

Masthead

The Official Publication of the Shields Class National Sailing Association



Winter 2002-2003

2002 NATIONALS AT SEAWANHAKA — A WEEK TO REMEMBER

The following was written by Bill Denslow, Regatta Chairman for the 2002 Nationals.

Twenty-three Shields from seven different fleets met on September 11, 2002, to battle for the title of top Shields skipper and crew. When it was all over, the winners were John Burnham and Reed Baer from Newport in *Grace*, #107. Bill Berry and crew on board *Syrinx* (#239) from Marion and Beverly Yacht Club, by way of New Hampshire, were second. Rounding out the top three were Charlie Shoemaker and Coles Mallory aboard *Hawk* (#245) out of Newport. Reg Willcocks (*Whistler*, #61) from Seawanhaka was fourth and H. L. DeVore (*Lady*, #106) from Larchmont was fifth.

The races were extremely competitive, especially among the first five finishers. Only two points separated second, third, fourth and fifth place. Every one of the top five finishers had only one first-place finish. The overall winner conceded that boat speed was almost identical among the top seven boats with the results determined by a minor error, a wind shift or a miscalculated tack.

As Principal Race Officer, Seawanhaka Corinthian YC Rear Commodore Bruce Cook led a group of 12 race committee members and five judges through a wide variety of conditions from shifting, gentle breezes to a steady but more aggressive 20 knots. In fact, the practice race scheduled for Wednesday, September 11, was cancelled due to heavy winds. Racing began in earnest on Thursday and Friday in 10-20 knots. For the final day, after drifting around for three hours, Bruce was able to coax a southerly breeze

into a southwesterly that eventually reached a quite comfortable 15 knots.

Solace for those who did not win came in the form of flowing Blue Point Beer and the famous Seawanhaka Seafood Buffet. In addition to the top five finishers, awards were presented to the winner of each race, the winner of each day's racing and the crew of the winning boat. Roland Schultz of Larchmont received the Cornelius Shields Memorial Trophy for most improved from the prior Nationals, climbing from 31st in 2001 to 15th in 2002. The Senior Skipper Award went to Charles Shoemaker and Coles Mallory. At the other end of the spectrum, H. L. DeVore took home the Junior Skipper Award. Dan Goodwin of Marion and the crew of *Grinch* (#248) won the Institutional Trophy.

As noted elsewhere in this issue, SCYC's own Charles Finelli was honored to have "won" the Take-a-Bow award. Charlie, with Woody Glenn aboard were purported to have gone aground on Woody's waterfront property. The accusation was vehemently denied, however. The awards committee determined that whatever the objective of *Teaser's* beachfront shenanigans, they most deserved the award.

More details, including a blow-by-blow description (yes, it was intended) of each race appear in this edition of the *Masthead*. Chicago is awaiting your arrival in 2003. Mike Schwartz and his crew promise to generate salt water-like waves so that you will feel at home.

Seawanhaka Corinthian Yacht Club
Shields National Championship
 September 11-14, 2002
 Final Results
SERIES SUMMARY

Pl	Sail	Skipper	From	Boat Name	1	2	3	4	5	6	Tot
1	107	John Burnham & Reed Baer	Ida Lewis YC	Grace	1	2	-11		2	2	9
2	239	Bill Berry	Marion	Syrinx	4	3	1	3	5	-6	16
3	245	Chas Shoemaker & Coles Mallory	Ida Lewis YC	Hawk	2	1	-14	4	3	7	17
4	61	Reg Willcocks	Seawanhaka CYC	Whistler	5	-7	2	1	7	3	18
5	106	HL DeVore	Larchmont YC	Lady	3	5	5	-6	4	1	18
6	221	Mike Carr	Larchmont YC	Cornelia	7	-10	10	5	1	4	27
7	228	Al Constants & George Petrides	Seawanhaka CYC	Aeolus	6	4	-15	8	8	5	31
8	53	Peter Gerard	Ida Lewis YC	Lllama	11	6	6	10	-15	9	42
9	202	Tom Glassie	Ida Lewis	Symphony	-14	9	7	7	11	8	42
10	182	Skip McGuire	Larchmont YC	Lure	-12	11	8	9	6	10	44
11	122	Charles Wagner	Seawanhaka CYC	Speculator	8	12	4	-14	10	12	46
12	248	Dan Goodwin	Marion	The Grinch	10	8	-21	11	9	13	51
13	230	Wayne Jervis	Edgartown	Bolero II	9	16	-17	13	12	11	61
14	90	Mike Schwartz	Chicago	Raven	13	13	9	15	14	(24\DNF)	64
15	70	Roland Schulz	Larchmont YC	Coquette	17	-18	12	12	13	16	70
16	25	Frederick Werblow	Larchmont YC	Checkmate	16	14	3	(24\DNS)	24\DNS	24\DNS	81
17	83	Charles Finelli	Seawanhaka CYC	Teaser	18	15	-20	17	16	15	81
18	87	William Denslow	Seawanhaka CYC	Avatar	-22	19	13	16	17	18	83
19	130	Robert Radway	Chicago	In Time	15	17	18	(24\RAF)	18	17	85
20	249	Tom Kennedy	Chicago	Robin	19	20	19	-21	21	14	93
21	31	John Chamberlain	Seawanhaka CYC	Toots	-23	21	16	20	22	19	98
22	203	Scott Foberg & Mike Blanchard	Quannapowitt Y	Patience	21	(24\DNS)	24\DNS	18	20	20	103
23	206	Corey Lawrence	Seawanhaka CYC	Ivre	20	(24\DNF)	24\DNS	19	19	21	103



AND THE WINNERS ARE...

From top to bottom and left to right: The 2002 Shields Nationals Champions John Burnham and Reed Baer with crew Matt Buechner and Peter Schott (missing Glenn Elliott); second-place finisher Bill Berry; Institutional Trophy winner Dan Goodwin; Junior Skipper Trophy recipient H. L. DeVore; Cornelius Shields Memorial Prize for the most improved skipper at the Nationals winner Roland Schultz; and third place and Senior Skipper Award winners Coles Mallory and Charlie Shoemaker.



PRESIDENT'S LETTER

Approaching its 40th birthday, the Shields Class is healthy, growing and showing only a few “middle age crazies” tendencies.

Last year was a very good one for the Class. It saw new boats added to the Class, the creation of a new fleet in California, and the rejuvenation of a number of the older fleets. We had a great Nationals, thanks in large measure to Bill Denslow and the Seawanhaka Corinthian Yacht Club. In addition, Cape Cod Shipbuilding entered the winter with the largest backlog of orders for new Shields in years.

And the future looks pretty good, too.

- 1) The Chicago fleet has agreed to host the 2003 Nationals—and six boats from Newport have already committed to go. Based on past experience, we are in for another great event.
- 2) The market for used boats is very strong.

We do have a few challenges ahead of us, however. We have to improve our

communications. To that end, Mike Schwartz of Fleet 3 had agreed to serve as Secretary, and I am confident he will address this challenge. Further, we have to maintain our commitment to the concept of uniformity while at the same time being open to change.

I want to take this opportunity to thank all those people who work hard to keep our Class strong. In particular, I would like to thank Patty O'Donnell for her work on the *Masthead*. Without her we would have one less voice. I would also like to thank all the fleet captains and local measurers. You are the ones who ensure our Class's health and integrity.

Finally, I would like to enlist your help. As we approach middle age, it is time we write our memoirs. Over the next year, I will be collecting information about our Class with the intent to produce a class history. We would appreciate hearing from anyone with information or documents that can help this very important effort.

Have a good winter, and I look forward seeing you on the water in 2003. — *Peter Gerard*

TECHNICAL NOTES: THE MAST STEP

At the 2002 Annual Meeting, it was announced that the National committee was hoping to publish guidelines for the fore and aft location of the mast step.

In November 2002, the Technical Committee requested that Cape Cod Shipbuilding develop a template for locating the mast step that could be distributed to all the fleets. The picture at right shows the current template prototype. Cape Cod plans to refine the design over the next month and then test it on boats in its yard and in Newport. We hope to have a final version by March and distribute copies to the fleets in April.

For additional information or to submit comments or questions, please contact Class President Peter Gerard (pgerard@earthlink.net) or Class Measurer Dan Hadley (shieldsmeasurer@hotmail.com).



WHO SAYS THERE'S NEVER ANY WIND ON LONG ISLAND SOUND?

For the second year in a row, we are pleased to provide a recap of the Nationals written by John Burnham, skipper/co-owner with Reed Baer of Grace, #107, the 2002 National Champion.

Reed Baer and I bought *Grace* (#107) two years ago, an effort that brought college sailing team competitors back together more than two decades after graduation in a fun, competitive way. We exceeded our expectations in our first season, finishing both third in the Nationals at Newport and third in Fleet 9's Wednesday night season series. This year, we decided to take a road trip to the Nationals at Seawanhaka Corinthian Yacht Club to see if we could be the hunt for the silver once again. From our cockpit view, here's what happened one week on the Sound.

September 12, 2002 - Day 1

This was a great day, sailing three races in a northwester, and we did more reaching than we've done in any racing in the last 10 years. SCYC's Race Committee, led by Rear Commodore Bruce Cook, used the Gold Cup course (triangle, windward, leeward), presumably because it was the only course that allowed the Committee to set a leeward finish line and it gave Bruce the ability to knock out subsequent races quickly. In the first race, we had a great start two-thirds of the way to the leeward end in a header and were able to tack and cross the fleet. The breeze was 10-16 knots, and always had more punch on our left, which cost us our lead part way up the beat to a pair of boats on that side, including our Newport rivals Charlie Shoemaker/Coles Mallory in *Hawk* (#245). We got them back on the second beat, however, and held it on the run to get the gun. In the second race, *Hawk* showed us the way, and we were second. Al Constants and George Petrides of SCYC were between *Hawk* and us on the first reach, but they blew out their chute—and in quite an impressive fashion. Having no backup, they sailed the final run wing and wing, yet were only passed by a few boats and finished seventh. Bill Berry of Marion, MA, on *Syrinx* (#239), finished third.

In the final race of the day, Mallory/Shoemaker led early by a nice margin, but Berry found the shift with pressure on the right at the top of the

first beat to gain a good lead for the reaches. In second was Reggie Willcocks of Seawanhaka, followed by a pack of about eight boats that rounded the reach mark overlapped. We were on the inside, which put us in third. Mallory/Shoemaker had moved to the front of the pack, but they were on the outside, which dropped them to at least 10th after the turn. After the leeward mark, however, our race quickly went down the drain too, as we loosely covered Constants/Petrides to the right on the lifted tack and fell into a spreading vacuum. Everyone who tacked another 100 yards left benefited from a big shift with just enough wind to keep rolling—straight toward the weather mark. All we could do was suffer and wish we'd paid better attention to the forecast for a late westerly shift. Berry and Willcocks held on to the top two spots down the light-air run that followed, with Berry getting the gun and earning the day's honors with eight points. We finished 11th and began praying for five races so there would be a throw-out.

September 13, 2002 - Day 2

A predicted 8–12 knot westerly on Friday built quickly to 14–20 knots, and the 23-boat fleet enjoyed two more great races, this time five-leg, windward-leewards. In the first race, we started well in the middle of the line, sailed two-thirds of the way to the left side, and then tacked. Bill Berry tacked to leeward of us to take the long tack back to the mark, and gradually worked up under us, forcing us to take a couple of hitches. By the mark, Berry was first and we were second, just ahead of hard-charging Willcocks and Shoemaker/Mallory. On the run, we let the other two boats work the middle of the course, and we pulled ahead with a bit more breeze just before the leeward mark to round close to *Syrinx*. On the second beat, we had another dogfight with Berry, who kept to our right. This time we were able to lee bow him and lead him around the mark, but then we had one of our few crew work errors of the week. Someone didn't realize there was an offset mark and thought we should go ahead and hoist the spinnaker immediately—fortunately we were able to head up and miss the mark with all that nylon flying out to leeward. Willcocks made a smoother turn and passed us, then held us off on the final beat, laying three lee bows on us in

succession to get the gun. Berry was third, followed by *Hawk*.

By the start of the second race, the breeze had built to 18–20 knots with good-sized waves in the increasing flood current. *Hawk* started to windward of us in the middle of the line and began marching steadily higher and faster. After a few minutes, we found a trim combination with a little more twist and a centered traveler that began to minimize our loss, but *Hawk* definitely had our number in these conditions. Likewise, on our leeward side, H. L. DeVore in *Lady* (#106) began to side up toward us, so two-thirds of the way to

accounting for a throw out and one race to sail on Saturday, we led Shoemaker/Mallory by three points and Berry by four.

September 14, 2002 - Day 3

The last day included an anxious three-hour wait for wind, but when the breeze blew in softly, then with authority from the southwest, we enjoyed an excellent windward-leeward race. I got a second-row start, well down the line, but before panic could set in we tacked and found we could weave our way through the slow-moving group of starboard tackers and pop free on the right. There



the left, we tacked back toward the center of the course. We soon discovered, coming off the right side, Mike Carr in *Cornelia* (#221) in the lead with a 10° right shift. We rounded the first mark in fourth, passed one boat on the run, and at the leeward mark held to the right this time, following Carr and DeVore, then tacked left to cover *Hawk* and the Berry team as the wind eased off.

Downwind, with a change of course, we had to fight to cross to *Hawk*'s inside, but once there we were well set with a lane to the new mark behind Carr and DeVore. On the last beat, we covered *Hawk* to the left, but they had speed on us again, and we finally tacked. Moving into second, *Hawk* traded a couple of tacks with DeVore, and we escaped onto the long (port) tack toward the finish. Carr got us at the finish by a whisker. Berry had his worst race yet, finishing fifth. So,

we found a little pressure and tacked back to starboard in a good position. DeVore had had a great leeward-end start, followed by a couple of smart tacks that launched his team to a lead that was never threatened. We rounded the weather mark in fifth, but ahead of both Berry and Shoemaker/Mallory, and we moved up to third on the run. By the second run, it was blowing strongly and we had our best set of the week, jibed instantly, and ran down the middle of the course in a huge puff for about half the leg. Willcocks was right on our stern, pushing hard, and the two of us moved into second and third, respectively—positions we held to the finish. Berry passed Shoemaker/Mallory on the last beat, gaining the two crucial points he needed to finish second.

Six races, six winners. It seemed to us that the speed differences were usually insignificant between our boat and Berry, Shoemaker/Mallory, DeVore, Willcocks and Carr. Our team of Peter Schott (bow/jib), Glenn Elliott (pit), Matt Buechner (spin trim/tactician), Reed Baer (main trim/crew boss) and me (helm) has discussed what made the difference. One common thought is that we're always working to improve. It might have been Matt's newly developed portable Windtracker™ (patent pending), which employs a permanent marker to plot wind shifts on duct tape applied to his shorts. It might have been the bottom burnishing Pete did the day before racing started (with tips from Bam Miller of Reggie Wilcocks' team). It likely had to do with the camaraderie and teamwork we've developed that allows us to yell at each other over occasional foul-ups (both real and perceived) and then click right back into top gear. Even more likely it had to do with our host Cindy Wladyka's power breakfasts, which cranked us up each morning. Then, of course, there are our award-winning team shirts ("on the edge of tasteless and sometimes over"), chosen with care by my wife Rachel, whose regular crew spot was ably covered by Glenn at this regatta.

Except for Glenn, who has raced with us a few times this season, our team has been together for two years, although we have sailed together in various combinations on several other boats. I started crewing on Shields aboard Matt's boat several years ago, and then raced two seasons with Peter for Charlie Levy. Besides competing against each other in dinghies, Reed and I crewed for much of a season together with Nicole Alio. Despite our familiarity, it feels in some ways as if we are just getting to know each other and learning what really makes a difference sailing the boat together. I am a believer in the idea that mastery requires doing the things you know you should do over and over, and that every once in a while you suddenly see what you're doing in a whole new and insightful way, which gives your performance a boost. This is not always as simple as it seems, but it is worth the struggle. From working out better line-sight approaches with Matt to improve our starts, to working with Reed on major gear shifting in waves, to leaning on Pete for more collaborative jib trimming, we have just kept at it. In this regatta, a bunch of things seemed to come together.



Bill Berry (#239) and John Burnham/Reed Baer #107) battle upwind during the 2003 Nationals.

Over our two seasons, we have had all the difficulties with pointing, speed, and crew work that any new team can expect to have, and, in fact, we still do not have all the gears we think we should. On the other hand, a certain amount of paranoia is probably a healthy thing for a competitive team, not to mention humility, which anyone who sails in Newport's deep and strong Fleet 9 receives in large doses on a regular basis.

This Nationals was an excellent regatta for a lot of reasons, not the least of which was the hard work put in by Regatta Chair Bill Denslow, housing chair Bill Wladyka, PRO Bruce Cook, chief judge Mary Savage, and many other volunteers. Our thanks also go to our competitors for a friendly and a hard-fought event. Most of all, our vast appreciation to the five wives and 13 kids who did without their 40-something husbands and fathers for four days!

As for next season, you can be sure we're already shopping for new shirts. See you at Wal-Mart.

TREASURER'S REPORT

Fleets dues for 2002 have been paid in full and have been deposited. Thanks to all. As of the end of November, the class account totaled over \$12,000.

NEWS FROM THE FLEETS

Fleet 1 (Larchmont, NY) had a lot to be thankful for this past season—most notably W-I-N-D. Only one day all season was cancelled due to lack of wind. Other blessings of the season were: great committee work, no rain, no collisions, rare protests and a growing fleet. Fleet 1 is healthy, but in definite rebuilding mode. New to the fleet this year were H. L. DeVore, sailing *Lady* (#106), and Mike Shea, who teamed up with fleet veteran Ed Yocum in #54.



Fleet 1's Mike Carr (#221) winning a race during Larchmont Race Week in July 2002. LYC's Race Week is the oldest regatta in the country run solely by a yacht club that combines senior sailing in one-designs and cruising classes with a successful junior event.

Fred Werblow handily won the season in his beloved #25 *Checkmate*. Fred benefited from the loyal crew work of Witold Gesing, Kevin McCabe and Christopher Cardoza throughout the season. Fleet Captain Mike Carr (#25, *Cornelia*) was second for the season, followed by Skip McGuire (#182, *Lure*) and Fran and Bob Monro (#117, *Cheeky B*). Fleet 1 was also blessed with a short sail across the Sound for the Nationals at Seawanhaka. Thanks again to Bill Denslow and

all of Seawanhaka Corinthian Yacht Club for a great regatta!

If you're looking for practice on your way to Chicago for the Nationals, consider LYC's annual Race Week in July. Contact Mike Carr or H. L. DeVore for information. It's always a great time, with great competition. — *H. L. DeVore*



Fleet 3 (Chicago, IL) held its annual Awards Dinner on Saturday, October 26, 2002. The large group that filled the Monroe Street dining room at Chicago Yacht Club included past Commodore and Star Class Olympic Gold medallist Bill Parks. Fleet members Nancy Arnold, one-design scorer, and Janet Crabb, our Race Committee Coordinator, were honored for their contributions to racing, as was past One Design Chair Bruce Danly, who was quite happy to turn his job and the evening's duties over to Mike Schwartz.

The Shields Fleet again had the highest percentage turnout in the Club. During the evening first place trophies were awarded to Mark Passis and Tim Schryver for the Sheldon Clark Regatta, Drs Hank and Joe Graziano for the Labor Day Regatta, Gary Ropski for the Memorial Day Regatta, and Debra and Robert Radway for the Season Series "C". Jonathan and Mike Schwartz were recognized for winning the Verve Cup, the Nutting Cup and the Season Championship.

Along with John Cummings' great dinner and an evening of dancing, Fleet 3 was treated to a slide show of the 2002 Shields Nationals, thanks to Bill Denslow and his helpers.

Fleet 3 has elected its officers for the 2003 season. They are: Captain Robert Radway, Secretary Tim Schryver, Treasurer Neil DeBrass, Measurer Karen MacLane, Social Chair Tom Kennedy, and Webmaster Craig Williams. The Chairman for the 2003 National Regatta is Gary Ropski.

On October 13, Fleet 3 held its soon to be famous "Lobsterfest" and "Dubious Awards" Dinner at the Belmont Station. Over 60 people watched as MC Mark Passis handed out prizes for everything

from the “Captain Blight” award to the “Least Improved” and several other unmentionable “trophies.”

We are actively seeking used boats, and hope to have a few new additions to the Fleet for next season. In addition, the Fleet will again display Tom Kennedy’s yacht in the “Strictly Sail” Show in Chicago, January 30–February 2, 2003. The entire group always participates, and any Shields sailor in town that week is welcome to join us. Mark your calendar! — *Mike Schwartz*



Fleet 5 at Seawanhaka Corinthian Yacht Club (Oyster Bay, NY) grew from seven to nine boats during the year. With most of the year focused on preparing for Nationals in September, racing was very competitive. The six fleet trophies were awarded to five different boats. Reg Willcocks in *Whistler* (#61) received the Hovey Challenge Trophy for the best record overall as well as the Gadfly Trophy for the Shields Championship Series. Bill Denslow in *Avatar* (#87) won the Fall Series and Charles Wagner in *Speculator* (#122)

won the Spring Series. Wayne Marciano, the newest boat owner (*Vivo*, #246) won the Sleipner Trophy for the most improved, and George Petrides (*Aeolus*, #228) took home the Alten Cup.

Fleet 5 looks forward to seeing all its competitors on the race course during 2003! — *Bill Denslow*



The Edgartown Regatta was a great event for **Fleet 8** (Martha’s Vineyard, MA) and the class. Four Marion boats made the trip over, as did two boats from a new and growing fleet on the Cape, for a total of 14 boats on the line. As is typical of Edgartown, there was plenty of action both on and off the race course. Going into the last race of the series, there was a three-way tie for first between two Edgartown boats and one Marion boat. Final results were EYC sailors Roland Van Der Meer and Tim Bryan in first and second place, respectively, sailing #230 and #223. Graham Quinn from Marion in #244 was third place.

Next year’s regatta is July 10–12, and all are invited. — *Jeff Randall*



Jeff Randall (#219) and regatta champ Roland Van Der Meer (# 230) head for a tight rounding during the Edgartown Regatta.

Fleet 9's (Newport, Rhode Island) season started out with a whimper and went out with a bang with three out of the first four weeks of sailing cancelled due to bad weather. At one point, we actually considered sailing in 30-plus knots out of desperation, but cooler heads prevailed and those late getting their boats in the water were just thrilled with the cancellations. Not a great start, but our fall season, including the last two weeks of racing, was the most gentle and beautiful ever.

The season included racing on 18 (of 21 planned) Wednesday nights from May to October, along with nearly 40 races scheduled about every other weekend. Our year had a mix of family-style, non-spinnaker races with the Aloha series and some hard-core "mega" racing opportunities with the Sail Newport-run regattas. New this season was a non-spinnaker class of racing on Tuesday nights as part of Jamestown's (RI) PHRF fleet to encourage increased participation in a bit more relaxed environment.

The ever-increasing Shields vacuum of Newport seemed to kick into high-gear last winter with the addition of five new boats to town, giving us consistently between 25 and 30 boats on the line on any given Wednesday night. This year we had a great mix of competitors with no one team dominating and as many as 15 different winners in 21 weekly races.

Overall, Charlie Shoemaker and Coles Mallory (*Hawk*, #245) repeated as fleet champions, but other notable finishers included Wednesday Night Series winners and 2002 National Champions John Burnham and Reed Baer (*Grace*, #107) as well as weekend warrior David Straden along with Bill and Doug Shore (*Kajsa*, #89).

— *Bill Doyle*

Fleet 10 (Marion, MA) had its normally busy season, holding over 50 races! The number of boats in our fleet held steady at 23–24. However, only about 10 boats participate in the Saturday Championship Series and in the Wednesday Twilight Series. The winners of our major Championship Series were: July Saturday, George Gardner; July Twilight, Richard Robbins; August

Saturday, Bill Berry; and August Twilight, Jonathan Pope.

This year the Buzzards Bay Regatta was hosted by the Beverly Yacht Club, and we had 13 Shields on the starting line. The weather was perfect, and the competition was intense. Besides the BYC boats, we had five visitors, Coles Mallory and Charlie Shoemaker from Newport, and from Edgartown Tim Bryant, John Klein and Russ Salisbury, Jeff Randall, and Bob Whitmore. The overall winner was Jonathan Pope; Coles Mallory and Charlie Shoemaker were second, and Bill Berry was third. Dan Goodwin hosted a great party with steel band at his home near the BYC. Next year we hope to have a few more racers on the line.

— *George Gardner*



Janet Belson strips old bottom paint on Columbia (#1) at Naval Station Newport, RI. Normally the spinnaker trimmer on the boat, here she is suited-up and wearing protective face gear to comply with all safety requirements.

Fleet 17 (Naval Education and Training Center, Newport, RI) is composed of boats that are owned and operated by the Morale, Welfare and Recreation (MWR) Department of the Naval Station, Newport, RI. MWR has a staff that provides maintenance to the boats and operates the rental program out of Coaster's Harbor. That notwithstanding, those folks who regularly race on Wednesday night's (combined with Fleet 9) assist with winter maintenance, particularly with bottom repair, to provide a higher level of racing readiness. — *Harold Belson*

FROM THE BUILDER

Wendy J. Goodwin-Kelley, Vice President, Cape Cod Shipbuilding provided us with these pictures of the latest Shields.

CCSC is pleased to announce that #253 (photo at right) was delivered to New Hampshire in the fall of 2002. On order are #254 and #255, both of which will be delivered to Rhode Island. Also on order is

#256, which when finished will be picked by owners from Madison, WI. The last three boats in various stages of construction are shown below. All are welcome to the yard to see these new boats taking shape. CCSC is located at 7 Narrows Rd., Wareham, MA, 02571, and can be reached at (508) 295-3550 (p) and (508) 295-3551 (f). Please make a note of these new email addresses: for general correspondence, info@capecodshipbuilding.com; for Wendy Goodwin, wendy@capecodshipbuilding.com; for Gordon Goodwin, gordon@capecodshipbuilding.com; for spar correspondence, zephyr@capecodshipbuilding.com; and for billing questions, accounting@capecodshipbuilding.com



A “MERMAID” SURFACES: THE RAISING OF SHIELDS #231

After three years on the bottom of Long Island Sound, Shields #231 was towed into Mamaroneck (NY) Harbor on October 2, 2002. Following is a brief story by H. L. DeVore of the sinking, and the people the involved in the raising.

Late in the 1999 sailing season, Shields #231 left Larchmont Harbor in a stiff easterly to sail in a YRA race. Owner Grover Fitch had loaned his newly refurbished boat to a friend for the day, and was not on board. While the details of what exactly happened are not quite clear, one thing is certain: in the midst of the race Shields #231 went to the bottom of Long Island Sound.

Fast forward to August 11, 2002, on the lawn of the Larchmont Yacht Club. I had recently become the owner two Shields, #49 and #107. Friend Bill Gerety asked what I was going to do with #49. I replied that I was going to fix it up and charter it to someone for next to nothing to get it back sailing in the fleet. Eventually, Bill spouted enthusiastically, “I know where there is another Shields for the taking.” “How can you be so sure,” I asked. “I heard it went down under full sail and people only know the rough coordinates.” Bill responded that he’d found it with his fishfinder. The problem was he couldn’t find anyone to bring it up, and salvagers wanted too much money.

After much discussion, we agreed to try to get a diver (me) on the boat and mark the position with a buoy. With the help of my father in law, Howie McMichael, we decided that if it was possible, we’d do what people had been talking about for years...raise a Shields from the middle of Long Island Sound.



On September 23, 2002, diving in the water three miles off Mamaroneck Harbor I, saw a line descending from one murky green cloud and continuing on into another. The line was attached to #231. We had actually found her. On October 2, with the help of Bo Bohmert’s salvage barge, we raised her. She smelled foul and was filled with mud. The hull was covered in furry growth, mollusks and barnacles, but it was beautiful just the same.



Why did we do it? Shields are solid, beautiful boats built to last. How could we not persist once we found her and mustered the resources? Bill and I are pleased to say that with some drying out, grinding, sanding and painting, and a new rig #231, to be christened *Mermaid*, will sail again in the Fleet 1.



Additional photos, articles and commentary are available on Fleet 1’s website at www.shieldsfleetone.org/231salvage.html.

WOODY TAKES A BOW: LOCAL KNOWLEDGE KEY TO 2002 TAB WIN

The Dancing Pig Perpetual “Take A Bow” Trophy is one of the most prestigious awards associated with the sport of yacht racing. According to the 1990 *Masthead*, “in only a few years, (it) has earned a place of rare distinction in yachting’s Hall of Infamy.”

The Deed of Gift specifies that the Take A Bow Award be “awarded by a Select Committee to an individual or individuals for dubious achievement during the Shields National Championship Regatta.” As a past winner and the current designated spokesman for the Select Committee, I am pleased to report that the 2002 recipients fulfilled both the letter and the spirit of the Deed of Gift, and are thus truly worth winners.

Charles Finelli and Woody Glenn would be considered “local” (to Oyster Bay, that is) by almost any standard. In fact, Woody’s home overlooks the entrance to the harbor. Further, to those who know these gentlemen, it would not be a surprise to hear that they might decide to “cut the corner” on the way to the bar.

What would be a surprise (or a delight, depending on your vantage point), would be to hear that while cutting the corner, these bastions of local knowledge ran afoul of the bottom. And it would



Woody Glenn (far left) defends himself during the presentation of the Take A Bow Trophy. Standing with him are Teaser’s owner Charles Finelli and crew. At rear is Peter Gerard, Class President and presenter of the award on behalf of “The Committee.”

be even more interesting if that bottom were on the land owned by Mr. Glenn.

In the best spirit of the TAB, the skipper and his tactician vehemently denied the above ever happened. However, the all-knowing Committee determined that *Teaser*(#83) and its crew had met all the requirements of the Deed of Gift, and therefore were true and honorable recipients.

— Peter Gerard

CHICAGO TO HOST 2003 NATIONALS

Chicago Fleet Captain Robert Radway and crew, shown below competing in the 2002 Nationals, look forward to hosting the 2003 championship regatta September 3-7. Entry packages will be mailed to Fleet Captains soon. Fleet 3 promises that borrowed boats in excellent shape for each Fleet. For more information, contact Mike Schwartz at PARTYCPW@aol.com.



SHIELDS CLASS NATIONAL ASSOCIATION

National Association - www.shieldsclass.org

President Peter Gerard (email pgerard53@home.com)

Secretary Bill Denslow (email pennylaneny@msn.com)

Measurer Dan Hadley (email shieldsmeasurer@hotmail.com)

Fleet 1 - Larchmont, NY (www.shieldsfleetone.org), Mike Carr (thedukester36@msn.com)

Fleet 3 - Chicago, IL (www.shieldsfleet3.org), Robert Radway (chishieldsailor@aol.com)

Fleet 5 - Seawanhaka Corinthian YC, Oyster Bay, NY (www.seawanhaka.org), Bill Denslow (pennylaneny@msn.com)

Fleet 6 - Univ. of California, Irvine (www.sailingclub.net), Tim Martin (tjmartin@uci.edu)

Fleet 7 - Naval Post Graduate School SA, Monterey, CA, npsa@nps.navy.mil

Fleet 8 - Edgartown, Martha's Vineyard, MA, Jeff Randall (JR@JLRAssoc.com)

Fleet 9 - Newport, RI (www.shieldsfleet9.org), Bill Doyle (bill@performanceresearch.com)

Fleet 10 - Marion, MA, George Gardner (gog4@tiac.net)

Fleet 12 - Monterey, CA, Bob Furney (furney@montereybay.com)

Fleet 17 - Naval Education Training Center, Newport, RI (www.nwc.navy.mil/chnyc), Howard Belson (hbelson@earthlink.net)

Fleet 18 - Macatawa, MI, Merrill Tutton (mtutton12@aol.com)

Fleet 19 - Mystic, CT, Tony Halsey (aphalsey@aol.com)

Masthead photos provided by: Wendy Goodwin-Kelly, Bill Denslow, Jeff Randall, Howie McMichael, and Peter Gerard

DATES TO REMEMBER

May 24-25	Bank of Newport Regatta	Newport, RI	Contact Bill Doyle (Fleet 9)
July 10-12	Edgartown Regatta	Martha's Vineyard, MA	Contact Jeff Randall (Fleet 8)
July 12-13	Newport Regatta	Newport, RI	Contact Bill Doyle (Fleet 9)
July 19-26	Larchmont Race Week	Larchmont, New York	Contact Mike Carr (Fleet 1)
August 1-3	Buzzards Bay Regatta	Buzzards Bay, MA	Contact George Gardner (Fleet 10)
August 9-10	Verve Cup One-Design	Chicago, IL	Contact Mike Schwartz (Fleet 3)
September 3-7	Shields National Championships Yacht Club, Chicago, IL		Contact Mike Schwartz (Fleet 3)
October 4-5	Columbus Day Regatta	Larchmont, New York	Contact Mike Carr (Fleet 1)

The *Masthead* is published intermittently by the Shields Class National Sailing Association. For more information on the Class or for individual Fleets, see the website at www.shieldsclass.org.
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