allowed the leaders to break with the pack and get clear. Weeks and Randall moved into first place on the first reaching leg after some nice spinnaker work and were followed by Fred Werblow who was now in second place at the jibe mark. The winds lightened

significantly and it appeared that the leaders were sailing in their own wind while the rest of the fleet blanketed each other in very close quarters throughout the remainder of the race. Competing champions Meril, Deland, Withers, Stubbs and Tears were way back in the fleet at this point. Weeks and Randall continued to pull away from everyone. At the

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McClintock Wins...

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finish, they had done a "horizon job" on the fleet, winning by a substantial margin over David Cooke and Fred Werblow who were second and third, respectively. Vic Onet with a fourth, Mike Deland with a sixth, and Moose McClintock were able to escape from the pack somewhat and get respectable finishes, but Tim McGee (18th), Joe Tomlinson (25th), Rick Tears (22nd) and Al Meril (DSQ) were not so fortunate.

The second race of the series began on Monday morning with a northwesterly breeze of twelve knots. Leaders Bill Weeks and Jeff Randall had a breakdown at the start and were forced to retire from the race, returning to the harbor for repairs. Moose McClintock had an excellent start and, very early on, was able to take a lead. There were numerous close tacking and crossing situations as the fleet stayed pretty much together during the first three legs of this race. Meril, Onet, Withers and Tears were able to stay with McClintock for most of the race, but Meril fouled out for the second time in two days when he tried to squeeze inside Bob Lane and Eric Hall in #117 at the second weather mark. McClintock, however, got clear and went on to his first win, beating Vic Onet by a minute. Rick Tears finished strongly and grabbed third while Tim McGee (#192) nailed down fourth.

Unpredictable

The third race was, perhaps, the craziest race of the entire regatta and the most frustrating for most of the competitors. At the start, the fleet was spread out along the line in a light three to five knot northeast breeze, all trying to figure out which way the wind was going to shift. Onet and McSweeney started at the pin and looked very good for the first three-quarters of the first leg until the wind shifted dramatically to the east. Withers, McGee and McClintock, who all started at the committee boat and stayed right, were there to take advantage of the shift along with Mike Deland who had worked his way over to the right side from the middle of the fleet. Withers rounded the first weather mark in the lead, followed closely by McGee, McClintock and Deland, all sailing in a nice eight knot breeze. They set spinnakers and took off down the first reaching leg, while most of the remaining fleet wallowed in little air. Those who chose the left side of the course were murdered by the shift and drop in velocity as they wound up on the wrong side of a dramatic wind line. By the time the leaders reached the jibe mark, it was clearly a four-boat race with Withers and McGee first and second and McClintock a close third. Deland was fourth by about 100 yards. Moose was able to gain on Withers and McGee by not jibing at that mark and going out to the right. By the time the three leaders arrived at the leeward mark, they were all together with McClintock able to get inside rights on the other two and round in first place. He was never passed by the other



WINNING TEAM

Enjoying the warmth of victory are, from left, Henry Little, Dave McClintock, Bonnie Shore and Bill Hartnet.
Photo by BJL

three in this lead group as the rest of the fleet was out of the race for the first four spots. The winds continued to shift around and always appeared lighter in the back of the fleet, with Mike Grinnell (#64), Bill Saltonstall (#229) and Fred Werblow among the leaders of the second tier. Mike Deland was able to move into third place with a nice jibe set at the second weather mark while McGee and Withers were preoccupied with each other. However, it was Moose again at the finish for his second win of the day, followed by Withers, Deland and McGee in that order. Mike Grinnell finished a respectable fifth. Bill Saltonstall, sailing without pneumonia-stricken co-skipper David Crowley, was sixth for his best finish of the week. Vic Onet finished ninth after being "down the tubes" early in the race. Al Meril continued his streak of bad luck with his third disqualification in as many races, this time for a premature start.

Return To Normalcy

The fourth race brought on the standard southwesterly conditions that Buzzards Bay is famous for throughout the sailing world. Going out on Tuesday morning at 9:30 the winds were light at six knots but already coming from the southwest on a warm and sunny day. At the start of the race, the pin end was favored and Winthrop, Weeks and McGee were early and had to restart. Meril was close at the gun — (OK by two inches, according to Tom Farquhar) — and had a beautiful start with *Blazing Scalpels* carrying the lead all the way up the leg and around the first mark. Vic Onet was close behind, as was Moose McClintock in third place with a nice inside set at the mark. McGee, despite having to restart, sailed a great leg and had worked his way back into the top 10. Racing was very close, there was not much distance separating the entire fleet and roundings

were loud and congested. By the end of the first time around the "XX" course, Meril was in the lead with Onet, McClintock, Tomlinson. Wiley Wakeman (#156), Withers and Deland close behind. The wind was now building to 15 knots in gusts and Onet and McClintock were able to sneak in front of *Blazing Scalpels* to grab first and second at the finish. Meril got third, followed by Wiley Wakeman and Joe Tomlinson, two local sailors who found the southwester to their liking. Rick Tears was sixth and Chris Withers was seventh.

The fifth race was the most exciting of the regatta. The southwester of the morning's race continued to build and wind velocity was in the high teens at the start of the afternoon's race. Tim McGee had a nice start at the pin end, closely followed by Mike Deland and Al Meril. The rest of the fleet, however, was also on the line and racing was very even all the way up the first weather leg. Joe Tomlinson, used to the bay's chop and high southwesterly winds, was first to the mark followed by Al Meril and Mike Deland. There was much spinnaker excitement down the reaching legs as the wind was now over 20 knots and the seas three to four feet. At the leeward mark, Vic Onet had caught up with Joey Tomlinson and they both rounded simultaneously, with Tomlinson on the inside. McGee was third, Meril fourth. McClintock, Wiley Wakeman and Chris Withers rounded out the top seven and racing stayed close up the next weather leg. Wiley Wakeman had moved into second place ahead of Tomlinson, but Tim McGee had moved ahead of everyone into first place with some great work from his four-man crew. Meril was hanging onto fourth place and everyone was having trouble near the Cape Cod Canal entrance, surfing in quartering seas with the wind now in the twenties. Earl

Stubbs did a flying jibe that we'll all remember — fortunately, boat and crew came out of it okay. At the finish, McGee had won, Tomlinson was second, Wiley Wakeman third, just ahead of McClintock who had moved up to fourth ahead of Onet. Tears was sixth and Meril had dropped back to seventh.

Moose In Charge

Going into the final race, Moose McClintock had a commanding lead and Vic Onet and crew were in a solid second place for the regatta. McGee, Deland and Withers rounded out the top five, but positions were by no means taken for granted, as after the first two spots things were pretty close. Joey Tomlinson got off to a good start in the sixth race and sailed a great weather leg with Tim McGee in hot pursuit. Al Meril was also showing great speed to weather and the top boats were all closely packed during the first lap around the "XX" course. Tomlinson was showing some amazing speed going to weather but was having trouble breaking away from McGee and Meril off the wind. Onet fell behind the leaders and was unable to move back to the front group as the race progressed. Tomlinson went on to win the last race easily, with McGee in second and Meril third. Moose was fourth and Deland was fifth. Onet had to settle for ninth which was far enough back to move McGee into second place overall.

The racing was great. McClintock and his crew won easily with 11.5 points. Tim McGee and his pals from the Naval Postgraduate School in Monterey, Eric Reinke, Bill Cavitt, Nels Petersen, and Peter Furze, came on strong at the end to snatch second place from Vic Onet and his Seawanhaka crew. Mike Deland and Chris Withers did the best of the past National Champions (unless we count Bonnie Shore!). Rick Tears finished a respectable eighth but had an inconsistent series. Defending National Champion Earl Stubbs was disappointed with his 16th, and our other past National Champion, Al Meril, was the hands-down winner of the coveted "Take A Bow" Trophy.

The Race Committee, under Tom Farquhar's expert guidance, did a wonderful job under some difficult conditions, and all the racers were thankful for the fine effort.



ROSTER OF COMPETITORS



SKIPPER	YACHT NAME	SAIL NO.	FLEET
JOHN E. HARDY	HAWK	101	MANHASSET
PETER HUNTER	*JUICE	105	DALLAS
MARK AMES	WAR GAMES	113	LARCHMONT
LANE & E. HALL	ALL HEART	117	MARION
D. McCLINTOCK	JACKRABBIT	20	NEWPORT
MICHAEL CARR	CORNELIA	221	LARCHMONT
H. HALLGRING, JR.	ENDEAVOR	23	NEWPORT
WENDY NOURJIAN	TARA	224	MARION
FRED WERBLOW	CHECKMATE	25	LARCHMONT
RICHARD WAKEMAN	SENSATION	225	MARION
ALLEN J. MERIL	BLAZING SCAPELS	28	DALLAS
SALT'LL & CROWLEY	ORION	229	MARION
J. CHANDONNET	CHANTILLY	230	EDGARTOWN
JOE TOMLINSON	RED ROVER	233	MARION
MIKE DELAND	REBEL	141	MARION
WEEKS & RANDALL	ALEXA	42	EDGARTOWN
GRAHAM QUINN	TARTU	145	MARION
L. HALL & WALSH	SALTED NUTS	148	MARION
W. EBERSTADT	PERSEPHONE	52	EDGARTOWN
BECKY WILSON	BABYCAKES	54	NEWPORT
WAKEMAN & STONE	ICARUS	156	MARION
EARLE STUBBS	LISA	59	NEWPORT
CHRIS WITHERS	ANN	163	NEWPORT
MIKE GRINNELL	WARSONG	64	MANHASSET
DAVID KILROY	EAGLE	165	NEWPORT
WINTHROP/HAWKIN	CHALLENGER	167	NEWPORT
GREG FELTON	*JETSTREAM	174	INSTITUTIONAL
DONAHUE & LEWIS	PLUM	79	EDGARTOWN
VICTOR ONET, JR.	WIZARD	80	SEAWANHAKA
DAVID COOKE	AURIGA	82	MARBLEHEAD
ROBERT PROSSER	*LOPHIN II	185	LARCHMONT
OLSEN & MAKEPEACE	TANGO	86	MARION
M. BECKLENBERG	*SKIMMER	88	CHICAGO
TIMOTHY MCGEE	*IRRESISTABLE	192	MONTEREY
BRYAN McSWEENEY	KINCORA	194	MARION
RICK TEARS	*FORTY-TWO	98	DALLAS

*DENOTES BORROWED BOAT

FINAL RESULTS (1 THROWOUT)

		RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	TOTAL		
		POS/PTS	POS/PTS	POS/PTS	POS/PTS	POS/PTS	POS/PTS	SCORES		
1	20	D. McCLINTOCK	8/ 8.0	1/ 0.8	1/ 0.8	2/ 2.0	4/ 4.0	4/ 4.0	11.5	1
2	92	TIMOTHY McGEE	18/18.0	4/ 4.0	4/ 4.0	9/ 9.0	1/ 0.8	2/ 2.0	19.8	2
3	80	VICTOR ONET, JR.	4/ 4.0	2/ 2.0	9/ 9.0	1/ 0.8	5/ 5.0	9/ 9.0	20.8	3
4	41	MIKE DELAND	6/ 6.0	7/ 7.0	3/ 3.0	11/11.0	13/13.0	5/ 5.0	32.0	4
5	63	CHRIS WITHERS	11/11.0	5/ 5.0	2/ 2.0	7/ 7.0	11/11.0	17/17.0	36.0	5
6	33	JOE TOMLINSON	25/25.0	11/11.0	25/25.0	5/ 5.0	2/ 2.0	1/ 0.8	43.8	6
7	56	WAKEMAN & STONE	PMS/37.0	8/ 8.0	19/19.0	4/ 4.0	3/ 3.0	10/10.0	44.0	7
8	98	RICK TEARS	22/22.0	3/ 3.0	16/16.0	6/ 6.0	6/ 6.0	18/18.0	49.0	8
9	25	FRED WERBLOW	3/ 3.0	10/10.0	7/ 7.0	19/19.0	27/27.0	16/16.0	55.0	9
10	64	MIKE GRINNELL	9/ 9.0	16/16.0	5/ 5.0	15/15.0	23/23.0	13/13.0	58.0	10
11	82	DAVID COOKE	2/ 2.0	15/15.0	11/11.0	28/28.0	15/15.0	19/19.0	62.0	11
12	42	WEEKS & RANDALL	1/ 0.8	RET/37.0	21/21.0	21/21.0	12/12.0	8/ 8.0	62.8	12
13	25	RICHARD WAKEMAN	16/16.0	28/28.0	RET/37.0	8/ 8.0	8/ 8.0	7/ 7.0	67.0	13
14	23	H. HALLGRING, JR.	13/13.0	12/12.0	15/15.0	DSQ/37.0	10/10.0	20/20.0	70.0	14
15	24	WENDY NOURJIAN	17/17.0	21/21.0	24/24.0	17/17.0	14/14.0	6/ 6.0	75.0	15
16	59	EARLE STUBBS	10/10.0	19/19.0	8/ 8.0	17/17.0	DNF/37.0	23/23.0	77.0	16
17	17	LANE & E. HALL	5/ 5.0	6/ 6.0	30/30.0	31/31.0	24/24.0	15/15.0	80.0	17
18	94	BRYAN McSWEENEY	15/15.0	9/ 9.0	28/28.0	12/12.0	20/20.0	25/25.0	81.0	18
19	48	L. HALL & WALSH	20/20.0	17/17.0	32/32.0	25/25.0	9/ 9.0	12/12.0	83.0	19
20	45	GRAHAM QUINN	21/21.0	13/13.0	13/13.0	13/13.0	RET/37.0	26/26.0	86.0	20
21	28	ALLEN J. MERIL	DSQ/37.0	DSQ/37.0	PMS/37.0	3/ 3.0	7/ 7.0	3/ 3.0	87.0	21
22	13	MARK AMES	7/ 7.0	26/26.0	18/18.0	23/23.0	19/19.0	22/22.0	89.0	22
23	30	J. CHANDONNET	14/14.0	14/14.0	12/12.0	DSQ/37.0	21/21.0	30/30.0	91.0	23
24	29	SALT'LL & CROWLEY	DSQ/37.0	RET/37.0	6/ 6.0	20/20.0	18/18.0	11/11.0	92.0	24
25	21	MICHAEL CARR	23/23.0	22/22.0	10/10.0	26/26.0	DSQ/37.0	14/14.0	95.0	25
26	65	DAVID KILROY	24/24.0	30/30.0	17/17.0	22/22.0	24/24.0	28/28.0	115.0	26
27	85	ROBERT PROSSER	DSQ/37.0	23/23.0	22/22.0	18/18.0	26/26.0	27/27.0	116.0	27
28	01	JOHN E. HARDY	26/26.0	27/27.0	27/27.0	21/21.0	16/16.0	RET/37.0	117.0	28
29	74	GREG FELTON	12/12.0	18/18.0	14/14.0	DSQ/37.0	DSQ/37.0	DNF/37.0	118.0	29
30	52	W. EBERSTADT	19/19.0	24/24.0	31/31.0	31/31.0	DSQ/37.0	24/24.0	129.0	30
31	67	WINTHROP/HAWKIN	DSQ/37.0	20/20.0	PMS/37.0	16/16.0	PMS/37.0	21/21.0	131.0	31
32	86	OLSEN & MAKEPEACE	28/28.0	DSQ/37.0	20/20.0	29/29.0	22/22.0	DSQ/37.0	136.0	32
33	05	PETER HUNTER	27/27.0	25/25.0	26/26.0	33/33.0	29/29.0	31/31.0	138.0	33
34	79	DONAHUE & LEWIS	29/29.0	29/29.0	23/23.0	30/30.0	32/32.0	29/29.0	140.0	34
35	88	M. BECKLENBERG	DSQ/37.0	31/31.0	29/29.0	27/27.0	28/28.0	32/32.0	147.0	35
36	54	BECKY WILSON	DNC/37.0	DNC/37.0	DNC/37.0	DNC/37.0	DNC/37.0	DNC/37.0	185.0	36



Trophy Takers

Cornelius Shields Memorial Trophy (for most improved skipper)	David Cooke	Marblehead
Senior Skipper	Eric Olsen	Marion
Youngest Skipper	Joey Tomlinson	Marion
Institutional Trophy	Tim McGee	Monterey

Trophies were presented for positions one through 10 of the regatta. These trophies were beautiful etched crystal champagne buckets, plates, ice buckets, pitchers, decanters, etc.. The top three finishers in each race were also presented with certificates. Crews were presented with imprinted drinking glasses. Each boat was presented with a laser-engraved teak serving tray for the skipper. All-in-all, a lovely collection of gifts and trophies. Special thanks to Clare Craig for her efforts.

It should be noted that the Youngest Skipper trophy was actually presented to Greg

Felton of Newport Beach, California, at the Awards Dinner. The childish behavior of several skippers at the dinner prompted regatta officials to review entry forms, however, whereupon it was discovered that Joey Tomlinson was, in fact, younger than Greg. Joey has threatened to hold his breath until he turns purple and Greg has locked himself in his room with the trophy and refuses to give it back. Tom Farquhar has gone to California to get it. Actually, Joey and Greg have been terrific about the whole thing. If we could just get Tom to stop trying to blame his little brother for the mixup.....

Texans Triumph!



Amid much fanfare and unanimous agreement by the judges, the crew of *Blazing Scalpels* walked off with one of yachting's most coveted trophies as they were asked to come and "Take A Bow" at this year's National Championship Awards Banquet.

Al Meril and crew were nominated early for the **Dancing Pig Perpetual "Take A Bow" Trophy** and, undaunted by stiff competition, never looked back.

Blazing Scalpels clinched the nomination after Race #3 when, although sailing well, their third disqualification in as many races put them in last place in the regatta, tied with Becky Wilson who had entered but did not show up.

After an outstanding presentation by defending dancing pigster Tim McGee, Al graciously accepted the trophy and then, true sportsman that he is, insisted on sharing the credit for this triumph with his crew who were roused from under the tables where they were hiding and brought to the stage for photos and autographs.

Where there is a winner, however, there are also runners up. Disappointed nominees included:

John Hardy of Manhasset whose experimental short rig Shields proved uncompetitive.

Billy Weeks of Edgartown for making a big stink about chainplate strength at the annual meeting and then breaking his at the start of Race #2 to make his point.

Bob Prosser of Larchmont for taking the "Take A Bow" concept literally and removing the bow chock from Bill Saltonstall's boat during pre-start maneuvers.

Bill Saltonstall of Marion for overtaking Prosser following the race and removing the still imbedded bow chock from his transom while "on the fly".

Race Committee leader *Tom Farquhar* for setting courses that confused boat racing with the Iron Man competition.

Graham Quinn of Marion for seeking an unprecedented second "Take A Bow" award by paying premium prices to haul his boat prior to the regatta, spending four days fairing the bottom and then hitting a rockpile enroute to the race course.

During the past year, the "Take A Bow" trophy has received the recognition it truly deserves, having been featured as one of the top trophies in yachting by *Yacht Racing and Cruising* magazine in its 400 Best issue where it was placed at the top of the page of best trophies next to the Rolex and Americas Cups. In addition, through the efforts of original "Take A Bow" recipient *Graham Quinn*, the trophy was graciously refurbished by the good folks at *Edy and Duff* boat builders and now sports a newly Awlgrippped hull, repainted deck, new teak rails and stempiece and a refinished closet door mounting board.

EDGARTOWN IS SITE FOR 1987 NATIONALS

A few words from
Fleet Captain Walter Eberstat...

The Edgartown Shields Fleet greatly looks forward to hosting the 1987 National Championship Regatta.

Racing is scheduled to take place during the week following Labor Day, which falls in 1987 on Monday, September 7. There is a tradition in Edgartown for informal post-season Labor Day weekend races and the fleet plans to invite all Nationals participants to join our club races over that weekend.

We are in the process of selecting committee chairpersons to organize all that goes into a Shields National Championship Regatta. Our fleet, our club Flag officers, our race committee, our club manager, our boat yard, myself and even Neptune himself are enthusiastic about presenting a regatta in the best Edgartown tradition.

We have already begun to give thought to such matters as transportation, moorings, roof-over-one's-head etc., and believe we have good answers.

So, have a good winter. Go for it. Qualify. We will keep you posted and hope to see as many of you as possible in September. And we welcome you, as always, to join us for the Edgartown Regatta.

POLO ANYONE?

There remains available for purchase a very limited number of 1986 Shields National Championship Regatta polo shirts. These shirts are a high quality 50/50 cotton blend with beautiful six color embroidery of the regatta emblem. They were in high demand at the regatta and would make a lovely gift for any Shields fancier. To order, please use the following form.

Color	Size	Number	
	XL	SOLD OUT	
navy blue	L	_____	x \$17 = _____
light blue	L	_____	x \$17 = _____
navy blue	M	SOLD OUT	x \$17 = _____
navy blue	S	_____	x \$17 = _____

TOTAL ENCLOSED \$

Send with a check (payable to "Shields Fleet #10") to:

Tom Farquhar
52 Mayo Road
Wellesley, MA 02181

ordered by: Name _____

Address _____

Telephone _____

*very limited quantity available

Minutes of the Annual Meeting



The Annual Meeting of the Shields National Sailing Association was called to order by President Bryan McSweeney on Tuesday, September 9, 1986 at 8:55 p.m. at the Beverly Yacht Club in Marion, MA. Bryan commended the Nationals Committee for its excellent organization of the Regatta, with special mention of the great work done by chairman Tom Farquhar. It was moved and seconded to dispense with the reading of the minutes of the 1985 Annual Meeting.

Jim Fallon then presented his Treasurer's Report, a copy of which is made a part of the minutes of the meeting. After approval of his report, Jim noted that the National Regatta has historically lost money and has been partially subsidized by a contribution from the National Treasury. However, Jim projected that the 1986 Regatta would conclude on a break-even basis and suggested that the membership consider other ways to spend the funds in the treasury that might otherwise go to the Regatta.

The Nominating Committee Report was presented by Rick Tears, in Chairman Jim Moore's absence, and the current slate of officers was approved unanimously for its second term, with the secretary being directed to cast one vote for the fleet. Officers for 1986-87 are:

President - Bryan McSweeney
Secretary - Kelli McSweeney
Treasurer - Jim Fallon
Executive Secretary - Brian Ladouceur
Measurer - George Gardner
Vice Presidents:
Northeast - Newt Clemson
Midwest - Fred Fix
Southwest - Al Meril
West - Steve Polkabra
Long Island Sound - Donald Tomlin
Institutional - Chris Withers

President McSweeney then called upon National Measurer, George Gardner, who passed out to the members a handout entitled "Issues Concerning Specifications of Shields Class Sailing Association." Gardner pointed out the specific areas of ambiguity which he felt deserved immediate attention: 1) eligibility to sail in the National Regatta; 2) sails to be used in the National Regatta; and 3) general ambiguity in the Blue Book concerning certain specifications. He called for a committee to review sections of the Blue Book in an attempt to clarify regulations and provide some solution to problems in the following areas:

- a. spinnaker equipment
- b. mainsail, specifically methods of trim
- c. requirement of exfoliating antifouling paint
- d. changing the bronze fairing strip between keel and rudder to vinyl
- e. modification of rub rail design
- f. should mast chocks be allowed?
- g. methods of backstay control
- h. attachment location for twing lines
- i. electronics - yes or no

There was much discussion of each of the items presented by Measurer Gardner, whose report is to be made a part of the minutes of the meeting. The consensus of the meeting was that any changes in specifications should not result in increased cost to boat owners, and in the area of Regatta management, that a uniform qualification procedure be developed for all participating fleets.

The meeting was adjourned at 10:00 p.m.

A Note From The Class President

The 1986 Nationals are behind us and I feel that Tom Farquhar and his group did a terrific job. David "Moose" McClintock and his team from Newport are to be congratulated for a solid performance in varying conditions, and I hope that everyone who came to Marion enjoyed him/herself and will try to make it to Edgartown next September.

During regatta week we tried to cover a lot of ground at the National Meeting. A good part of the time was spent dealing with loose ends and problems we have in the areas of measurement and specifications. George Gardner has put together a report which will be found elsewhere in this *Masthead*, and I advise you to read it closely. Hopefully, we will be able to incorporate most of this information into the specifications immediately and get the Blue Book up to date. I know that Jim Moore and his group did a lot of work in this area and, hopefully, we can finish the job soon and get all the allowable changes in print. Kelli is working with our new Wordstar 2000+ word processing program trying to get all the class mailing lists and Blue Book in the computer, but the process has been slow primarily because the computer is brand new to us and it is also my office computer and she is trying to get all my records up to date at the same time. We'll plug away at it and soon should have a good reliable system that can be passed along and upgraded easily in the future.

I've enjoyed talking with many of you over the past year regarding your ideas about the class. This input has been very helpful and I hope that more of our members will take an active interest in class business and promotion. I know it's a slow time of the year now for most of our members, but I hope that you'll all find some time to talk up the Shields, throw some parties, and lay the groundwork for a great sailing season in 1987. In the meantime, mark September 7-11, 1987 on your calendars now, and plan to come to Edgartown. Save time also for the Armadillo Cup (Dallas), the Kelp Cup (Monterey), the Edgartown Regatta, the Buzzards Bay Regatta, the Volvo Cup (Newport), Marblehead Race Week, or any other of the fine events where the Shields shines. We'll publish dates and details as they are made available.

Bryan McSweeney

Respectfully submitted,
Kelli McSweeney,
Secretary



THE BARBARA CREW GOES TO MARION

by Eric Reinke

Last year's "Take A Bow" Trophy winners arrived in Marion on a gloomy September day ready to vindicate themselves. The predictable 15-20 knot breeze was blowing about four knots from the wrong direction. The boys got a lot of strange looks as they registered as a crew of FIVE. ("We planned on breeze", we said.)

After drawing a fairly new, squeaky clean, but totally stock Shields, the Five Speed Doctors went to work creating a racing machine. Somehow, most of BARBARA's hardware soon found itself on the decks of an East Coast Shields. Several of the competitors commented on the wood working skills of Bill Cavitt and Nels Petersen. By afternoon, it looked almost like a racing boat complete with a new name and custom graphics. NOW it was time for NEWPORT to celebrate Tim's birthday.

The morning of the first race found our boys sprinting for the start with the spinnaker. Never ones to arrive early, they checked in as the first gun went off. Being the only crew from Monterey, we felt it necessary to dress for the occasion. It turned out to be a good tactic as several of the competitors were snapping pictures while trying to sail. (We now know how Christmas trees feel!)

That first race saw the wind shift 360 degrees making the spinnaker required on almost every leg. Our weather wizard was tasked with finding the "new" wind. When questioned about some dark clouds, Pete informed us that they were too high to cause any significant wind. I think it was soon after that that Tim calmly asked someone to ease the boom vang.

With that race over, we had nowhere to go but up! There's nothing like sailing your throwout in the 1st race. The next day some major reorganization occurred and the finishes improved. With Bill keeping a sharp eye on the compass and puffs, the weather legs became something even Stuart Walker would be proud of. Driving in the Buzzard's Bay chop was a new experience that fully challenged Tim. The reach and downwind



ALWAYS THE COMPETITOR

Tim Magee, right, enters Best Uniform contest with local waiter. Photo by BJL

legs gave him the chance to surf East Coast "waves" as opposed to dunes or freight trains. At times, it was difficult to convince him that we really should head for the mark.

One of the most impressive sights I've ever seen was being in front of 35 Shields on a spinnaker reach in 20 knots all with a "bone in their teeth". However, even more impressive was Nels on the foredeck. "If you can't get it the first time — you'd better hold it". Thanks to great balance and Herculean strength we made a smooth getaway. At that very same jibe mark, Earl Stubbs, last year's champion, demonstrated the perfect full standing knockdown, (even his foredeck crew was heading for the keel). The strange thing was, even after 15 replays of the video tape, Stubbie still couldn't get it right!

The boys arrived at the Awards Dinner slightly overdressed. In fact, Brian Ladouceur mistook Mr. McGee for one of the waiters. Soon after Tim received the best "Institutionalized" Skipper Award, everyone was waiting for the big moment... This year's competition was tough but Dr. Al Meril took home the coveted (and now beautifully mounted) "Take A Bow" Trophy.

As the evening was winding down, Tim once again gathered together his crew and informed us that Kelli McSweeney had lost it. Thus, the evening ended with The BARBARA Boys singing one of their more popular tunes.

Reflections in the airport showed that while Tim, Bill, Nels, Peter, and Eric worked hard and sailed a good regatta, it was the support from the members of the Monterey Peninsula Yacht Club that kept us going. On the second night, we got probably the greatest inspiration possible. Kelli McSweeney asked Tim if he would like to talk to Sam Fleming. (Obviously, Monterey's social news had not reached Marion. Don't worry, Greg, we set them straight.) Sam was calling from MPYC to get the report and to tell us how much the Club members (heard in the background) were behind us. That phone call made our week! We knew that great things were expected by our friends and we couldn't let them down. When the regatta was over, it was a Second Place for the BARBARA crew but a victory for MPYC. We can never thank this Club enough for all the support it has given us.

EDITOR'S NOTE:

We thought you might enjoy a competitor's perspective of this year's nationals. Many thanks to Joannie Potter, editor of the Monterey Peninsula Yacht Club newsletter, The Tiller, for letting us publish her stuff in the Masthead. Special thanks also to Eric Reinke for authorship and to Tim McGee and the rest of the Monterey crew for maintaining the true spirit of the regatta.

Issues Concerning Specifications of Shields Class Sailing Association

By Dr. George O. Gardner

Introduction

In the last year, several Shields owners have approached the National Measurer to ask for clarifications about the specifications. Many of the issues raised were discussed at the 1986 Shields National meeting. The purpose of this note is to summarize the issues discussed and the sense of the discussions.

Spinnaker Equipment

1. The class specifications imply that a spinnaker halyard may be totally external, as it was in the earlier boats, or totally internal and exiting under the deck. Several boat owners have suggested that it would be a good idea to have an internal halyard which exits 7 or 8 feet above deck and be cleated on deck so that the sail can be more easily raised. Should this be allowed?

A few people felt that Spinnaker halyard exits should remain in the location currently used by Cape Cod but the majority felt the exit location should be at the owners option.

2. A careful reading of the specifications indicates that the spinnaker pole lift may either be totally external or internal and exiting a few inches above the deck. The arrangement has proven exceedingly awkward and several different proposals have been made to improve the design. Should the lift be allowed to exit from any position on the mast, or should it be restricted to its current position a few inches above the deck? Should the bullseyes be replaced with exit blocks?

The majority of the people at the meeting felt the specifications should be changed to allow exit blocks instead of the current bullseyes and that the pole lift exit should be allowed anywhere on the mast.

3. The specifications imply that the spinnaker pole should have only one bridle. However, a fairly large number of boats have rigged double bridles on their spinnaker poles. This is certainly a better arrangement. The specifications should probably be amended to allow this arrangement. Unless there are objections such an amendment will be proposed at the next annual meeting.

Everyone felt a double bridle should be allowed.

Mainsail

4. The specifications are fairly clear regarding the possible mainsheet arrangements. Unfortunately, in heavy breezes it is often difficult to trim or release the mainsheet. Some people have suggested that a fine-tune, higher-powered arrangement for the mainsheet be allowed. Is this a good idea? If so, how precisely should the arrangement be specified?

Most agreed that in heavy weather the current mainsheet arrangement needed more power. There was a general agreement, however, that elaborate systems should not be allowed. It was suggested that the technical committee come up with a specific proposal.

5. A wide variety of techniques have been used for controlling the traveler. Should the number of parts in the taglines be limited? Should there be any restrictions on the method for carrying the taglines forward?

The consensus of the meeting was that the number of parts in the taglines should not be limited nor should there be any restrictions on the method for carrying the taglines forward.

6. Many of the currently actively raced Shields have Cunninghams. This nearly obsoletes the need for a sliding gooseneck. Several people have suggested that a fixed gooseneck would be more structurally sound and more appropriate for today's sail control techniques. Should this arrangement be allowed?

Many people felt that a fixed gooseneck should be allowed. There was a feeling, however, that a specific design for the fixed gooseneck option should be prepared.

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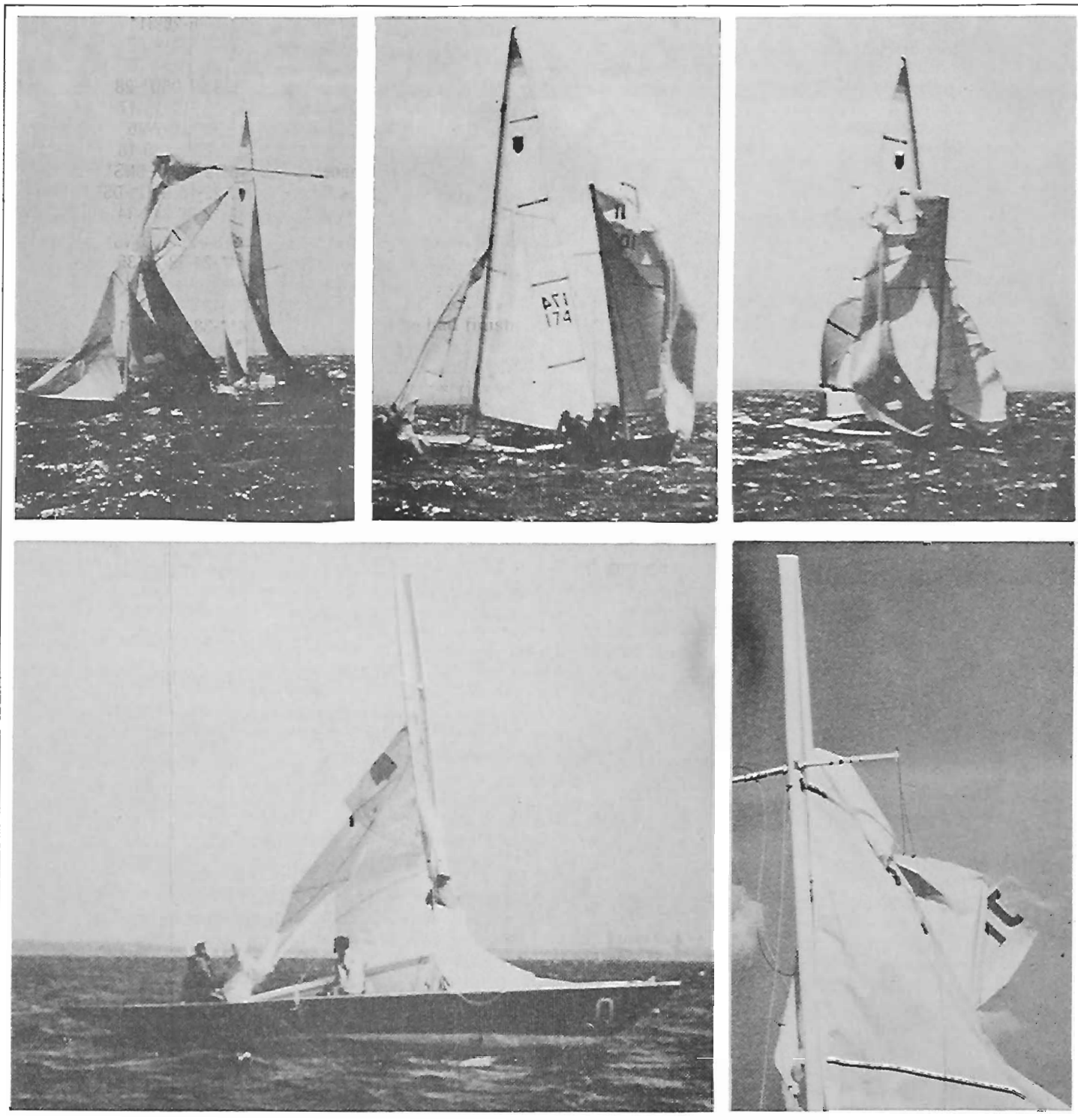
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(continued on P. 12)



SHORT RIG SHIELDS

Prestart maneuvers prior to race six resulted in the only major mishap of this year's Nationals as John Hardy (#101) of Manhasset Bay tangled with Greg Felton (#174) of Newport, California while they were on opposite tacks. The tip of Felton's mast went between Hardy's mast and backstay. With what was described as "an awesome and horrible sound of wire stretched to the limit, sails shredding and metal crunching"; Hardy's mast snapped. No one was injured and Felton's crew managed to save the stick on their borrowed boat by quickly running a halyard back to the transom to substitute for the tangled backstay.

Special thanks to Windward Mark Magazine and photographer Albert A. Alyn

....MARION '86....MARION '86....



SEEN AT THE NATIONALS...

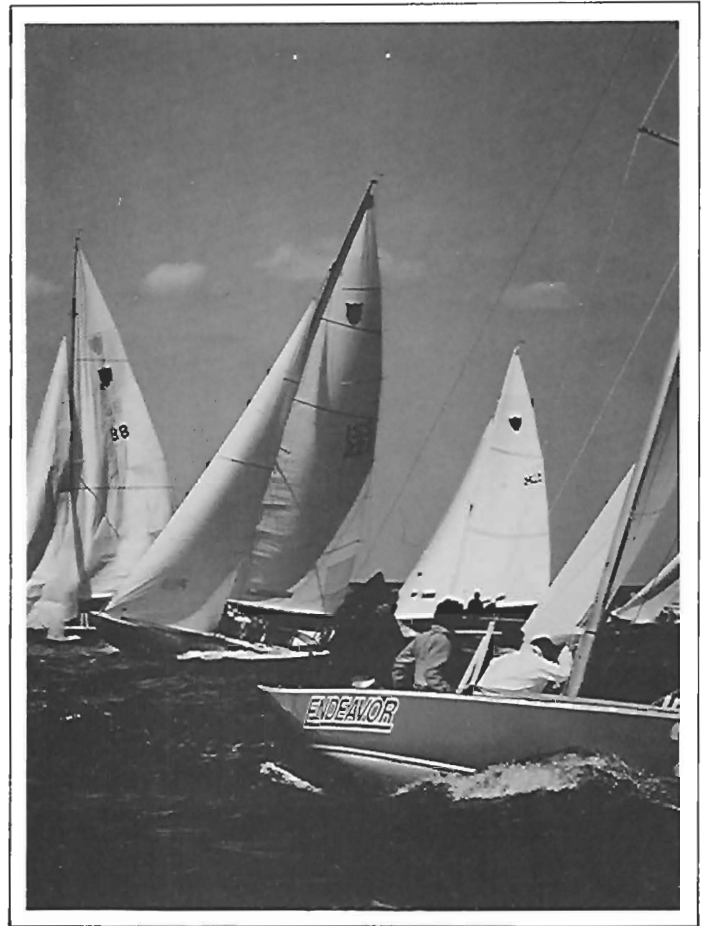
Clockwise from lower left —

1. *Graham Quinn and the Dancing Pigsters*
2. *The Madmen of Monterey make music for the Maid of Marion*
3. *Your National Champion*
4. *Y.N.C. and designated speech giver Bill Hartnett*
5. *Joey Tomlinson and the crew of Red Rover issue a warning to competitors*
6. *Danny Briggs seeks a higher plane*
7. *Thornton Ash into bags and chains. Typical race committee guy...*
8. *A hectic day on the spectator boat*
9. *Rick Wakeman and crew enroute to hands-down party win*

Photos by Jim Fallon, Clare Craig,
Elaine Tirrell, George Gardner,
BJL

....MARION '86....MARION '86....

....MARION '86....MARION '86....



....MARION '86....MARION '86....

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

NEXT ISSUE;

FULL REPORTS ON:

Moose wins BBR/New England Championship (Buzzards Bay been berry berry good to me...)

Moose talks about winning the nationals (excerpts from his acceptance speech...)

Results of Long Island Sound Annual Autumn Shields Regatta

Vineyard wins big on Vineyard and other Edgartown Regatta results

LET'S WRAP UP THOSE WRAP UPS...

The editor is eagerly looking forward to getting seasonal wrap ups and summaries from fleet captains, secretaries and other interested parties for publication in the *Masthead*. Don't be shy. Don't think its unimportant. Don't think the rest of the fleets don't care. Fleet articles are great for morale, give other fleets ideas for races and social activities and provide the serious racers with up-to-the-minute news on who's hot and tactics that work on your pond. We'd like a story on every fleet for the next issue (Deadline: January 15).

GOT ANY GOOD IDEAS, STORIES OR PHOTOS?...

All class members, Shields sailors, supporters and suppliers are also encouraged to submit letters, technical or general interest articles, good photos or anecdotes to the *Masthead* for publication. Please be certain to mark your photos (black and white are preferred, but color also does nicely) and send readable manuscripts, preferably typed double spaced. People with nice handwriting can skip the typewriter but must take their chances on a nearsighted editor.

SO YOU WANT TO ADVERTISE...

Starting with the next issue of the *Masthead*, we shall be accepting advertising. All material is subject to the approval of the Editor of the *Masthead* and the National Class officers who may refuse ads for any reason whatsoever. If you have something to sell, send us your copy, photos and layout and give us a try.

Rates: \$125 - ¼ page \$350 - Full page
200 - ½ page 500 - Double page

All artwork and photos should be black and white and ready for the printer. Custom artwork and layout is available at an extra charge.

(continued on P. 15)

Issues... (continued from P. 8)

7. Several new vang systems have come on the market which have advantages over the current block and tackle system specified for the Shields. Should we consider allowing these technical systems? No one has yet asked to use a hydraulic vang. Should we explicitly outlaw them?

Few at the meeting wanted any changes to the vang system. Some, however, suggested that a six to one ratio might be appropriate, however, others argued that the boom and gooseneck could not handle the forces which might be generated by a six to one vang.

Other

8. The specifications require exfoliating anti-fouling paints to be used on all hull areas below the boot top during the racing season. Many boats currently use Micron, or similar products for bottom paint. This paint does release anti-fouling toxins but it probably should not be considered exfoliating. Should we change the specifications or should we outlaw Micron or similar products?

Almost all at the meeting felt that use of Micron should be allowed and the exfoliating phrase in the specifications be eliminated.

9. Several boats have had trouble maintaining the bronze fairing strip between the keel and rudder. Suggestions have been made to change it from bronze to vinyl. So far this has not been allowed. Should we ask Cape Cod Shipbuilding to provide another technique for attaching the fairing strip?

The consensus was to refer this to a technical committee.

10. The rub rails as currently designed are a continual maintenance problem. How much leeway, if anyway, should owners have in modifying the rub rail design?

Most agreed there was a maintenance problem with the rub rails and many would like to see a different design. Few seem to be concerned about owners using alternate rub rail designs. It was felt that a technical committee should make a firm proposal.

11. Nowhere in the specifications does it say that mast chocks are allowed. Therefore, one has to presume they are not allowed. Should chocks be allowed?

The discussion regarding mast chocks was spirited. Some felt they had never been allowed and should never be allowed in the future. Others felt they were allowed already and definitely should be used on the grounds of good seamanship. The proposal was made to allow mast chocks which could not be changed during a race. Some argued this was not a good idea because it was not enforceable. No consensus emerged on what should be in the specifications regarding mast chocks.

12. A few years ago, the specifications for the backstays were modified to allow the control lines to be brought forward and a larger number of parts in the block and tackle. Should we be more specific regarding the ways the backstay control line can be brought forward? The backstay currently goes through the deck, around a quadrant and forward to a block and tackle. Should we allow an owner to replace the quadrant with a turning block?

Some felt we should not allow an owner to replace the quadrant with a turning block. The majority, however, seemed to feel it was time to replace the old fashioned quadrant with a modern turning block. The technical committee will ask Cape Cod for a proposed design. The majority of the owners at the meeting did not feel we needed to be more specific regarding the way the backstay control line can be brought forward.

13. Currently the specifications describe the exact location for a reaching hook. However, they do not indicate where twing lines need to be attached. Some people have suggested that the fittings for the reaching hook and twing lines might be combined. Should this be allowed?

Most seem to feel that we should allow the twing line fittings to be combined with the reaching hook.

14. Should we allow a Sailcomp digital wind direction indicator and compass?

Only a few participants in the meeting wish to allow Sailcomp digital wind direction indicators. The vast majority were opposed.

15. Chain plates. Several people at the meeting raised concerns about the ways the chain plates are attached to the hull (really the deck). They suggested that the technical committee meet with Cape Cod and discuss if there might not be a better way to attach the chain plates.

Withers/Hallgring Win Manhasset Cup

Everyone Wins First Annual *Macrosystis Pyrifera* Invitational Regatta

by Sam (Fleming) Cailliet

In an effort to create a Shields event in the Monterey Bay that could be remotely compared to the incredible Armadillo Cup held at Rush Creek in Texas every year, Fleet 12 hosted its First Annual *Macrosystis Pyrifera* Invitational Regatta (otherwise known as "the Kelp Cup") on Halloween weekend.

The regatta enjoyed an eight boat turnout, three of which were from out of town. Visiting skippers included Kenny Huggins and Charlie Cleaver, both from Rush Creek, Texas, and Greg Felton from San Diego, California.

The regatta began on Friday with two races in fairly light air and 4-6 foot swells. These two races were won by Glenn Lindsay (#95) and Greg Felton (#174). That night was Halloween and participants were bussed to Elkhorn Yacht Club in Moss Landing for the best Halloween costume party and contest on the West Coast. Shields sailors Greg and Sam Cailliet managed to win second place as the hijacked TWA jet and its hijacker and took home a (grade C) bottle of California wine as a prize.

Saturday brought 5-8 knot winds with a flat sea and sunshine. The first race was won by #192 Eric Reinke of Monterey. This race consisted of a triangle course. After 5 legs, #112, Doug Johnstone was leading with Greg Felton, #174 close behind. Boats #192 and #100 were in third and fourth respectively, at the leeward mark, when a 30° westerly shift came through that put #192 and #100 in first and second with #112 and #174 in third and fourth. This (short lived) radical shift, changed predicted results considerably and made for a very close and competitive final race. Race #4 was won by #174, Greg Felton but was later thrown out due to confusing signals regarding a recalled start.

That evening, MPYC hosted a delicious swordfish dinner for 80 people and featured live music and dancing. The out-of-town sailors and their hosts and hostesses got to know each other even better and a wonderful time was had by all.

The final results of the regatta included:

- 1) new and renewed friendships between contestants
- 2) invitations to other Shields events
- 3) winners, as follows:
 - 1st Place: Doug Johnstone/Chick Hudson, #112, Monterey
 - 2nd Place: Greg Felton, #174, San Diego
 - 3rd Place: Patti Womble Jr./Sam (Fleming) Cailliet, #100, Monterey
- 4) happy faces on regatta co-chairmen Chick Hudson and Glenn Lindsay

Unfortunately, Race #5 was protested, disallowed, and will now be appealed, which may change the results.

It should also be noted that Charlie Cleaver and his crew, otherwise known as "Shark Bait", were the recipients of the First Annual "Wrong Way" Trophy for achieving the worst possible score with the best possible attitude. "Shark Bait's" unimpressive results were equalled only by their unparalleled enthusiasm. These wonderful people contributed largely to the success of the event and encouraged everyone to show up for their annual "Armadillo Cup".

All in all, the First Annual *Macrosystis Pyrifera* (Kelp) Invitational was a great success which we hope will grow and continue to be an exciting and interactive regatta for the entire Shields Class.

The Manhasset Bay Challenge Cup, the oldest one-design trophy raced for on a regular basis, was won by co-skippers Chris Withers and Harry Hallgring in a wild and wooly five-race series.

Eight clubs competed at the Seawanhaka Corinthian Yacht Club. October 8-10.

On the first day of racing the breeze was out of the southwest and built from 10 to 20 knots through the day, with higher gusts.

Vic Onet, from Seawanahaka Yacht Club, defender of the Challenge Cup, led after the first day's marathon racing with a one-point lead over Chris Withers and co-skipper Harry Hallgring of Newport and Bill Ziegler of Noroton Yacht Club.

On the second day, the breeze swung to the west and went from 8 mph at the start of the fourth race to just about nothing as the last competitor crossed the finish line. Mike Grinnell of Manhasset Bay Yacht Club was the winner, and with Withers-Hallgring second and Onet dropping to fifth place, the stage was set for the fifth and final race to determine the overall winner.

The third day of racing met a gusty 30-knot-plus northeaster blowing the tops off waves out in the sound, so the race committee set a windward/leeward course in Cold Spring Harbor in calmer seas and slightly less air.

To win the series, Withers-Hallgring had to cover Onet and place at least third. The lead changed back and fourth over the weather legs, with Withers recapturing ground on the leeward legs, sometimes leading on the weather legs, then dropping behind Onet on 20-degree shifts as they tacked against one another.

Sailing became a spectator event as they engaged in an exciting duel. Ziegler managed to finish ahead of them as Withers covered Onet's every move during the last few moments of the race. Withers-Hallgring captured the cup by one point.

The Challenge Cup, first raced in 1903, is sailed in one-design boats of at least 18 feet on the waterline. The winner of the cup decides which club will host the event the following year.

In case of a conflict, or if the winner's club decides not to host the event, Manhasset Bay Yacht Club offers its facilities to run the regatta.

Withers and Hallgring are from the Coaster's Harbor Navy Yacht Club in Newport, Rhode Island, so they will host the event next year. Neither the date nor class of boat for the competition has been determined. Since this was the third year for the Shields Class, it probably will change to Etchells, J/24s or Sonars.

Final results, top five: 1. Chris Withers/Harry Hallgring, Coaster's Harbor Navy Yacht Club, 31¼ points; 2. Vic Onet, Seawanhaka Yacht Club, 30¾; 3. Bill Ziegler, Noroton Yacht Club, 27½; 4. Mike Grinnell, Manhasset Bay Yacht Club, 27¼; 5. Don Dowd, Larchmont Yacht Club, 21.

Schedule of Activities

THURSDAY, OCTOBER 30TH

Evening Get Together

FRIDAY, OCTOBER 31ST

Skipper's Meeting, 10:30 AM
Racing Beginning at Noon
(Races 1 and 2)
Halloween Party

SATURDAY, NOVEMBER 1ST

Racing Beginning at Noon
(Races 3 and 4)
BBQ at MPYC

SUNDAY, NOVEMBER 2ND

Racing Beginning at Noon (Race 5)
Awards Presentation
and Celebration.

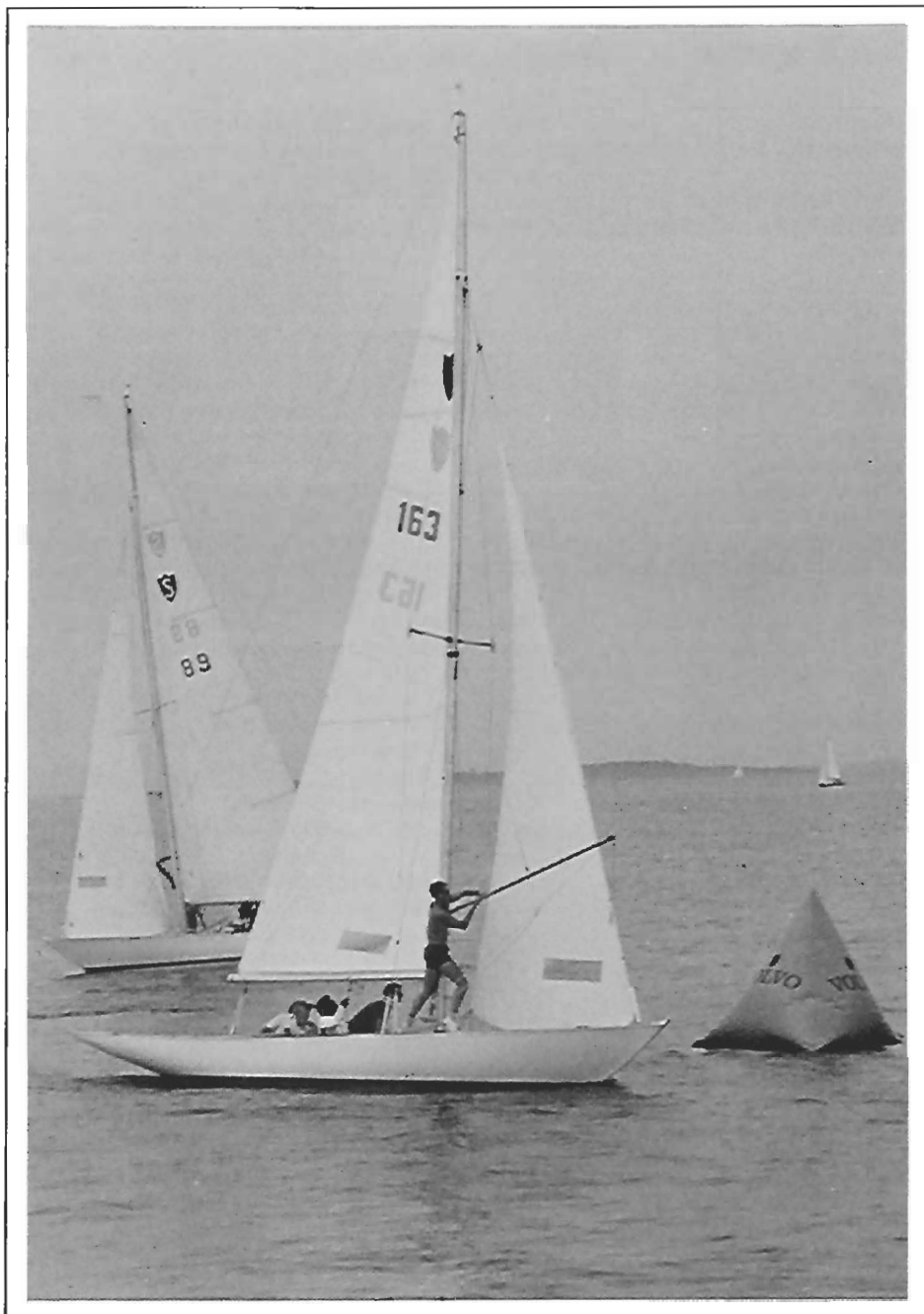
Captain Chris Wins Volvo/Newport Regatta

By Bryan McSweeney

The Newport Invitational Regatta, sponsored by Volvo Penta of North America, was held in Newport again this July and attracted 165 boats. Stars, Ensigns, 110's and J-24's were invited to compete, as well as the Shields, which had comprised the entire 27-boat fleet at the inaugural Volvo a year earlier.

With Turner Scott of the Shields Fleet #9 doing a great job calling around and helping the Newport Yachting Center organizers, the event was again able to attract a very competitive group of 27 Shields to the four day regatta. And what an event it is! The entry fee is **very** reasonable because Volvo Penta is financially committed to making this regatta the biggest one design race week in North America over the next few years. No expense was spared in providing great food and drink in the best of Newport's historic landmarks (the skipper's meeting and reception were held at the Newport Casino, Tennis Hall of Fame, and the clam bake at the Fort Adams Museum of Yachting). Prizes given to the winners were impressive and very generous. Four identical trophies were awarded to each boat rather than the usual one-for-the-skipper, thank-you-to-the-crew format.

Out on the water, most of the racing was held in light-to-moderate conditions north of the Newport Bridge with a long starting line set between Gould and Prudence Islands in the East Passage of Narragansett Bay. With the Star boats starting first, followed by a huge J-24 fleet and the 110's, the Shields fleet had an opportunity to watch a few classic general recalls before starting just before the Ensigns. The Race Committee did an excellent job in a difficult situation, although they were not always successful in managing the press and spectator boats. Chris Withers of Newport won the first race in a very hotly contested battle which saw Jens Paech of Newport thrown out of the race because of contact with a 110 during a luffing match on the east shore of Gould Island. The Berglund/Derecktor duo, Newport, was second, David Kilroy, Newport, was third, Bryan McSweeney, Buzards Bay, was fourth and Russell Long of Newport (skipper of the 12 meter "Clipper" in '83) was fifth.



AROUND THE MARK

Captain Chris Withers (#163) leads Russell Long (#89) around the windward mark as he sails his way to a Volvo Cup victory on Narragansett Bay.

Photo by Peggy Murphy

Rock 'N Roll

In the second race, conditions were again light and flukey and the west side of the course seemed to be heavily favored. There was a great deal of close tacking as the fleet hugged the east coast of Conanicut Island. IOD Champion Peter Bromly, representing the Royal Bermuda Yacht Club and sailing a borrowed Shields, went a little too close as he tacked inside of McSweeney and Derektor in close quarters and ran hard up on the rocks. Withers was again able to sneak ahead of Paech and get the gun in a very close finish that saw Moose McClintock of Newport in third and McSweeney in fourth. After two races, it appeared to be a race between Withers who was sailing very well and Paech who, with Mike Buonavino aboard as tactician, had not as yet been disqualified by the Committee for the incident of the first race. Bob Berglund and Bob Derektor were in second place with seven points, followed closely by McSweeney with eight and McClintock with eleven points.

The third race in breezy conditions saw Moose McClintock take advantage of a big shift and get ahead of Bermudian Bromly and Withers at the finish. Paech and McSweeney rounded out the first five in that order.

The fourth race was started in very light conditions that turned into a real drifter. About halfway through the race, it became clear to the Committee that no one would finish before the time limit, and the race was abandoned, saving a number of front runners from dismal finishes.

Going into the final race, Withers was well ahead of McClintock and McSweeney who had twelve and thirteen points, respectively. Paech had been notified of his disqualification and took a 23 for the first race, thus moving him well back in the standings. Berglund/Derektor were in fourth place, and 1985 Shields National Champion, Earl Stubbs, was fifth but optimistic, since the Committee called for an "around the island" long distance format for the final race, a course Stubbs has had great success with in the past.

Which Side?

The starting line for the final race was moved south of the Newport Bridge between the Dumplings and Fort Adams at the entrance to Newport Harbor. The wind was blowing 12-15 knots from the southwest, in fairly choppy conditions. The fleet was called back after a general recall as everyone was fighting for a position at the pin end and most were over early in an attempt to get off fast and be able to tack first to the west shore of Beaver Neck. It became apparent very early in the race that staying in the middle of the channel fighting the incoming tide was not the place to be and the fleet split dramatically, some favoring the east side and Newport Neck, others favoring the Beaver Neck side of the course. There didn't seem to be much of an advantage either way as, after a long and very difficult leg fighting chop from three different directions, most of the fleet arrived at the turning bell off Beaver Tail Point at the

same time. Spinnakers were quickly set, and as the tide had now turned to outgoing, the fleet hugged the west shore of Conanicut Island around Dutch Island and under the Jamestown Bridge. North of the Bridge, Withers, Stubbs, Harry Hallgring and other locals worked away from the land in the West Passage, but when the fleet got to the turning mark off the northwest point of the Island the top ten boats were very close. They got closer during the short reach along the north shore of Conanicut Point as Withers, McSweeney, Bromly, Stubbs, McClintock, Paech, Hallgring and Long all arrived at the final turning mark with less than 50 yards between them after more than twelve nautical miles of racing. It was a moment of decision — which way to go to get out of the incoming tide of the East Passage? McSweeney, Berglund/Derektor and Long stayed right and crawled up the west shore of Conanicut. Stubbs, Withers, Paech, McClintock and Bromly went east behind Gould Island. This proved to be the correct tactic. Stubbs was first back to the Committee boat and got the gun, McClintock was second and Bromly finished a strong third. Paech was fifth and Withers was sixth. Those that chose the west shore, Berglund/Derektor, McSweeney and Long, had to settle for seventh, eighth and ninth.

No Throw

Chris Withers had a good lead going into the final race and with his sixth place finish was able to hold onto first place in this no throw-out regatta with a total of 10.50 points. Moose McClintock, the defending Volvo Champion, was runner-up with 13.8 points. Bryan McSweeney, with an eighth in the final race, was able to squeak by Earl Stubbs for third with 21 points to Stubb's 22.8. Berglund/Derektor were fifth with 29 points just ahead of Jen Paech with 34.

The unfortunate incident with the 110 in the first race really came back to haunt Paech, who sailed an otherwise great regatta, and who would have been virtually tied with Withers for the Championship had he not been disqualified.

The prizes were terrific — half hulls, crystal and silver, something for everyone — and the social events were memorable.

EDITOR'S NOTE:

Next year's Volvo will be held in the same location on July 10, 11, and 12 with an expanded format to include some IOR and PHRF boats, along with plans for a 12 meter fleet. Volvo has committed over \$50,000 for the event, and the Shields again will be one of the boats invited to race. Details for qualification will be worked out with each individual class. If you'd like to race in this most enjoyable event and participate in the 1987 Edition of the Volvo, mark those three days on your calendar now and get your entry in fast when it arrives in the mail next summer. The demand for a space on the line should be, deservedly so, at a premium.

Tidbits...

(continued from P. 12)

FOR SALE...

Shields #20, JACKRABBIT. Current National Championship boat. Maroon hull; '85 Triad trailer; '85 mast; '86 main; '85 jib; '84 chute. Contact Henry Little or Dave McClintock at (401) 849-7997.

GOOD INTENTIONS DEPARTMENT...

As many participants are aware, there are hundreds of color photographs available from this year's Nationals. The committee's intent was to give participants an opportunity to order blowups of their favorites and then send the remaining prints/proofs out to skippers when all was said and done. Unfortunately, someone walked off with the order book during the awards dinner and there is no way to figure out who wanted what. Our solution will be to send the photos out as planned. If anything catches your fancy, Brian and Clare will attempt to make duplicates for you if you drop them a note. Thanks for your patience.

WHERE HAVE ALL THE ASSOCIATES GONE...

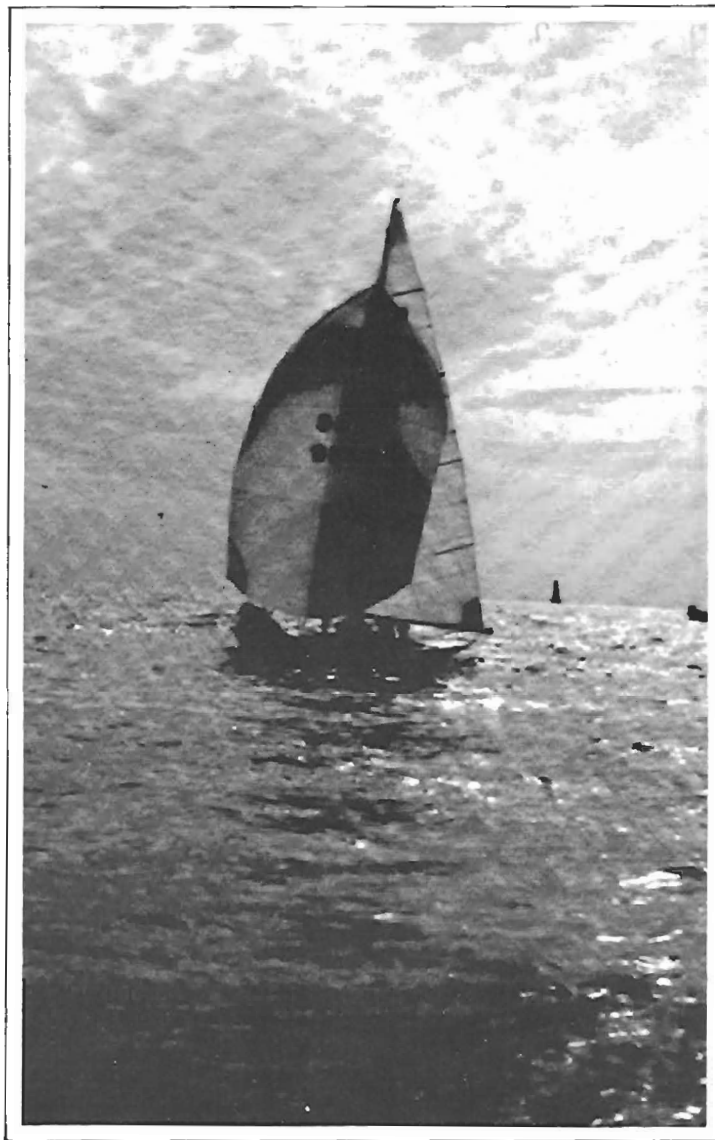
All Associate Members of the Shields National Association should be on the *Masthead* mailing list. Everyone who sails on a Shields should be an Associate Member. Skippers and owners should consider presenting regular crew members with a membership in recognition of their efforts and commitment. Appropriate occasions might be birthdays, launch time, winter dinners, gift-giving holidays or incentives when it's time to do the bottom. Enthusiasm is infectious. Call Kelli McSweeney to sign up your crew.

EDITOR MISSES THE BOAT...

Lies. Lies. Lies. The name of Gordon Vineyard's beautiful, new boat (#235) is not *Pequod* as reported in the last issue. The boat is named *Nimrod*, as was a British ship which raided and otherwise harrassed New England during one of our disagreements with the Brits.

CAPTAIN'S VIDEO...

A video of the 1986 Championship regatta is available. Sort of. The first attempt is fairly rough and was distilled from six 8mm video tapes which were taken at great personal risk by the official regatta photographers. Anyone with editing experience who wishes to help create a fine tape from some very good, but uneven material should get in touch with Bryan McSweeney who can make duplicates, provide technical information, etc. The Class officers would really like to see this tape reach a high level of sophistication for use at winter dinners, cocktail parties, boat shows and bull sessions.



GOODBYE TO BUZZARDS BAY

Rick Tears of Dallas enjoys a peaceful spinnaker run back to Marion after a hard day of racing at the Nationals.

Photo by BJL



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