



OFFICIAL PUBLICATION OF THE SHIELDS CLASS NATIONAL SAILING ASSOCIATION

MASTHEAD

The End of an Era

After almost a decade of dominance by #245, HAWK, owned by John Hardy and sailed by Ched Proctor, the 1997 Nationals featured the crowning of new National Champions, co-skippers Joe Shultz-Heik and Thierry de la Villehuchet. These Long Island Sound sailors from the Larchmont Yacht Club with crew Barry and Monica Purcell and Stu Kluss, consistently kept their focus in the light and shifty conditions to hold

off Jay Miles of Newport to take the event by the closest of margins, winning the championship on a tie-breaker earned in the last race

The 1997 Nationals were hosted by the Ida Lewis Yacht Club, in Newport, RI, on September 10 - 14. The weather cooperated and it was a regatta that was hopefully enjoyed by all. We received outstanding work by Wells Darling, the Principle Race Officer and his Race Committee team. They got all the races off under dif-

It was an extremely competitive event with 26 entrants deep with past Nationals experience. At the outset the favorites had to be the WLIS HAWK team, winners of eight past Nationals.

ficult conditions and kept the racing moving. All organizing committee people worked very hard and did a tremendous job to ensure this would be a regatta which will be remembered fondly for many years.

It was an extremely competitive event with 26 entrants and deep with past Nationals experience. At the outset the favorites had to be the WLIS HAWK team, winners of eight past Nationals. Any regatta HAWK enters they have to considered the favorites and as John Hardy had declared this to be their "swan song" regatta you knew they were not about to abdicate their crown without a fight. Also entered were two time past Nationals Champion Chris Withers and Dallas' '82 champion Rick Tears. Serious contenders who could not be overlooked included Marion's Bill Berry, and Ted Fischer of Newport who was second at the '95 Edgartown Nationals.

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President's Letter

By Bryce Muir

As many of you know by now I was elected at the class annual meeting to succeed Peter Gerard as class President for the next two years. I know you all join me in deeply thanking Peter for all the boundless energy, enthusiasm and effort he expended in bringing so many divergent elements within our class together. His charismatic leadership will truly be missed and he can be sure that I will lean on him heavily (and a lot, too).

For those of you who may not know me, please let me introduce myself. I have owned Shields #23 RASCAL for the past ten years after crewing in several boats before that. I have been the fleet captain for Fleet 9 in Newport R.I. for the past seven years and in that capacity I have organized and run two Nationals and many local Shields events. During my tenure we have had the good fortune to be able to grow our fleet from approximately 12/15 boats to over 46 boats, with around thirty boats on the line for any given race. I look forward to continuing the job on the national level.

While Peter dealt with a number of critical aspects regarding the one design aspects of the boats during his tenure, over the next two years I would like to address a number of organizational issues which I think are imperative to the class, and ability for growth into the next decade. I'm not going to revisit specific boat issues (that's what the technical committee is for) but I will try to effect administrative areas, most notably:

- 1) *Improve Class Communication,*
- 2) *Publish an updated Bluebook,*
- 3) *Create repair specifications*

It's known that many classes suffer from an inability to publish, or have a failure to communicate - where nobody in the class knows what's going on. It is one of my primary goals to improve our means of communication both between the disparate fleets and to and from the National Officers. Starting with this Masthead - and if it is extremely heavy on Newport based items I apologize, but you go with what you've got - we will truly endeavor to get information out in a timely fashion. Hopefully by the time you read this we will have implemented a national web page on the Internet coalescing all of the various elements of our class into one central source. This site will then (theoretically) be linked with a home page from each local fleet to keep us all up to date. The class secretary Mike Fisk and local webmeister Will Harris have agreed to oversee this development, so bear with us while we get this up and running. It should be a big improvement.

What will this do for us? Traditionally, the Masthead has been

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1998 National Class Officers Executive Committee

| | |
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| National Measurer: | David McOsker |
| Secretary: | Micheal G. Fisk |
| Treasurer: | David W. Aibel |

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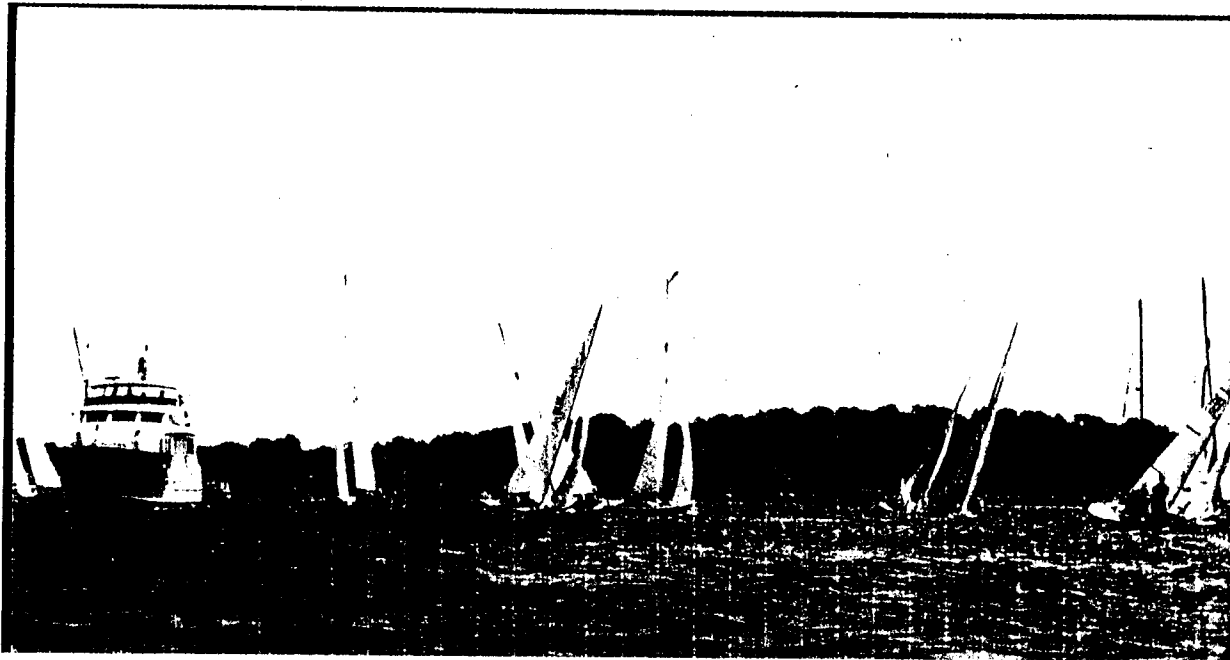
Announcing the formation of Shields Fleet 18, Holland, MI.

We are very pleased and excited to announce the official formation of a new Shields fleet, Fleet 18, in Holland, Michigan. The Executive Committee of the Shields Governing Board received formal application and has granted official fleet status to Holland as of March 1, 1998 and is the first fully founded new fleet in some years. New Fleet 18 has eight boats and will sail out of the Macatawa Bay Yacht Club. Holland is on the northwest side of the lower Michigan peninsula and is about a 2 to 3 hour drive north from Fleet 3 in Chicago. Much credit goes to Dr. John Arendshorst who has worked diligently to form the fleet and will become its first Fleet Captain. Members of Fleet 18 include:

| | |
|-------------------------------------|------------------|
| Dr. John Arendshorst, Fleet Captain | #173 Cluny |
| James W.F. Brooks | # 45 Spirt |
| Paul Brown & Merrill Tutton | #124 Cahoots |
| John Cote | # 64 To Be Named |
| Peter DeLoof | #171 Hubris |
| John Gronberg | # ? |
| Phillip Ragains | # 48 Onalee |
| Tony Thaxton | # 69 Circe |

The Shields Sailing Class Association welcomes you all and wishes your fleet continued growth. We look forward to an opportunity to sail in Holland in the future. For further information on Fleet 18, please contact:

Dr. John Arendshorst
 785 Concord Dr.
 Holland, MI 49423
 Tel: (616) 396 - 5493 Fax: (616) 396 - 0085



Shields Fleet Nine beats out of Newport Harbor for a Wednesday night start.

Treasurer's Report *by Dave Aibel*

Thanks in part to the wise fiscal policy of past Association administrations, the National Associations treasury is in very good condition. Therefore, National dues will remain the same as they were in 1997. We have a balance, earning Money Market interest, in excess of \$20,000. We

anticipate using these funds to foster better communications, via more frequent editions of the Masthead, and to publish a new version of the venerable Blue Book. As a reminder, all Fleet dues, rosters and up-to-date mailing lists are due at the associations office by July 1, 1998.

97 Nationals

Continued from Page 1

Jay Miles, who had just barely lost a tough '96 Nationals battle to HAWK at Marblehead the year before, was returning to give notice that he was a boat to be reckoned with. Nor could you overlook the Larchmont YC entries of the Joe Shultz-Heik/Theiry de La Villehuchet team and Skip McQuire a veteran of the Nationals wars. Past Armadillo Cup winner Doyle Sherman was entered as well.

The local Newport fleet had also sent a number of successful boats seasoned by the weekly 30 boat scrums including Jens Paech, Bryce Muir and Dr. Charles Levy. Other local wildcards included Matt Buechner with past collegiate All American Geoff Ewenson in the boat, and 12-Meter sailor Fred Van Leiw with J-24 ace Geoff Moore setting him up, and Andy Burton had shown real speed at times. All in

all a very deep fleet, and it shaped up to be an excellent regatta.

The Regatta started Wednesday with early arrivals being welcomed, registered, housed, inspected and measured. This went reasonably well though it wasn't till after the regatta that I heard of one participant (who shall remain nameless to protect his ingenuity) who had quite an adventure. Now we can't swear to these details but this is how it was told to us. Getting into Newport fairly late this intrepid crewmember checked in at Ida Lewis and received his housing assignment, the phone number of his host and directions to the house, which was quite close to Ida Lewis. Arriving at the host's house there was a note on the door saying the key had been given to his skipper and gave directions to where

FINAL RESULTS 1997 SHIELDS NATIONAL CHAMPIONSHIP REGATTA "IDA LEWIS YACHT CLUB, NEWPORT, RI"

| | SAIL # | SKIPPER | RACE 1 | RACE 2 | RACE 3 | RACE 4 | RACE 5 | RACE 6 | RACE 7 | TOTALS |
|-----------|--------|-------------------------|--------|--------|--------|--------|--------|--------|--------|--------|
| Larchmont | 1 228 | SHULTZ-HEIK/VILLEHUCHET | 4 | 10 | 1 | [11] | | 5 | 1 | 24 |
| Newport | 2 202 | JAY MILES | 2 | 5 | 3 | [16] | | 2 | 4 | 24 |
| Newport | 3 217 | JENS PAECH | 1 | 8 | 4 | [21] | | 16 | 2 | 32 |
| Larchmont | 4 245 | HARDY/PROCTOR | 6 | 1 | [26] | 9 | 3 | 4 | 3 | 36 |
| Newport | 5 23 | BRYCE MUIR | 3 | 7 | [18] | 2 | | 3 | 14 | 38 |
| Newport | 6 145 | TED FISCHER | 17 | [RET] | 5 | 1 | | 7 | 5 | 39 |
| Dallas | 7 152 | RICK TEARS | 8 | 4 | 7 | 5 | | [24] | 10 | 39 |
| Maine | 8 239 | BILL BERRY | [18] | 6 | 8 | 8 | | 6 | 12 | 46 |
| Newport | 9 201 | ANDY BURTON | 14 | [DNC] | 2 | 7 | | 1 | 17 | 50 |
| Newport | 10 33 | MATT BUECHNER | 5 | 3 | 6 | 18 | [22] | 13 | 11 | 56 |
| | 11 231 | FRED VAN LEIW | 13 | 2 | 10 | [25] | 4 | 10 | 9 | 58 |
| Newport | 12 138 | WITHERS/BOYLE | 16 | 9 | 14 | 12 | | 8 | [23] | 61 |
| Dallas | 13 184 | DOYLE SHERMAN | 7 | 17 | 11 | 14 | 0 | [25] | 8 | 67 |
| | 14 182 | SKIP MCQUIRE | 10 | 13 | 19 | 4 | [20] | 12 | 13 | 71 |
| | 15 25 | FRED WERBLOW | 11 | 14 | 16 | 17 | 5 | [21] | 6 | 79 |
| | 16 166 | IAN MCCULLOUGH | [25] | 16 | 13 | 3 | 9 | 17 | 19 | 87 |
| | 17 21 | JOE TOMLINSON | 19 | 11 | 9 | 26 | [DSQ] | 14 | 18 | 93 |
| | 18 192 | SHAWN LOBREE | 12 | 18 | 21 | 20 | 6 | 9 | [25] | 96 |
| | 19 117 | BOB & FRAN MONRO | 22 | 12 | 15 | 10 | [DSQ] | 19 | 20 | 98 |
| Newport | 20 89 | CHARLIE LEVY | [DNE] | 21 | 12 | 24 | 18 | 11 | 15 | 101 |
| | 21 160 | ROBIN MONK | 9 | 20 | 20 | 6 | [DSQ] | 23 | 24 | 102 |
| | 22 221 | MIKE CARR | 21 | 15 | 17 | [23] | 12 | 15 | 22 | 102 |
| | 23 101 | BRAYTON SEGAL | 23 | 22 | [25] | 13 | 11 | 18 | 21 | 108 |
| | 24 70 | ROLAND SHULTZ | [24] | 23 | 23 | 22 | 23 | 20 | 7 | 118 |
| | 25 80 | CHRIS CARDOZO | 20 | [24] | 24 | 19 | 17 | 22 | 16 | 118 |
| | 26 158 | PATRICK MCINTYRE | 19 | 19 | 22 | 15 | 21 | 26 | [DNC] | 122 |

the skipper was staying, almost next door. Walking over there, he found that his skipper and the rest of his crew had left a note on their door informing him they had gone out for dinner but they didn't know where they were going or when they would be back. So after a short search through town this hungry crewman wandered back to his housing assignment only to find that his host had been there and left again, this time to go out of town for the weekend. It was getting late by this time and being quite tired he thought he'd try to just get a hotel room. So back to town, but this being the boat-show weekend there was not a bed to be had. So after a frustrating search he returned to his skipper's house only to find they had returned and all gone to sleep and wouldn't answer his knocks. It was almost 1:30 in the morning by this time and his frustration was fairly high, so he took matters into his own hands. He marched down to Sail Newport and climbed aboard any number of the drysailed J-24's and went from boat to boat until he found one with an unlocked forehatch and crashed on the bunk and forgot about the whole thing. I am happy to report he was able to acquire his key the next morning and spent the following evening catching up on his sleep in somewhat nicer digs.

Thursday saw registration continue for late arrivals and the Californian crew actually found the borrowed. The practice race was at 02:00 just off the club and probably the nicest sailing day in the regatta. The skipper's meeting was at 18:00 followed by the Class Annual Meeting. Racing on Friday and Saturday was conducted on upper Narragansett Bay, north of Gould Island, with Sunday's two races started "outside" on Rhode Island Sound. The order from the wind Gods for this series was relatively light and shifty air with lots of current. It made for a difficult event where no boat dominated and everybody had at least two deep finishes putting a real premium on consistency.

What follows is a recount of the racing in this years Nationals from #23 RASCAL's perspective but with several months in between, which means they hope most of the details are right while they won't swear to them. But what the hell, as my Father used to say, never let the facts get in the way of a good story. But remember this; in the true spirit of our class, the first person who complains can have the honor of writing next years article.

NATIONALS RECOUNT - BY BRYCE MUIR

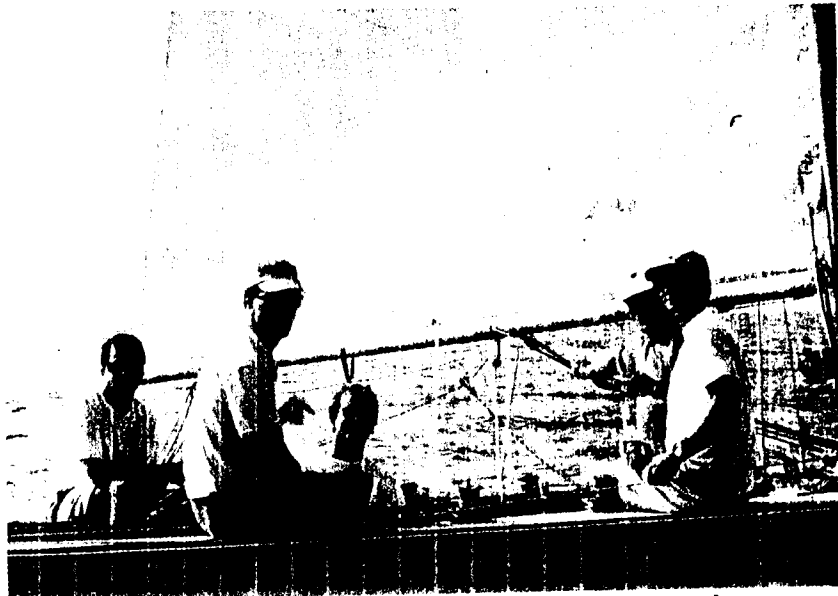
Race 1 - Saturday - Upper Narragansett Bay

Wind - 8/10 knots - Southerly

Current - Flooding

Course - 5 leg triangle, finish downwind

At the start, the PRO of the Race Committee later said "in the twenty years I've been call-



Newport sailor Jens Paech (hand on vang) and crew of No 217, wait for the start of race seven.

ing starting lines, I've never seen such a perfect start. All 26 boats were lined up perfectly, no one early, nobody late, all evenly spaced - an absolutely beautiful start, a glossy-picture-coffee-table-book type of start ". We really felt that with the wind slightly east of south there was a chance it could go right as the heat built and the land effect came into play. We also felt there was more wind right and a good chance of less current going that way,

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everything fairly shouted to us "Go right, Go right". Consequently we started four boats down from the Committee Boat and tacked onto port as soon as we were clear and went with #217 Jens Paech, #202 Jay Miles and the #228 Shultz-Heik/de La Villehuchet team to the right corner. Since we were the only boats that went that way, it was either going to pay big-time or it was going to be ugly. About halfway up the leg it became very apparent that we were on the correct side (for a change). All of the boats that had continued out on starboard (most of the fleet) were suffering and when the four of us tacked back the four of us had a good sized lead over the fleet. Jens rounded first and never looked back, Jay went around second followed by Joe and ourselves and off we went to the wing mark. Great crew work allowed us to get by Joe at the wing mark but

It should be stated here that this classic move by Joe was closely observed and noted by all Members of the Nominating Committee for the fabled Take a Bow award

Joe sailed a great weather leg to pick up both ourselves and #202, and was in second as we rounded the weather mark and headed downwind for the finish. Unfortunately Joe was of a mind that there was another weather leg and proceeded to leave the finish mark to port. Jay had white line fever and was following closely as both doused their chutes to come back upwind, and Joe was just starting to round when they both heard the finish gun for Jens. Jay quickly whipped out his sailing instructions, realized what was happening and in the nick of time slammed the tiller over and was just able to clear his bow through, missing both Joe and the finish mark, to finish second as we snuck in and stole third while Joe was desperately trying to unwind the string and finish before #33 Matt Buechner could also nip him at the line. It should be stated here that this classic move by Joe was closely observed and noted by all Members of the Nominating Committee for the fabled Take a Bow award thus

catapulting Joe into the early lead for this most noteworthy of trophies.

Race 2 - Upper Narragansett Bay

Wind - 10/14 knots S/SW

Current - Flooding

Course - 4 leg W/L finish downwind

In the second race the current was still flooding and the wind building a bit. For this race most boats had figured out that right was the way to go, so lanes were crowded. We got a decent start and gradually worked our way out into a clear lane ending up to leeward and even with #245 Hawk. Finally we could take a look around. We were headed to the right corner with #231 Fred Van Leiw, who was ahead and to leeward and #217 Jens Paech directly behind us. With #245, #217 and #231 all with us it seemed like a decent place to be. Things were going just ducky until Van Leiw decided to tack onto starboard and consolidate on the fleet. Unfortunately while he could cross us easily enough, he wasn't far enough ahead to cross Hawk without risking Hawk leebowing him and so he decided to lead Hawk back out to the right and as a consequence planted right on top of us, forcing us to bail early away from the favored side. Hawk ended up rounding the mark first with #231 close behind, #33 Matt Buechner had come up the middle and snaked in third ahead of us with #202 and #217 close behind. #202 got through us on the next beat so we rounded for the final run just behind Jay. Unfortunately #138 Chris Withers (sailing his very own new boat) had sailed a great second beat and rounded right behind us and immediately began attacking our air, forcing us up onto Jay, who began reaching out to the left to keep his air clear and we all allowed #152 Rick Tears and #239 Bill Berry who had both sailed low and fast to sneak in and steal fourth and sixth which dropped us back to seventh. Hawk won the race and #231 was second. #33 Matt had jibed away and stayed clear of our fracas and held on for third while fourth through eighth finished with each boat overlapped with the boat

ahead for a very close finish.

Race 3 - Upper Narragansett Bay

Wind - 12/15 knots - S/SW

Current - Flooding

Course - 5 leg W/L, finish upwind

By now everybody recognized that right was the way to go off the line which put an awful lot of boats into a small amount of water resulting in our only general recall of the regatta. We proceeded to get absolutely stuffed on the restart, gasping for air, searching desperately for any kind of lane and not finding one. We finally wiggled our way out to the left - exactly where we didn't want to be. The Shultz-Heik/de La Villehuchet team on LADY K got

Day Two - Race 4 - Upper Narragansett Bay

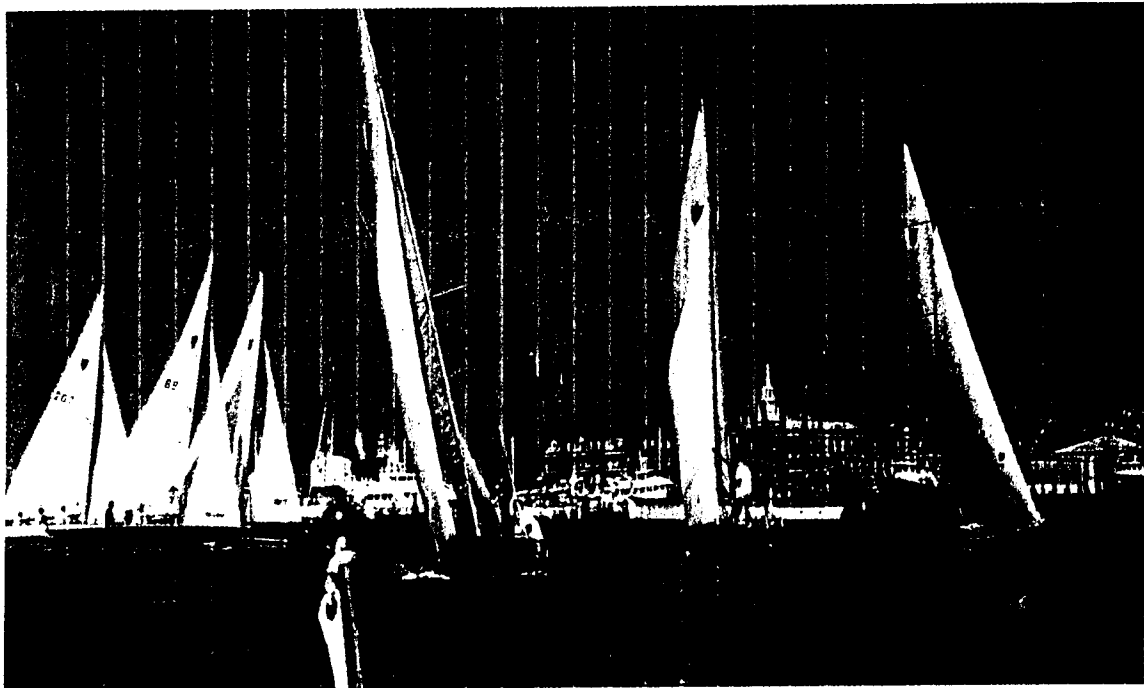
Wind - 8/10 knots Westerly

Current - Beginning to Flood

Course - 4 leg W/L, finish downwind

Saturday brought a weak frontal system passing to our south giving us a light westerly, with big holes and long streaks in it. Due to fog outside the racing was again up the bay and with the weather mark set up near the north end of Jamestown the beginning flood current was moving left to right across the course.

Our game plan was to protect the left side in case the southwesterly sea breeze would fill in and take advantage of any flooding current there might be. We got a beautiful start at the pin end next to



Nine am harbor start got things underway

a great start and again led the fleet to the right corner, followed closely by #201 Andy Burton and #217 Jens. Unfortunately they were so far away we never did see what happened up there, though we did notice Hawk struggling manfully along under just a jib (and finished the race) after having snapped their main halyard. #228 LADY K went on to win the third race and close out the day with 15 points, but the leaders after one day however were Jay Miles with a total of 10 pt's. and Jens Paech with 13 pt's.

#145 Ted Fischer and #166 Ian McCullough, both local Newport boats. The three of us worked the left side to great advantage, while the three leaders from Friday, #217, #202 and #228 all bought into the right side and disappeared. Ian did a great job up to the weather mark and rounded first with Ted and us right behind and with #182 Skip McGuire a bit back in fourth. The second beat featured enormous lifts, personal headers and deep holes reminding us a lot of Lake Ray Hubbard, which probably

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explains why #152 Rick Tears seemed to come out of nowhere to become a factor. As we went up the left side Ian had us safely on his port hip and Ted nicely tucked away to leeward until Ted hooked into a huge personal and private lift which he rode right up to weather of both of us and right up to the mark. Ian tacked over and planted on us to salvage second with us third and #182 hanging onto fourth just ahead of Tears and #160 Robin Monk who had worked the left side to advantage as well. Angles were everything going downwind as the wind went real light and shifty. We were able to jibe on several shifts and picked up Ian almost at the finish to follow Ted across the line for second. Ian was able to hold off Skip for third who in turn was fending off Rick Tears who finished fifth, who was in turn fending off Robin Monk who finished sixth, who was fending off.....

Race 5 - Upper Narragansett Bay

Wind - 6/12 knots - W/SH

Current - Flooding

Course - 5 leg W/L, finish upwind.

The fifth race featured more of the same generally frustrating sailing. Again we vied for the pin only this time had lots of company; Andy Burton, Chris Withers, Fred Werblow and Jay Miles were all down at that end and all happily sitting right on our air. However just as the oxygen masks were dropping out of the boom they all started peeling off to go back and restart leaving us free and clear! The only problem was that for some reason the left side favor had evaporated and we just tanked for a while. Jens, Chris Withers and the Lady K team irritatingly all pushed up just to the right of us and made it around the top mark in that order. We eventually rounded after struggling into the mark about 18th or so and then proceeded to sail a really horrible downwind leg. We watched #221 Mike Carr, #70 Roland Shultz, and #80 Chris Cardozo, and God knows who else, sail past us like we had

our anchor out until we finally rounded about 23rd next to Patrick McIntyre who's motto for the year had been "Forget Love - Go for Lust!". With Patrick's

loud query echoing in our ears "What are you guys doing back here?" we knew this just wouldn't do, so after only a minor temper tantrum on the part of the skipper, we finally got our heads out of the boat and started looking around. We could see the So'wester coming in - Hell, we'd seen it for almost two hours, it just wasn't making it up the bay and at this rate might not ever. So we abandoned our plan to protect the left and after the leeward mark went out on a long port tack to the right corner. Most of the boats that went left died in the dead zone between the old Westerly and the new So'westerly that was coming and were left behind. We hit a couple of shifts right at the end of the leg and were able to pick up both #184 Doyle Sherman and #239 Bill Berry just before the mark. From 22nd to 10th - things were improving!

On the downwind side, again angles were all important. There were a couple of large shifts which my crew gleefully bounced on allowing us to pick up huge ground and a couple of more boats before the Southwester finally limped in. The boats that went to the new breeze may have got to it first but had to square up and go slow to the mark. The boats that went left got the wind shortly after and were able to come back on a hot inside angle. The race committee had moved the upwind mark about 60 degrees to the left to be square up to the new wind which introduced a really interesting 270 degree mark rounding, so after avoiding the cluster at the mark we found we had made it back to fourth. Jens was well in front Withers was to leeward with Fischer below him and we were just ahead of #228, #152 Rick Tears and #239 Bill Berry. Unfortunately we were also immediately to weather of #117 Fran and Bob Monroe, who did a great job of pinching up under us and eventually forced us to tack away, costing us any chance at the boats to leeward. Jens held on to win his second race of the regatta followed by Chris Withers and the Lady K team. Ted held almost until the port tack layline and was able to cross Rick and Bill and led them into the finish in that order. The Monros sailed their best race of the regatta but unfortunately found out at the finish that they had been over early at the start and were dsq'ed. For us to come back from 22nd to finish 7th was a huge lift and left us feeling alot better about the day than we could have.

So at the end of the second day with five races sailed there were four boats all within five points (scored with one throwout) of each other at the top. Jens Paech was our leader with 14 pt's., the Shultz-Heik/de La Villehuchet team were tied with Jay Miles for second with 18 pt's. and we were right behind with 19 pt's. A second group of four boats, including Ched Proctor, Ted Fischer, Rick Tears and Bill Berry were only ten points back. With two races to go eight boats had a serious shot at winning this thing.

Race Six - RI Sound

Wind - 6/12 knots, S

Current - Slack

Course - 4 leg W/L, finish downwind

This was the closest to a classic Newport race that we had in this regatta. We were postponed as the morning Nor'ther which we had sailed out on died and we waited for the Southerly sea breeze to fill in. The current had not yet started to flood

when we got off and it became a race to find your lane and go for speed off the line. We got a good clean start at the Boat end of the line and took a clean starboard tack lane. We were able to tack on a little left hand shift with Jay Miles and we both crossed most of the fleet easily, with the exception of #201 Andy Burton who had found his own personal wind way out to the right and led the fleet into the mark. #202 rounded second, #23 third, #245 fourth and #228 fifth. #217 Jens had disappeared into the middle and was deep which opened up the lead for the regatta. The next three legs remained consistent with everyone holding onto their places with Andy going on to get the gun, Jay was second, Bryce third, Ched fourth and Shultz-Heik/de La Villehuchet team coming home fifth. Bill Berry remained in contention with a 6th and Ted Fischer came in 7th. Of the other two leaders, Jens had a very disappointing 16, and Tears had a throw out 24th.

So going into the last race it was Jay Miles taking over the lead with 20 pt's trying to improve on last years runner-up position, Bryce Muir was second with 22 points, and the Shultz-Heik/de La Villehuchet team right behind with 23 points. Jens was close with 30 and Ched was coming back as we all expected. Ted, Rick and Bill Berry were all hanging close but each had put a second mediocre race in the can and had no room for error. So, as it should, it all came down to the last race.

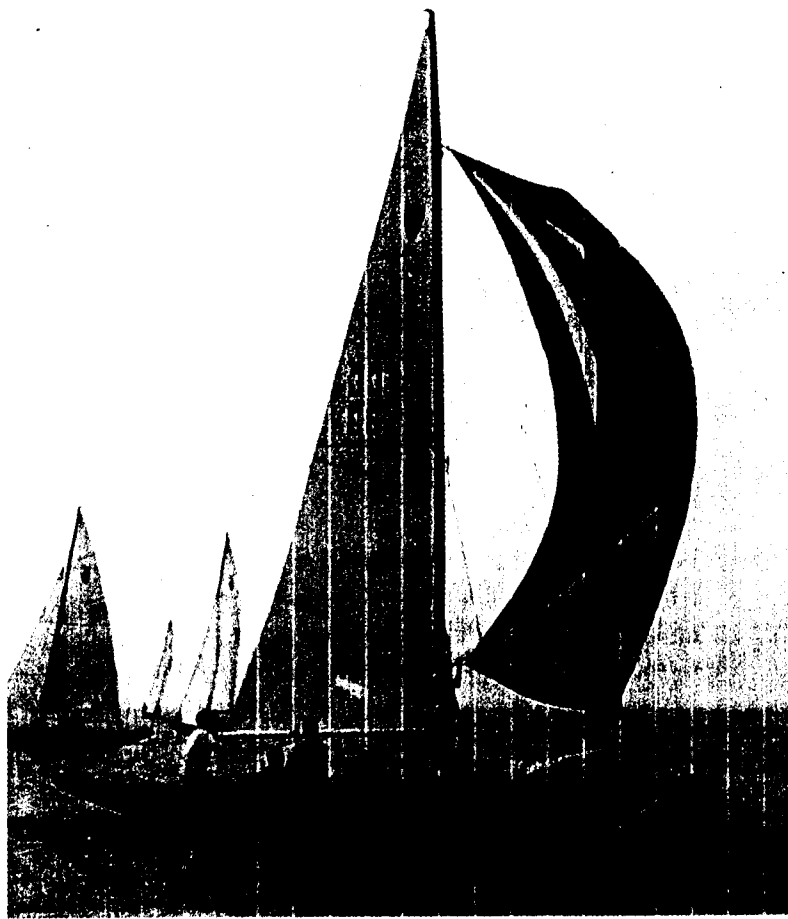
Race Seven - RI Sound

Wind - 6/8 knots - S/SE

Current - Flooding

Course - 4 leg W/L, finish downwind.

The wind had gone quite light for the start of the last race and with the current starting to flood severely, so we wanted to jump off onto port and go bow into the current as soon as we could. We ended up four boats down from the Committee just to weather of Fischer and just to leeward of Fred Van Leiw with all of us on the same page. Then disaster struck. We had a nice half boatlength hole to leeward of ourselves which unfortunately #89 Charley Levy decided he was going to try to tack into and fill. A half length hole is not a full length hole especially in light air, and we had to go head



Matt Buechner gets ready to douse at the leeward mark in race six.

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to wind to not T-bone him during his tack. The worst part was it put us dead in the water and third row with about 20 seconds to go. Needless to say we were close to DFL over the line and there went our chance at the regatta. Therefore, to give better perspective we'll let our new national champion tell us in his own words how he won the Nationals.

Race 7, by Joe Shultz-Heik

The last race was postponed as the wind had lightened further. We needed to have three boats between "the Miles's" and us in the final race. After some wait the start went off in light air. We wanted to start close to the middle of the fleet and approached the line on port with 45 seconds to go, when we tacked. The start went off in very light air; the wind had shifted from the morning race to about 200 degrees. The wind had further lightened. Shortly after the starting gun, the fleet tacked onto port. We could not get enough boat speed up to tack with the fleet; everybody had tacked onto port. We gave the pin boat another first class showing of how not to start a Shields, DFL. Memories came back from the Larchmont Nationals where we had a DFL start and recovered to round the weather mark in first. Dead silence on our boat. "We have been in this position before. Does everybody agree that we are sailing directly towards the darkest cloud on the horizon?" We kept going towards that cloud in the north. After 7-8 minutes on starboard tack, the wind velocity increased little by little; we gained on the tacking angles of the fleet, the race was on.

Close to the starboard tack layline, we tacked. New compass heading about 200, the wind had gone further right, but the velocity was on our side of the course. There was one boat on the right side layline, which was way out in front. It turned out to be #25 Fred Werblow whom we know to be very fast in light air. #25 rounded first, we were second with a comfortable lead over #245 Ched and John. But where were Jay and Bryce? Jay was about 10th and Bryce a little bit further back. We stayed close to the rhumbline downwind and gained on #25. Upwind we stayed towards the middle of the course. Ched and Jay favored more left. Reluctantly we went with them leaving the center of the course. We had passed #25. Ched and Jay were right there was more velocity on the left.

We had given up some distance but stayed with them.

Going into the last beat, we had 1 point/boat to spare between Jay and us. Our port tack heading was 210 degrees - Ched and Jay favored the left again, this time we did not let them go, we went with them. The wind lightened again, Jay was passed by Ched on a small header! Our port tack compass heading went from 210 to 220 to 230. The tacking angles showed that the right side boats had gained considerably. The compass went to 240; tacking angles showed at constant velocity the right side boats might be ahead of us! Rich du Moulin had told us to protect the right side if the wind was light and around 200. Ched tacked back onto starboard, thinking this was a header, not a permanent shift. A few minutes later Jay followed and so did we. Ched crossed Jay easily; the point spread was OK again. We were now approaching the finish line on port, compass at 240, when #217 came in from the right corner. Tacking angles were even, except Jens was on starboard and therefore one tack ahead. We tacked close underneath Jens, 40 boat lengths to go to the finish. Get the boat speed up, make sure we lay the finish pin. What a thriller! Speed, speed, speed, then work it up, slowly. It worked and we finished first, Jens 2nd, Ched 3rd and Jay 4th. What a day on the ocean. We were tied with Jay in a thriller of a race and won the Nationals on the tie breaker.

The seventh race win gave Joe Shultz-Heik and Thierry de La Villehuchet 24 points, tied with Jay Miles and by winning the tie-breakers, they became the new Shields National Champions. Jens had a great regatta to finish third and Bryce Muir tied with Ched Proctor, each with 36 points with Hawk winning the tie-breaker. Ted Fischer who finished 6th overcame a bad first day, to be the contender we knew he would be, despite the possibility of his wife delivering their first child at any moment, and Rick Tears sailing a borrowed boat finished 7th. Rounding out the top ten were Dr. Bill Berry from Marion in 8th, Andy Burton and Matt Buechner, both of Newport were 9th and 10th respectively.

TEAM RACING

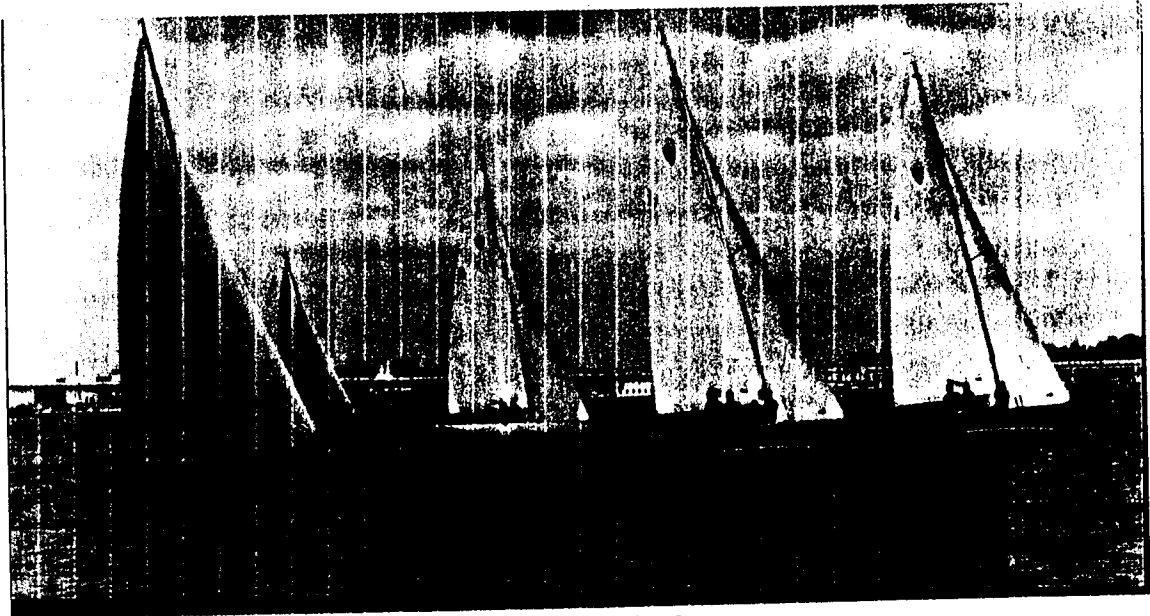
Back To The Future

Team racing has long been an aspect which the Shields Class has embraced and is particularly well suited for. After all, Marion has raced against Marblehead for the Roosevelt Cup for years, and Larchmont has raced against Edgartown in the past as well. More recently Newport has developed several team racing events within Narragansett Bay - the 41'28" Cup between Ida Lewis YC and the NYYC, raced the last four years, and the Patriots Cup, an invitational team race which featured eight teams last summer, three from England, the Storm Trysail Club, Ida Lewis Yacht Club, New York Yacht Club, Beverly Yacht Club and Larchmont YC.

It is one of our national goals to continue the emphasis that Peter Gerard placed on getting people of different fleets together. As we all share a

common interest in Shields, truly one the most rewarding aspects of sailing a Shields is to meet and sail in different parts of the country. One major way to accomplish this is through the medium of team-racing.

It is our pleasure to announce that through the Herculean efforts of Russell Hoyt, we now have in Newport twenty four sets of identical, generic Shields sails, available for team race events. It is our intention to create a class Team Racing Championship in different venues using these sails. To participate all you have to do is show up. How much easier can it get; you simply arrive with your crew, get your boat, pick up your sails and go sailing. What follows is a brief report by Vic Onet, sailing for the Larchmont Yacht Club, about this year's Patriot's Cup.



Ida Lewis in a winning combination versus Royal Thames in the 1997 Patriots Cup.

The 1997 Patriot's Cup by Vic Onet

In what was almost "the perfect regatta" the 1997 Patriot's Cup, sponsored by the New York Yacht Club, and ably supported by the Royal Russell Hoyt Bath, Tennis and Yachting Society, took place in Newport on Sept. 27th & 28th. A total of eight (three boat) teams, sailing 24 Shields, mostly supplied by the Newport fleet, engaged in an orgy of

racing over the weekend - sixteen races for each team. Three teams from England participated including the Royal Thames YC, the Hamble River Sailing Assoc., and the Sigma 33 Sailing Assoc. Other participants included the New York Yacht Club, the Storm Trysail Club, Ida Lewis Yacht Club, Larchmont YC and the Beverly YC. Identical sails were supplied by the Hoyt group for each boat. The racing was

Continued on Page 16

Candy Store Cup – Newport – Labor Day, 1997

B - "We really should have had that last bottle of champagne."

J - "Yeah I know, but it was really crowded at the bar and Billy Winthrop bought us the Buds anyway, and the kids were starting to peel stuff off the walls. Who were all those people in the Candy Store anyway?"

B - "Tourists - lots and lots of tourists - it is Labor Day after all. Where'd Dan get to?"

J - "He's going to grab some ice for the beer and meet us at the boat. When was the last time you did this race?"

B - "Oh Lord, a very long time ago, late 70's? This used to be raced in two-tonners, boats like Russell Hoyt's DESTINATION, and ARIETO, WILLIWAW, TATOOSH, MANDRAKE, GOODBYE GIRL, boats like that, DESPERADO - the Ericson, was she a two-tonner? I can't remember. Great boats. Great time, they'd pack as many people as they could find aboard, at least one person for every foot. David Ray donated a trophy and the winner each year was engraved on it. It wasn't run for a long time



until the 12-meters resurrected it a couple of years ago, WEATHERLY, AMERICAN EAGLE, etc. But they raced it outside the harbor so it wasn't the same. This should be pretty cool, racing around the inner harbor on Labor Day, this should piss a fair number of people off."

J - "I should say. Great day for it, anyway. How long till the start?"

B - "Just under an hour. We should hustle up a bit here - come on, kids, lets go. Did you hear the marks for the actual course? Kids - Lets Move!"

J - "No, I just heard the start's between the Gas Dock at the end of Bannister's and the Water Float."

B - "That's right, once around the inner harbor leaving all marks to starboard."

J - "All the marks, which marks?"

B - "All the marks, including, you know, the little cable marker dohickies - the ones with the little reflectors on top?, and then we turn at the no wake buoy, go around can 5 by Goat Island, (we'll put the chute up there, so we need to set up for a port pole by the way), go down the west side of the harbor, jibe at ISABELLE's mooring buoy, reach up along Long Wharf, then douse at the corner in front of the Newport Yacht Club and then beat up to the finish off the gas dock. Should take a total of about fifteen minutes."

J - "Ah, Here's Dan, oh good on you, you remembered the ice for the beer. Well done."

D - "Is ISABELLE on her mooring? Andy was talking about cheating by cutting inside her."

B - "He would. Doesn't matter. Let's get the sails up and get over to the start. Kids, get out of the food, will you please, you just ate. How many boats are there?"

J - "I count fifteen. Wow there's a lot of other boat traffic out today."

B - "Its Labor Day, what do you want. How much time to the start?"

J - "About 5 minutes to first gun. Do we have a plan?"

B - "Yeah - Don't hit anything! Jesus! Where'd Buechner come from. Starboard! Kids, get down in the boat!"

J - "Sounds like a good plan to me."

Left: Fleet Nine members (LtoR) Peter Schott, Danny Hadley, Charlie Levy, Ben Bryant, Larry Ahearn, David Call

Middle: Before the start of the Candy Store Cup.

Right: B, J and D and three future fore-deck crew

B - "Where is everybody, where's Fischer? Dan, There's the first gun."

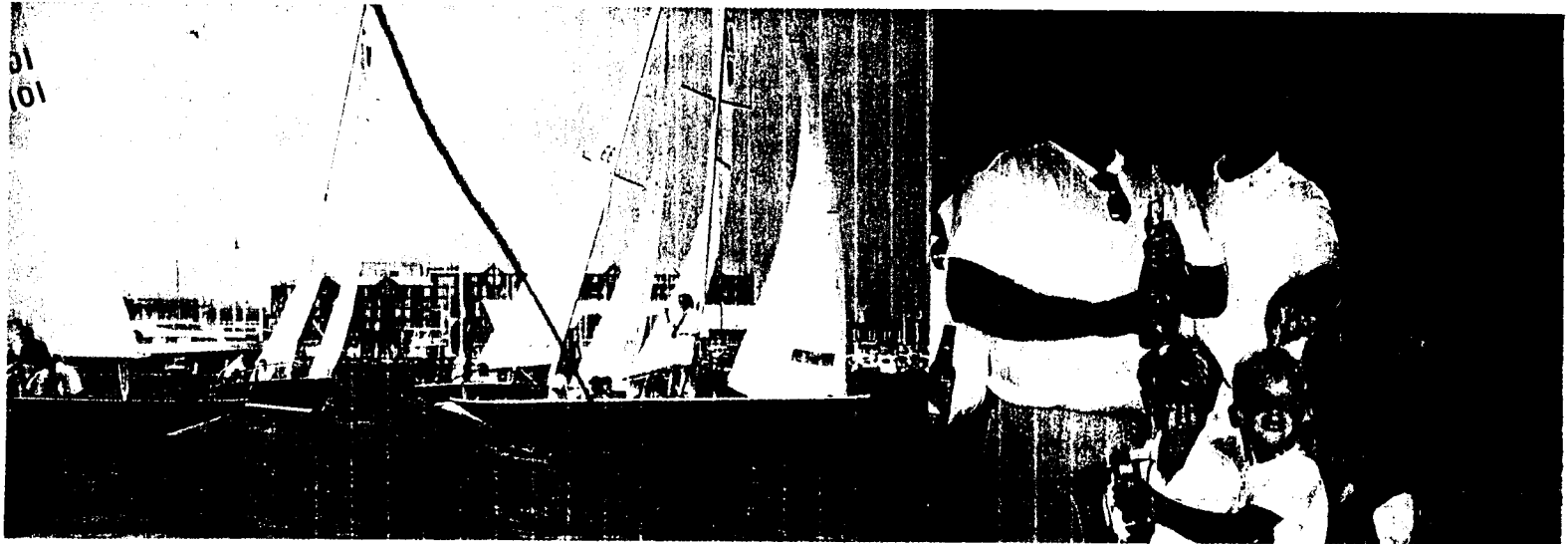
D - "Got it!"

J - "Fischer's with Jens on the other side of WEATHERLY. Andy's tacking around that blue Beneteau. Charley Levy's way the hell over there - I don't know what he's doing. Ben Bryant's just tacking now by the big Little Harbor, he's no problem but we'll have to watch Larry and Hadley, and Ian's coming at us from between the Swan and that ugly little thing, whatever it is."

B - "Easy now - that's somebody's pride and joy. Let's head back to the line. Kids, Stop playing with the halyards - yeah, those ropes, stop. Whoa, there's Timmy Dwyer, we can't tack. We'll have to jibe around this trimaran. Here we go."

D - "Two minutes to the start, which end do we want Bryce."

J - "Jesus, just look at the size of that power yacht coming in, it must be over 150 feet. What's she called? STARSHIP? You realize of course that she's going to be right in the middle of the course after the start."



B - "I see her. OK, I want the right end. With fifteen boats on a line twenty feet long I want to be able to bail and I want to stay on the weather side of that powerboat. Lets tack, please."

D - "Shape down, Bryce - one minute."

B - "Lets tack back now - We're going for the line now, lets go for speed. John, Who's above us?"

J - "Doug Ferguson, but we're bow out on him. Big hole to leeward. There's the gun. OK, Good start, no recall. Doug's away."

B - "OK, We're going to have to tack to stay away from STARSHIP. Ready? Let's Go."

J - "We're in good shape, there's more wind right, but we're not quite laying the first mark."

B - "Which mark, where's the mark?"

J - "It's that little cable marker you were talking about, we have to leave it to starboard."

B - "Oh right." "We'll have to take a quick hitch around it. Two good tacks now, guys. Make 'em good cause Andy and Jens will be all over us if we don't."

J - "OK Bryce, we're bow out and in clean air. Sail her fast. Damn, that powerboat has got a loud horn. Do you think he was upset?"

B - "I don't see why. Is the Chute ready to go, we're almost to can 5."

D - "Chute's hooked in, ready to set"

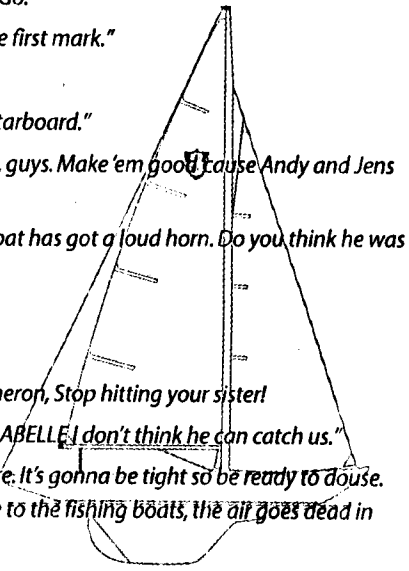
B - "OK lets set - Great job guys - we've opened up a four boatlength lead. Cameron, Stop hitting your sister!

J - "No worry's now, mate, we're in good shape. Even if Andy cheats and cuts ISABELLE I don't think he can catch us."

B - "OK, lets harden up and see if we can carry the chute along Long Wharf here. It's gonna be tight so be ready to douse. Ready? Guys away. Good takedown. We probably shouldn't get in too close to the fishing boats, the air goes dead in here."

D - "Phew, in more ways than one."

B - "Here's the finish line, guys. Ready for the gun? Hey kids, wake up, we won! Great job everybody. Pretty cool guys, RASCAL gets engraved on the Candy Store Cup. Hey, now we gotta go back and get that bottle of champagne!"



FLEET BUILDING A FEW THOUGHTS:

Since becoming the fleet captain in Newport over seven years ago we've had remarkable success in growing our fleet, improving from roughly twelve/fifteen boats to over forty four boats at last count. Over the last several years I've repeatedly been asked "how have you done it and how do you keep up interest?" While I really don't have any stock answers, I do have some ideas on what works and what doesn't. While the boat obviously has a great deal to do with it, strict one-design constraints to create a level playing field along with the economics of ownership; a relatively low cost entry point, limited sail purchases and low annual maintenance costs, I'll put these aspects aside for the moment and deal with the people side of things. I've been urged to share some of these ideas and while many of these will not be germane to other fleets, they are intrinsic to how I'll approach growth on the national level over the next several years.

So what builds a fleet? In general, growth in Newport has been accomplished by decent organization, reasonable communication to all members of the fleet and a philosophy wholly centered on having fun. Our racing schedule has been designed to encourage maximum participation and features a great social atmosphere. This truly seems to work.

First and foremost, I really believe the most important and most difficult function of any local fleet captain is to keep everybody involved and having fun. Clearly most of what we do is racing oriented and revolves around the racing schedule, consequently it's imperative that the person finishing 20th is having as much fun with his boat and feels as much a part of the fleet as the person winning the race. When the overwhelming emphasis is put solely on winning, rather than participating, people quickly lose interest - after all there's only one person who will win any given race. Therefore the emphasis must be on fun; enjoying what we do, enjoying the boat, enjoying the people we sail with and sail against and enjoying the opportunities to improve and be a part of a great organization.

I found as a fleet captain, the groundwork for a successful season was early planning and getting information out early. By keeping an up to date mailing and phone list it was fairly easy to disseminate information. It is also paramount to involve and pique the interest of as many of the local yacht clubs as possible and get our schedule on their calendars early. When you're organized before everyone gets on the water (or as much as you can be) - when everybody knows what they're racing for, who's going to run which race and how many races there will be, when and where it starts - there's much less stress and people have a lot more fun.

I also found a big ally you have is to adjust the racing schedule itself. In Newport, over the last few years we have shifted the emphasis from weekend racing to our Wednesday Night series. This has been hugely successful for us, to the point where we are attracting upwards of thirty plus boats to the line on any given Wednesday.

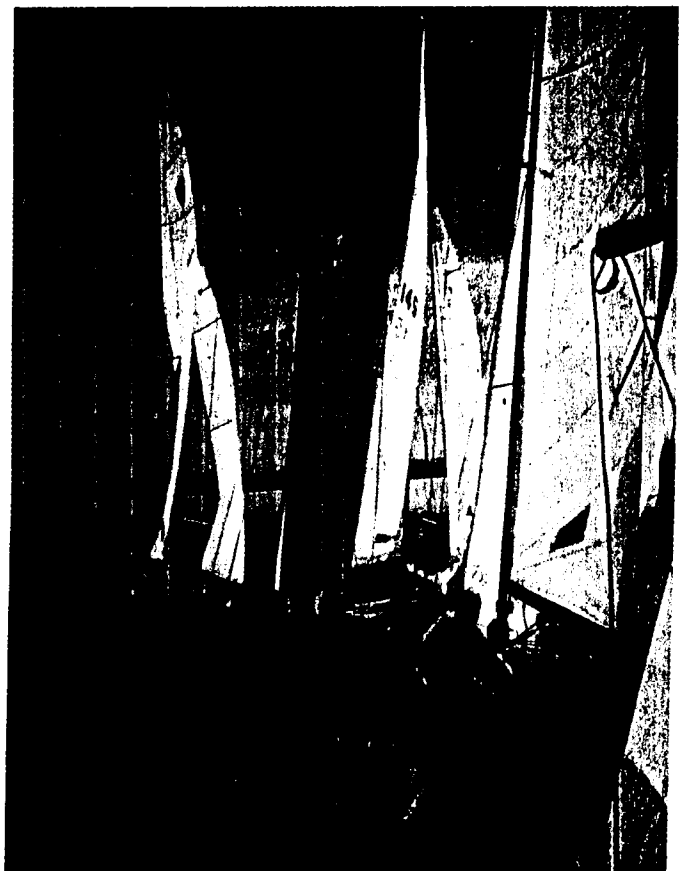
in minutes and 3) because it's mid week it doesn't cost you significant family time. We have adapted this philosophy for our weekend series as well. Most of our owners are in their late thirties and forties and have young families, so the competition for time is fierce. Most of our fleet members simply don't have the time to devote to sailing every Saturday. Consequently, we've reacted by scaling back our weekend sailing to one major regatta per month May-Sept. and then we'll do 2 or 3 races on one other weekend day, either a Sat. or Sun, during that month. This gives people a chance to unwind, be with the family, play golf, or even sail in other classes on the open weekends. This has started to work for us and is reflected in growing participation. While these adaptations have worked for the Newport fleet the main lesson here is to listen to your fleet and don't be afraid to move away from what has been done in the past and adjust your schedule to whatever works.

I firmly believe however, that true growth really only occurs when you start throwing great parties. The importance of this can't be understated. It is almost more important than the schedule, for these social events are the glue that holds the fleet together. The post race party is where everybody gets to know each other. The people who did well can bask in the glory of their accomplishment and the competitors who did not do as well can have access to those that did, and all have a good time. It is this social context that keeps fleets together and lets them grow. Any group that is having a really good time doing what they're doing, naturally attracts even more people until one day you look up and realize you have the best racing and the best fleet on the bay.

Another aspect we have been guarding in Newport is making sure we don't lose our beer can racing. We deliberately add different events into the schedule, mix in novel uses of the boat to get away from strictly fleet racing. This includes team racing, an elimination match race series planned for this year, a long distance point to point race with a barbeque at the end, and some fun races such as the Candy Store Cup which don't count towards any series standings but allows an owner to sail the boat with his family or friends (true beer can racing). This tends to introduce the boat to even more people.

This has been extremely successful, particularly the team racing which really is a blast to sail and is just great fun.

So what grows a fleet? Clearly, good organization, excellent communication with regular newsletters through an up-to-date mailing list, a fun, cost effective boat sailed on an level playing field, an adaptive schedule which meets the needs of the members and a great social atmosphere which places the emphasis on fun are all necessary ingredients. It's a delicate balance which constantly changes. But beyond this, there is also one other aspect which truly makes a difference - an energetic, enthusiastic and accessible fleet captain. Ultimately, in order to grow, it is usually left to one individual to harness all the divergent factors and spend the time necessary to get their fleet reved up. Without this energy and direction, any fleet is destined to suffer. I've had the chance to work on the local level with some success, and look forward to seeing if any of these lessons translate to the National level. I, and the other national officers, plan to work with each fleet to make our class grow in any way we can. As long as we're having fun, of course.



The consequences of fleet building, a slight congestion at the mark

TEAM RACING

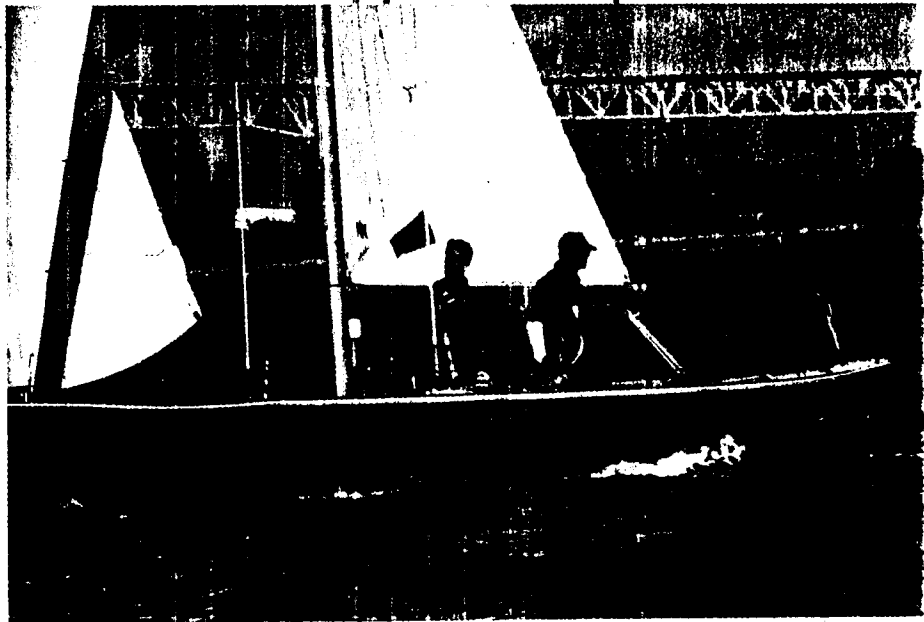
Continued from Page 11

beautifully orchestrated by a Race Committee chaired by Peter Reggio and a parcel of umpires and judges who were on top of the action even as four races were being sailed at the same time on the same course. Races were banged off every five minutes on both days as Mother Nature decided to play a happy part of the game. Her generator failed for an hour or so on Saturday morning but after that the machine restarted to supply light to moderate air for Saturday and eight to ten knots for Sunday.

The event was decisively won by a strong group representing the Storm Trysail Club, which was led by past Olympic team captain Gary Knapp. The rest of the teams were sprinkled with a number of former collegiate All-Americans, Shields National Champions and "names" from the big-boat ranks. This produced an unusually high caliber of racing and serendipity produced wonderful camaraderie, consideration, and sportsmanship. Close, sometimes fierce battles were waged all over the race course on both days as the boats were virtually identical in speed. The teams that rose to the top did so because of team racing skill and pure boat handling (there were no spinnakers) - which is as it should be. There was little doubt that the Storm Trysail team was the creme of the Patriot's Cup creme.

Interestingly the new rules and the new team racing rules got a mild workout. In a couple of instances, umpires were kind enough to explain their rulings between races and the current approach to the concept of luffing was more clearly defined. It appears that "luffers" better be very careful indeed about giving "luffies" room to keep clear. If, for instance, you luff somebody, in one continuous motion, when your bow is behind his mast, and he swings his stern into you trying to keep clear, you better be ready to do penance. The old idea of "tapping" somebody from leeward appears to be history. If anything, the reverse is now true.

The Patriot's Cup, in my view, is in danger of becoming the preeminent (non-collegiate) team race event on the East Coast. This is largely because of Russell Hoyt's unflagging support, the sponsorship of the NYYC, the organization of the Newport Shields fleet and largely because of the boat. The Shields is particularly amenable to team racing because there is virtually no boatspeed differential, and since there's no appreciable acceleration differential and the boat carries her way forever, tactics come down to anticipation, sail trim, boat handling and strategy. In other words it puts the race back in the hands of the sailor. "You certainly have to respect the hell out of it for that," said one competitor.



Our Class President Emeritus Peter Gerard (sitting) drained by sixteen races of close competition.

CHICAGO NATIONALS

AUGUST 26TH - 29TH, 1998

The Chicago Shields Fleet, with the cooperation of the Chicago Yacht Club has been preparing for a world-class National Championship Regatta this fall.

With the help of Gordon and Dan Goodwin, Regatta Chairman Mike Schwartz and former "Q" boat sailor Tom Kennedy, whose sparkling new Shields "ROBIN" was the centerpiece, Shields fleet No. 3 "knocked 'em dead" at the Strictly Sail Show at Chicago's Navy Pier. Thousands of yachtsmen viewed, oohed and aahed at the pretty new boat

asking questions like "when did they start making them in fiberglass?" and "so where's the head?". About 50 or so of their more astute brethren signed up to crew, skipper or own a Shields and attended a Fleet Meeting in early February at the Belmont Harbor Clubhouse. Thanks to Committee Heads Gary Ropski, Tim Franceschini, Gene Bernardoni and every fleet member and friend who helped us at the show!

There are many reasons to attend the '98 Chicago Nationals, including:

- One loaner boat for each fleet will be available for visiting yachtsman
- In order to aid participation, the National treasury will pitch in \$200 to any boat coming more than 400 miles to the regatta to help defray travel costs.
- Belmont Harbor is as pleasant and inviting as any place in the country, with all boats moored a short distance from the clubhouse.
- Hoists (3) and a gin pole are all within 100 feet of the club and are available FREE to visitors
- Secure trailer storage within walking distance and temporary moorings available
- Food, ice, beverages, changing rooms and restrooms will be available
- Accommodations are plentiful and nearby.

Now that we have your attention, to make the trip worthwhile, Friday, Saturday, and Sunday, August 14, 15, & 16 are the dates for Chicago Yacht Clubs renowned "Verve Cup Series". Shields races are followed by some spectacular parties, entertainment and dinners. The following weekend is Chicago's

famous 'Air & Water Show' which our fleet sails through during our two Saturday races (visitors welcome!) and again views from the shore after a morning brunch on Sunday.

Bring your boat for all three events and make your reservations now by contacting:

| | | | |
|---------------------------|---------------------|-----------------------|-----------------------|
| REGATTA CHAIRMAN: |MIKE SCHWARTZ | DAY: (773) 736 - 4900 | FAX: (773) 685 - 0873 |
| REGISTRATION: |LYNN WANER | DAY: (773) 904 - 2159 | |
| BORROWED/TRAILERED BOATS: | ..DR. TED MAYER | DAY: (773) 257 - 6745 | |
| HOUSING/HOTELS: |JEFF BERRY | DAY: (312) 654 - 0607 | FAX: (312) 845 - 3713 |
| EVENT TREASURER: |STEVE RETZLOFF | DAY: (312) 322 - 3689 | FAX: (312) 341 - 8726 |

Presidents Report

Continued from Page 2

our primary means of disseminating information, but it is expensive and takes a tremendous amount of effort to put out. However, if it isn't published for any reason, we lose continuity and a large part of our community. In the future we envision that most Masthead articles will be published on our web site first to be downloaded by individual members, or by the Fleet Captains, as needed. We will also publish Measurers Interpretations, Technical Committee rulings, individual fleet schedules, speed tips, repair or refit methods and answer any questions to National Officers or individual fleet members, etc., etc. We feel this should provide a much more immediate national forum on all issues effecting the class. Any question effecting the class can be posted and discussed by the whole membership, not just a few, or just those members which went to the Nationals that year and attend the annual meeting.

However, the Masthead isn't just an informational tool but is also a marketing tool and a means of showcasing our boat to other classes and people interested in our boat. As such, a printed copy has tremendous value. So it is not my intention to abandon the Masthead format, but rather to offer through the web site a more day to day means of accessing information and produce a quality newsletter once a year.

The next major task we envision undertaking is to update the Bluebook. Many of the changes enacted by the class over the last four years have never been incorporated into our class rule book. It is our intention to build on all the hard work that Vic Onet and his committee did in '92/'93 and bring the book up to date and republish it in a loose-leaf format, which should make it easier and less costly to keep up to date in the future. It's imperative that all members have the latest edition and "be on the same page", and with a clearly defined mechanism for change.

Thirdly, I doubt we're surprising anyone when we say that most of these boats would qualify for classic status. After all, my boat is over thirty years old. With the repairs and rebuilding that I've had to do, and watched others do on their boats, it is obvious that a number of us are reaching the limits of thirty year old fiberglass technology. Unfortunately there are no specifications available to us in our Bluebook on how to, or with what mate-

rials, to rebuild the boats - there simply are no guidelines. I think everyone agrees that it is in the classes best interest to keep these boats in as strict one-design compliance as possible. Therefore, lead by the Technical Committee under the umbrella of the National Measurer, David McOske and chaired by Peter Gerard, we will create a set of specifications to which these boats can be rebuilt to remain one-design and bring the boats safely into the next century. These specs would address, for example, repair procedures for chainplate sections, deck laminates and thicknesses, maststep materials and placement, backstay gland replacements, etc. - most fabrication aspects not specifically covered in the Bluebook presently.

While the agenda for this year may be a bit ambitious - at least based on the time it took to put this Masthead together - I feel these are important improvements. Better communication leads to better organization which leads to less confusion and confrontation and therefore more fun. The addition of Holland, MI as a new fleet is very encouraging and this winter there have been a number of boats sold into Newport, Edgartown, Larchmont and Marietta. Chicago took delivery of the first new hull to be built in a number of years with the possibility of more and are stoked to have the Nationals. Indeed we plan to help Chicago by offering a \$200 subsidy from the National treasury to offset fuel and traveling cost for any boat coming from more than 400 miles.

The future is exciting for our old boats. I urge you to call me at any time if you have any questions, or e-mail us on the web site or just want to talk Shields.



When I grow up I want to be a 12 meter too.

Improving Correspondence

by Michael Fisk

As we move towards the Millennium there are some changes that we will address concerning the communications within the Shields Class. As the National Secretary, I hope to improve communications by using what I hope is available technology. In that context we plan on establishing methods of electronic communication.

By using the Internet we hope to improve access to the class officers, provide more information on a national level, and overall strengthen and improve the class. First off we are truly open to any suggestions or opinions. In fact, being novices in this arena, we would appreciate any help that people would provide.

What is Done

Over the last couple of years, as I am sure everyone knows, there has been major breakthroughs in electronic communication (i.e., Internet) and more recently electronic commerce. There are various discussions group occurring in real time, subject specific Intranets, and even real time video feeds. In taking advantage of these technology advances, local fleets and the National Class have gone "on-line"

I know this is not a complete list, but it is what came up when I did a search using yahoo. Please let us know if there are other sites available. We can

- | | |
|----------------------------|---|
| 1. Class Home Page: | http://www.shieldsclass.org/ |
| 2. Fleet 1: | http://hagen.com/fleetone/fleet1.htm |
| 3. Fleet 7: | http://web.nps.navy.mil/~npssa/shields/Shields7.html |
| 4. Fleet 9: | http://brentondesign.com/shields.html |
| 5. Fleet 11: | http://www.qcp.com/shields/ |
| 6. Dick Landis: | http://www.four.net/~ccsb/shields.htm |
| 7. Cape Cod Ship Building: | http://www.four.net/~ccsb/ccsbhp.html |
| 8. North Sails: | http://www.northsailsod.com/class/shields/shields.html |

add them to our list.

What Is Planned

What we are planning to do concerning the Internet includes:

1. Publishing the MastHead electronically.
2. Establishing an electronic list of members including e-mail
3. Creating Discussion bulletin boards where we publish people's opinions concerning technical rulings, boat tricks and upgrades, regattas, boat availability, etc.
4. Publish an updated Blue Book electronically
5. Publish race results of major regattas.
6. Link all of the local fleet homepages with the class site.

What Could Be Done

In addition to what is being planned, there are other capabilities that could be provided if there is interest. These are:

1. Add shields topic to discussion group such as rec.boats.racing
2. Create collaborative chat windows on class page
3. Feed video of races, etc.

What I Need

I need HELP!!! This service is only of value if it is important to the members. Please let me know your suggestions, opinions, new ideas, etc. I can be reached at: mfisk@intprd.com or

Tel: 401.847.2381

Fax: 401.849.5078

Shields Fleet 11, Dallas

Would like to invite all Shields sailors to the

'98 ARMADILLO CUP

"the only regatta where you really need a shell"

Dallas, Texas

April 29 - May 3, 1998



Our new National Measurerer, David McOsker, going home after a hard day at the office.

1998 Shields National Schedule

Dates of Interest

| | | |
|--|------------------------------------|-------------------|
| Armadillo Regatta | Rush Creek YC, Heath, TX | April, 29 - May 3 |
| Memorial Day Regatta | Ida Lewis YC, Newport, RI | May 24 - May 25 |
| Edgartown Race Week | Edgartown, YC, Edgartown, MA | July 16 - July 18 |
| The Newport Regatta | Sail Newport, Newport, RI | July 18 - July 19 |
| Larchmont Race Week | Larchmont YC, Larchmont, NY | July 18 - July 26 |
| Marblehead Race Week | Eastern Yacht Club, Marblehead, MA | July 23 - July 26 |
| Buzzards Bay Regatta | Beverly YC, Marion, MA | July 31 - Aug 2 |
| The Verve Cup | Chicago YC, Chicago, IL | Aug 14 - Aug 16 |
| The Shields National Championship Regatta | Chicago YC, Chicago, IL | Aug 26 - Aug 30 |
| The Patriots Cup Team | New York YC, Newport, RI | Sept 26 - Sept 27 |
| Columbus Day Regatta | Larchmont YC, Larchmont, NY | Oct 10 - Oct 11 |

Shields National Association
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