

# SHIELDS MASTHEAD

Summer 1994



## 1994 SHIELDS NATIONAL CHAMPIONSHIP

Edgartown, Massachusetts

September 10 -14, 1994

When several members of the Edgartown Shields fleet asked me to be the Regatta Chairman for the 1994 Nationals last fall, I quickly said yes. Afterall, they had many more responsibilities with large families and jobs, etc. than I had. Since I was recently married with no children, had a stable job with a large New York City bank, enjoyed racing every weekend in July and August in Edgartown,

and had competed in three of the last four Nationals, I appeared to be the obvious choice !!

Since accepting the position of Regatta Chairman, my life has changed dramatically ! My wife, Anne, and I are expecting our first child on September 20th; during the end of July, we moved from Connecticut to South Carolina; and I recently

started a new job with NationsBank. Talk about the major stresses of life all coming at about the same time !!!

Enough about me. The Edgartown Shields fleet is well along the way in planning the 1994 Shields Nationals. Hopefully by now everybody, either directly or through their fleet captains, has received a package of entry material for the Nationals. If not, call Donna Lowell at the Edgartown Yacht Club (508-627-4364) and ask her to send you a package.

The package should contain all the information you need. As I have written in previous issues of the Masthead, launching will be handled either at MacDougall's in Falmouth on Cape Cod (508-548-3146 - ask for Steve Bunnell) or at the Martha's Vineyard Shipyard in Vineyard Haven (508-693-0400 - ask for Phil Hale).

A few words about racing in Cow Bay - race course for the 1994 Nationals. Cow Bay is an area of water between Oak Bluffs and Edgartown. When sailing out of Edgartown harbour to Cow Bay, you **must** observe the first two government buoys before turning left towards Oak Bluffs.

Otherwise you will become a candidate for the TAKE A BOW Award ! Assuming that there is a breeze, I would allow at least 60 minutes of sailing time to get to the starting area in Cow Bay.

When we have our typical Southwest breeze of 10 - 20 m.p.h., Cow Bay is usually fairly flat. Above 20 m.p.h., we start to get a chop. As was experienced during the New England's this year, a Northeast breeze of any magnitude will create large swells (also true with a Northwest breeze).

Probably the most important item to know about Cow Bay is that the current can be a major factor when racing. I would recommend looking at Eldridge's to find out the ebb and flood times. As the Edgartown Shields fleet usually does not race in Cow Bay, we do not pretend to have any local knowledge about the current !

I hope everybody has a great time during the Nationals in Edgartown. It should be a beautiful time of the year on Martha's Vineyard . At the time of this writing, participation interest is high and hopefully we will have 25 to 30 boats competing ! GOOD LUCK to everybody.



**1994 SHIELDS NATIONAL CHAMPIONSHIP REGATTA**  
**EDGARTOWN, MASSACHUSETTS**

**SCHEDULE OF EVENTS**

- Sat., September 10 -            Launching (0900 - 1200 Hours)  
Registration - at Yacht Club  
(0900 -1200 and 1400-1700 Hours)  
Sail Measurement/Boat Inspection**
- Sun., September 11 -            Registration - (0900-1200 Hours)  
Sail Measurement/Boat Inspection  
Practice Race - Warning Gun (1400 hours)**
- Opening Reception and Annual Class Meeting  
1800 Hours P.M. - EYC Tennis Courts**
- Mon., September 12 -            1st Race - Warning Gun (1000 hours)  
2nd Race - will follow in the afternoon**
- Cookout with Calypso Band  
1830 Hours - Yacht Club**
- Tues., September 13 -            3rd Race - Warning Gun (1000 hours)  
4th Race - will follow in the afternoon**
- New England Clambake  
1830 Hours - Yacht Club**
- Wed., September 14 -            5th Race - Warning Gun (1000 hours)  
6th Race - will follow in the afternoon**
- Awards Dinner  
1830 - Yacht Club**
- Thurs., September 15 -            Boat Haul-out**

## **From The Crow's Nest**

by *Peter Gerard, President*

The health of the Shield's Class is a subject, that is close to the heart of all class members, crew and people who love racing boats. We are well into our third decade as an active class, and I, for one, am looking forward to entering the 21st century stronger than ever.

Given the changes in technology, the new products and materials, and the advent of the sport boat, is this really possible? Or are we like the buggy whip maker, hoping that the horseless carriage was just a passing fad?

I have spent a good part of the summer sailing on the east coast. I started early in the summer on Skip McGuire's boat in Long Island and raced with Fleet #1. On the fourth of July, I arrived in Newport, Llama (#53) and all, and raced with Fleet #9 during the week and at the Michelob Regatta. Just this past weekend, I sailed in Buzzards Bay with the Marion Fleet at the Buzzards Bay Regatta.

I am pleased to report that our class is alive and well. A number of our fleets are growing, and a number are getting smaller, but overall, it appears to this transient observer, that we are getting stronger.

We cannot, however, take our strength for granted. Each fleet, along with the Class itself must continue to look for ways to bring new participants aboard.

The two best ways to accomplish this, in my opinion, are parties and participation. Parties allow people to get to know one another better and bring our spouses

and friends into, what often can appear to be an exclusive circle. Participation means not only getting boats out in our own fleet, but also competing against other fleets or in regattas in other venues.

As many of you know, I am an advocate of inter fleet competition. I believe that it fosters the type of relationships and the interchange of ideas that serve to strengthen a class.

This year, I had the opportunity to travel to Buzzards Bay along with other members of the Dallas fleet to compete in a team race against the Marion fleet. In addition to receiving a lesson in how to team race from our hosts, we had a great time. Prior friendships were strengthened and new ones made. It was much of what this sport is about. By the way, we expect a rematch, at which time, we plan to reciprocate across the board.

Nationals provide an opportunity for the class to get together. We need to work harder in creating more opportunities for individuals and fleets to get together.

### **BEST WISHES**

We recently learned that Chris Withers' wife, Donna, has been quite ill. I am pleased to report that she appears to be well on the road to recovery.

Our best wishes and good thoughts go out to Donna and Chris.

See you in Edgartown!

PAG



## 1994 CALENDAR

August 19, 20, 21

### **Verve Cup**

Chicago YC

- Joe Graziano 708/848-4500

September 4-5

### **Labor Day Regatta**

Marblehead Racing Association

September 6

### **Chowder Race**

Marblehead, Ma

Eastern YC

September 10-14

### **NATIONAL CHAMPIONSHIP REGATTA**

Edgartown, Massachusetts

-Bob Whittemore 212/270-3492

October 8-10

### **Cloumbus Day Regatta**

Larchmont YC

Larchmont, NY



## **My View from the Masthead**

*by Garry L. Brown, Editor*

And then there were three...Thanks to the many who have helped in the production of the *Masthead* this season. Faithful reporters include Joan Thayer, Steve Symchych, Trevor Pardee, Karen McLane, Tim Martin, Bryce Muir, and Bob Whittemore. Word processor rock stars (those who send me reports on diskette), take a spot in the first row at Nationals!! Special thanks to National President and virtual co-Editor, Peter Gerard. (We have begun to master Word Perfect after only three issues!)

What has become of Fleet 1? Hong Kong Kong's [Mike Carr]fax must be have fallen off the Empire State Building...Monterey is rumored to have two Shields Fleets; perhaps they are busy sailing, but we haven't heard a thing from either one...Please keep those reports coming in! Nationals issue will be upon us soon.

Some projects for the Fall/Winter that all can help with:

- The *Masthead* needs more advertising! If you have contact with a potential advertiser or even someone who wants to see his name in the paper, put us in touch!!
- Your input is very necessary! Sell your excess stuff or your boat with us. Our rates are as right as you can get. We have had very few notices for boat emporium. Let me know what else you would like to read about in our newsletter.
- Make sure your local events get covered by the *Masthead*. If your fleet captain isn't reporting or making someone else do it, have a necktie party and get a replacement!! Our Calendar has been sketchy this year. We are getting faster in production so we should be able to get things posted quicker.

Hope all are having a successful season out there on the semi-cool coasts. Currently its HOT in Dallas, with little breeze, lots of "ozone", and Nationals planning afoot. This is our annual season break due to lack of breeze and heat. I am really fired up about going to Edgartown!! (At last check, I'm on with Tears.) I am planning thorough coverage and plenty of pics for the "Winter" issue. Hope to see lots of you there.-**GB**.

## 1994 Michelob Regatta

### Newport, RI

July 15, 16 and 17

*by Bryce Muir*

This year's Michelob Regatta in Newport, RI turned out to be one of the closest in years. An exceptionally strong fleet, which included four past National champions, turned out in preparation for the Nationals. Competing in the fourteen boat fleet were the Proctor/Hardy team, Chris Withers, Bonnie Shore and Earle Stubbs. With ample depth across the rest of the competitors, this was clearly going to be a very competitive regatta. When we found that Peter Gerard had brought his own boat all the way up from Dallas we knew we had our work cut out for us.

Sailing out to the course on Friday the wind was light and oscillating out of the north, very fluky, with many holes and long streaks in it. It was also raining like hell. When it finally stopped pouring it only drizzled for a while which was an improvement, at least until the fog came in. The Race Committee postponed as the wind tried to settle down and finally we got off about an hour late on a three leg windward-leeward. Since we were the last class to start on our circle we had a good chance to watch the other classes attack the first beat. It quickly became apparent that we were going to be starting in a fairly significant right hand phase. The question was: When was it going to come back ?

We started at the pin on starboard to sail the lifted tack, and halfway up the leg we were looking really good. We kept waiting for the wind to come back so we could tack, but funny thing is it never did come back, just kept going right - right for 60 degrees. All of a sudden we weren't looking so good, in fact it was getting downright ugly in a hurry. Peter Gerard had led a number of boats including Ched Proctor and Bonnie Shore to the right hand corner and they came out looking great. We struggled to the mark overlapped for last after taking the Great Circle route to the mark. But things started looking up on the downwind side.

The fleet all went low and promptly fell into a hole. The backenders [us] brought some air which had headed and quickly closed the gap on the leaders. The result was a huge cluster at the leeward mark. Bonnie squirted out first with Gerard close behind. We were squeezed between Jens Peach to weather and Gary Lash ahead and to leeward. From last to fifth, things were improving!! On the way back up it struck us that the wind wasn't really shifting as we thought, but was just shaped more like a banana and the further we went up the leg the more it was going to bend to the northeast. Time to get right before the bend, so we flopped onto port taking Jens and Peter's transom in order to get to the right and sure enough the more we went to the right the bigger the knock. One tack and we were lifted right up to the finish to take the gun. From last to first... what a country!

Before the second race the wind died and as it filled in again it was light and out of the northeast. Now the tide was ebbing north to south in a big way. Again we started near the pin to weather of Bonnie and Peter. Bonnie just started to fly and squeezed us off in pretty short order forcing us to tack away with Peter footing for the left corner followed by Chris Withers. Most everybody else saw something to the right and followed Proctor out to the right corner and straight into a parking lot. As we got near the weather mark Peter and Chris came steaming in from the left corner, while Charley Levy, Earle Stubbs and I soldiered up the middle just on the edge of the parking lot to the right. Bonnie had gone up the middle, rounded first and was gone, Peter was around second followed by Chris, ourselves and Stubby. We went low and got a good puff which allowed us to get separation from Chris who had to defend his air against Stubby. As we passed Chris we realized simultaneously that none of the previous classes were coming back upwind so they had to be finishing us at the downwind mark and as the wind was going very light, the current was so strong that we might not fetch the finish. Halfway down the leg we put the pole on the headstay and reached up as hard as we could and if the leg had been fifty yards longer would never have made it. Bonnie was just flying and finished the day with a first and second for 2.75 pts, we were close behind with a first and third for 3.75 pts and Peter with 6. Ched had a rough day with 9 and 10th place finishes (when was the last time any of us saw that!?) We knew it was an anomaly.

The second day brought a 10 kt. southeasterly with little easterly shifts. It also brought Patrick McIntyre out of New York with Brian "The Brain" Hayes aboard. They promptly popped out to the left side of the third race, a five leg windward-leeward, and banged the corner to take the lead with us hot in pursuit. Ched was not to be denied after his showing the day before and sailed very fast up the middle. We rounded third with Peter and Gary Lash right behind. On the second upwind leg we again favored the left which was really paying, pulling Patrick and Ched back to us, to the point where we actually crossed Ched several times three quarters of the way up. On the last cross we went back left while McIntyre, Proctor and Gerard went right and hooked into a beautiful pocket of air and were gone. Ched picked up Patrick at some point to go on and win. Gary sailed very fast downwind and finished third just ahead of Gerard and us. Bonnie had hit the right corner, died and came home 9th.

The forth race featured more of the same. We again followed Patrick and Ched out to the left corner rounding third. Gerard picked us up on the second beat to round just ahead of us at the upwind mark. We held high in the rapidly dying breeze with Bonnie and Dan Hadley behind and outside of us. And then we started to get too creative. We looked down the course and noticed that there were several boats coming to us with spinnakers up with good heel on. A northerly was coming in! A perfect chance to pick up Gerard if we could get to it first. We jibed and went for the new breeze crossing Gerard's stern. Only problem was the northerly never quite reached us. It stopped fifty yards from us leaving us in no-mans land, chute draped on the boat. Patrick sailed a beautiful race to take the gun, Proctor second while Gerard carried on to take a third. We managed to catch the last vestige of the southerly to ghost home a frustrating sixth behind Bonnie and Hadley. At the end of the day Gerard had the lead with 13 pts to our 14.75 and Bonnie third with 16.75. So it all came down to the last race- as it should.

The fifth race gave us a 12 - 14 kt southerly. Again Proctor and McIntyre jumped out to the early lead by playing the left side. We got a good start and clamped onto Bonnie. Gerard had trouble at the start and was several boats back. Since all we had to do was hang onto Bonnie and put one boat between us and Peter to win the regatta we were looking good. On the second beat Peter desperately dug into the right corner while we hung onto Bonnie in the middle, and it paid for him. When he came back he had picked up all the boats between us except for Stubby. Proctor and McIntyre were gone and would go on to finish first and second respectively. We rounded right behind Bonnie with Stubby and Gerard next. Stubby held high and Gerard went low. Unfortunately for us just then the wind decided to back into the southeast. This forced Stubby to sail almost dead down while Peter received a beautiful angle into the mark and picked Stubby up right at the mark. With just a short one tack fetch to the finish that was the regatta.

**1994 MICHELOB REGATTA**  
**Newport, R. I.**

1.	#53	Peter Gerard	18.00
2.	#23	Bryce Muir	18.75
3.	#92	Bonnie Shore	19.75
4.	#245	Proctor/Hardy	22.50
5.	#59	Earle Stubbs	32.00
6.	#158	Patrick McIntyre	34.75
7.	#143	Maurus/Lash	35.00
8.	#168	Dan Hadley	39.00
9.	#89	Charley Levy	43.00
10.	#163	Chris Withers	43.00
11.	#217	Jens Paech	46.00
12.	#155	Larry Ahearn	50.00
13.	#166	Ian McCullough	56.00
14.	#233	Glenn Babich	70.00



Tim Bryan with the New England Championship Trophy

**1994 SHIELDS DISTRICT CHAMPIONSHIPS  
WEST LONG ISLAND SOUND  
LARCHMONT YACHT CLUB**

June 25-26, 1994

*submitted by Trevor Pardee*

<b>SKIPPER</b>	<b>SAIL#</b>	<b>RACE 1</b>	<b>RACE 2</b>	<b>RACE 3</b>	<b>TOTAL</b>	<b>POSITION</b>
Monro, Fran	117	3	1	2	5.75	1
Onet, Victor	80	1	2	4	6.75	2
Pardee, Trevor	173	6	4	5	15.00	3
McGuire, Skip	182	4	9	6	19.00	4
De la Villehucuet	54	2	10	8	20.00	5
Carr, Mike	221	10	5	7	22.00	6
Schulz, Robert	70	7	6	10	23.00	7
Werblow, Fred	25	12	8	3	23.00	8



## NORTHERN MASS BAY SHIELDS FLEET #4

by Joan Thayer

**July 1994.** It has been an interesting season in Marblehead and the summer hasn't reached the halfway mark yet. The number of registrations is the same -- 9, but the numbers on the water is up to 7. New names are appearing at the top. The first series consisted of 6 race days, 2 races a day, the top three winners were Sissy and Ralph Walker (#204), Eric Godshalk (#118) and Bob Metzger (#69).

We have been putting our new North sails to work, but I can't say we are 100% satisfied. I haven't been able to figure out how that small window at the top is of any value. They are also a little sloppy with the colors and line drawings! Perhaps sailmakers didn't consider skippers who measured in at 5'2". We'll keep trying.

Joan Thayer/Jim Eardley has been having a less than satisfactory season, having a small altercation with Bob Metzger (#69) early in the season. The boat was in repair for two weekends, with a new mast and new rub rail, thus keeping our scores on the high side and you know that's not good. The local boat shop unfortunately gave us yet more delay to the line when it put the new mast on with the shrouds reversed. Just getting back in the swing of local racing on our return from the New Englands in Edgartown, we arrived at the boat to find it without a backstay. On shore again. It turns out the backstay had frayed on the part under the deck. Could it have been the boatyard again or just a freak accident. On the positive side, however, we are learning a great deal of the maintenance and operational side of boat ownership and at least Leon Alexandrou, one of our crew members has had numerous opportunities to sail on

other boats. We expect he is bringing back trade secrets, of course.

Eric Godshalk (#118) and Joan Thayer/Jim Eardley (#127) went to Edgartown for the New England Championships. Eric and one crew member sailed down on a Friday night leaving Manchester by the Sea at 10:00p.m. in fog. He appeared Saturday evening on the Vineyard. Joan and Jim borrowed a boat and brought their sails. Marblehead didn't have much luck on the water that weekend as the separate article indicates. However, the land activities and fleet hospitality were outstanding. Anyone who's planning on attending the nationals will not be disappointed.

Marblehead Race Week is about to happen. No outside Shields competitors, which is disappointing. We have such a great group of sailors and so few opportunities to get to know one another. Perhaps each fleet should make a stipulation that representation in a certain number of sanctioned Shields events be part of the fleet responsibilities. Anyway, we're hoping we can keep the predicted rainy weather at bay for a few more days for the event.

In early August, we will have the inaugural race day for a new perpetual fleet trophy, the Paul Deschenes Memorial Trophy. The trophy is given by his wife, Lillian, in memory of Paul who was an ardent supporter of the Shields fleet. His son, Skip, has put a good deal of time and effort into getting Synergy #144 prepared for this season. A bit late, but still way ahead of Tony Chamay #6, who has been talking about it for at least three years! We never give up hoping.



**BRIEF ACCOUNT OF THE N.E. CHAMPIONSHIPS FROM #127 COCKPIT**  
**Thursday - Saturday, July 14-16, 1994, Edgartown, MA**

- \* Obtained a loaner Shields thanks to Bob Whittemore and brought own sails.
- \* Arrived the night before the event. No time to check out boat.
- \* Day 1. Two races. Windy and lumpy seas. No chart of the waters provided with S.I.s.
- \* Ran aground on sand bar just after leaving mooring. Bumped a moored boat.
- \* Passed #118 (Godshalk from Marblehead), heading in with broken boom.
- \* Took the long route to starting line to avoid rocky area. Remember, no chart; borrowed boat.
- \* Ten minutes late to start. Followed fleet around the course.
- \* Forward part of teak rail missing screw. Kept lifting up due to waves. Not advisable to set chute. Only have one.
- \* Mother Nature has great lifting power. Lifts crew during one wave and plants firmly on winch. OUCH! Uncle! Limp home after first race to repair body and boat.
- \* Day 2. Two races. Winds over 20 knots. Seas bigger than yesterday. At mouth of harbor, noticed tear in sail at tack....and growing. Home again. Who wants to sail aboard #118, if she'll have you?
- \* Fleet supper at Bill Weeks' home. Lots of eye-opening stories from the day's events.
- \* Day 3. Two races. Forecast 10-15 SSW. Met sailmaker at 7:30a.m. Good as new and all for under \$100!
- \* Lovely day and we finally got to be on the course at the same time and in the same area as the rest of the fleet. Didn't exactly knock anyone's socks off with our performance.
- \* Can't wait for September and the Nationals when we can try it all again.
- \* Thank you all in Edgartown fleet for making #127's first appearance at the Regatta a warm one.

**1994 SHIELDS NEW ENGLAND CHAMPIONSHIPS**

SKIPPER	SAIL	1	2	3	4	5	6	TOT*	POS
Bryan, Tim	223	3	3	1	2	1	2	8.5	1
Whittemore	244	1	2	2	4	2	9	10.75	2
Quinn & Tirrell	52	2	1	4	1	5	DF	12.50	3
Weeks, Bill	42	4	6	3	3	3	1	13.75	4
Symchych	247	5	5	7	7	6	8	30.00	5
Godshalk	118	DS	DS	6	5	8	3	33.00	6
Kehler, J.	11	7	WD	WD	6	4	7	35.00	7
Scott, H.	128	6	4	WD	DS	9	6	36.00	8
Vietor, et.al.	230	8	7	5	WD	10	4	41.00	9
Thayer, J.	127	9	DS	DS	DS	7	5	43.00	10

\* total includes throwout

## **BBR Lives Up To Its Reputation**

*by Peter Gerard*

August 5, 6 and 7

Marion

Sailboat racers go to Buzzards Bay for the blow, and the 1994 Buzzards Bay Regatta did not disappoint. Friday saw sustained southwest winds in the 25 knot range with six foot seas. Saturday, the wind shifted around to the north and piped up a bit. Sunday was the type of day we all look forward to; 15 knots of breeze, clear skies and two foot seas. Over two hundred boats of all classes were entered, and many of them limped back after the first two days with bent and broken rigs.

Nine Shields showed up for the first start on Friday. By the end of the first day, Bill Berry (#239) let it be known that this weather was to his liking. Bill collected three bullets on day one. Behind #239 three boats were closely clustered, including #205 manned by Wells, Vineyard and Goodwin the younger (our next generation), #247 with Stephen Symchych at the tiller and #53, the only out of townner, with Peter Gerard and Bonnie Shore aboard.

Gordon Vineyard, #235, decided during the prestart maneuvers prior to race 1 to try out a new innovation, a two piece boom and then decided to retire. Berry Tirrell decided to test the strength of the coaming on the beautifully restored #52 by banging the back of his head against it. They retired during race two and Berry came up sporting five or six stitches.

Saturday saw the wind shift to the north and the breeze pipe up a bit. These conditions tended to thin the participation, and Gordon Vineyard, with the new boom, proceeded to lose his headstay.

Symchych and the crew of #247 took a liking to these conditions and picked up two bullets for the day. And as the fleet headed for home, after five races #247 was in the lead, followed closely by Lllama (#53) and #205.

Sunday was the type of day we all hope for, good breeze (12 to 15 knots), calm seas and clear skies. By the start of the first race all the warriors, wounded or otherwise were on the line. And #239 did not break anything.

It was clear by the end of the first beat of race 1, that #52 was a boat to be reckoned with. For those of you that might not remember, #52 is the boat that

belonged to Walter Eberstadt of the Edgartown fleet that sank during the hurricane three years ago. And when she was refloated, her stern fell off. Graham Quinn acquired the hull and restored it. Great job and fast too! #52 took the gun in race 1.

Race two saw Phoenix (#52) jump out to an early start, only this time Lllama (#53) was close on her heels. As these two boats pulled away from the rest of the fleet, the distance between them shrank. However, after a brief tacking dual during the last weather leg, it became obvious that #52 was not going to let #53 by, and Phoenix took her second bullet of the day.

In the end, however, consistency paid, and the crew of Dallas/Newport based Lllama, #53, came away with top honors. Peter Gerard, Bonnie Shore, John Brendel and Curtis Johnson had a total of 18 points for the three days.

Right behind Lllama with 19 points was Forty Two (#205) with Shane Wells and the young gentlemen from the Beverly Yacht Club aboard. Third went to Stephen Symchych and the crew of Kiskadee (#247), followed by #239 and #52.

There is no doubt that the 1994 BBR was a test. And for those of you that have not sailed in a Buzzards Bay blow, make your plans for next year.



## DALLAS HOLDS FLEET CHAMPIONSHIP REGATTA: TEARS AT THE WIRE

On a hot, sultry, July Saturday, Fleet 11's "field of dreams" on Lake Ray Hubbard was the site of its Fleet Championship regatta. The regatta suffered a lengthy postponement during the morning while the weak summer southerly breeze filled in. Winds never exceeded 10 knots, but were strong enough to allow Rick Tears to win his fourth consecutive Fleet 11 title in a come-from behind/hold-on nailbiter. Bob Broun was second, just 3 points back, sailing with Bill Lamm and Ed Blackburn. Bo Hoag was third. John Skiles dove into the pack after winning the first race convincingly and leading the second, only to be overtaken on the final upwind leg by Tears, as Rick went from last to first in that race. Virtually the entire fleet was overlapped at the tight downwind finish, with Rick nosing Bob Broun and Doyle Sherman out for his only win of the day. He put together a 4-1-2-3 finish string to take the Al Meril Perpetual Trophy in reported 102 degree heat. Broun and Hoag also won a race each. Tears' crew included Ginger White, Greg Gondran, Garry Brown and 2 cases of bottled water...-GB

### FLEET 11: 1994 CHAMPIONSHIP REGATTA

at Rush Creek Yacht Club, Heath, Texas

SAIL #	SKIPPER	RACE 1	2	3	4	TOTAL	RANK
51	R. TEARS	4	0.75	2	3	9.75	1
73	B. BROUN	5	2	0.75	5	12.75	2
104	R. HOAG	3	5	5	0.75	13.75	3
111	B. NOLDEN	2	4	4	4	14	4
232	J. SKILES	0.75	6	3	6	15.75	5
184	D. SHERMAN	7	3	7	7	24	6
107	M. HENSLEY	6	PMS	6	2	22	7

# NORTH SAILS: *Leading the Shields Class*



## *Performance*

For six straight years, Shields with a full North inventory have won the Nationals. These regattas have been sailed in all types of conditions, ranging from the '92 gearbuster to the '93 drifter; North equipped boats captured not only first but second place as well.

## *Durability*

North uses the absolute best quality materials. It costs more, but we are confident that at the end of your second season, the sail will still be performing up to standard. Our experienced sailmakers put detailed craftsmanship into each patch, ring and reinforcement, guaranteeing that your sail will be fast for several seasons.

## *Service*

Ched Proctor in Connecticut and Brian Hayes in Marblehead are dedicated to making your Shields sailing fast and fun. They are available at regattas to give tuning and sail trim tips; they can also be called on to give clinics and seminars before races or during the winter. No other sailmaker is more dedicated to the Shields class.

### *Ched Proctor*

North Sails East  
189 Pepe's Farm Rd.  
Milford, CT 06460  
Ph: 203-877-7627 Fx: 203-874-6059

### *Brian Hayes*

North Sails One Design East  
16 Lincoln Ave.  
Marblehead, MA 01945  
Ph: 617-631-5147 Fx: 617-639-2461

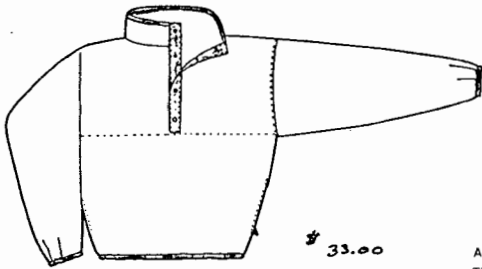


# BONNIE SHORE **WOODEN RABBIT, Inc.**

PHONE 401-849-0140 **graphics** FAX 401-847-958

## EMBROIDERY

### PULLOVER FLEECE JACKET



\$ 35.00

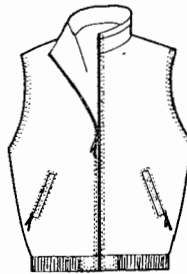
#### ABOUT THE FJ1000

Constructed of 480-gram fleece, the FJ1000 is lightweight, yet extremely warm which makes it perfect for almost any activity. This special fleece wicks-away moisture keeping body warm and dry. The stretch nylon at the waist and cuffs has elastic qualities to provide a proper fit that will not stretch out. The FJ1000 is available in exciting contrasting color combinations.

**SIZES:**  
S-XL

FJ1810 Forest Green/  
Deep Navy/Deep Navy\*

### FLEECE-LINED VEST



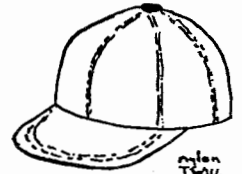
\$ 35.00

#### ABOUT THE FV4000

This all-season vest is perfect for almost any activity! Designed for versatility and function, the shell is constructed of Taslan® nylon with a windproof/waterproof coating. The 480-gram fleece lining, including a fleece-lined collar, adds warmth and wicks away moisture. A full-length storm flap behind the front zipper provides further protection from wind and water. Fleece-lined exterior handwarmer pockets and heavy-duty YKK® zippers complete this multiseason, multi-function vest. This vest is also designed to zip into our TS4000 three-quarter length shell jacket.

**SIZES:**  
S-XXL

**COLORS:**  
FV4820 Deep Navy/  
Forest Green  
FV4830 Mulberry/  
Forest Green/Black  
FV4900 Black/  
Forest Green/Mulberry  
FV4910 Deep Teal/Purple  
FV4920 Black/Purple



HATS \$12.00  
10.50 (doz.)

Black  
Ivy  
Navy  
Plum  
Red  
Royal  
White  
Natural  
Ash



Henley Cotton  
Long Sleeve

\$ 18.00

100% pre-shrunk extra heavyweight cotton. 3 wood-tone buttons. 12 singles yarn, 7.5 oz. per square yard. Sizes M-XL.

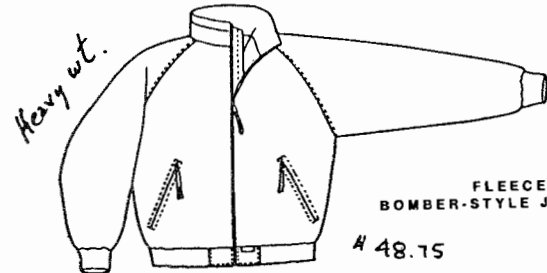
### HEAVYWEIGHT PIQUE SPORTSHIRT

100% combed cotton knitted polo collar; two-button placket with reinforced box stitch; taped and single needle safety stitched shoulder; short sleeves with knitted cuffs; 2" side vents with long back tail.

Color: white, birch (ash), lt. blue, pink, banana, mint, coral, turquoise, concord, jade, red, royal, forest green, wine, navy, and black  
Sizes: S, M, L, X, XX available



\$ 22.00  
20.50/doz



Heavy wt.

FLEECE-LINED  
BOMBER-STYLE JACKET

\$ 48.75

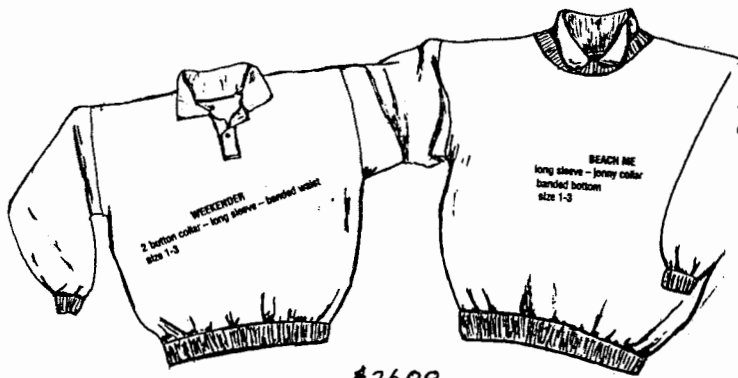
#### ABOUT THE PF7000

This all-season bomber-style jacket is perfect for almost any activity! Designed for versatility and function, the shell is constructed of Taslan® nylon with a windproof/waterproof coating. The 460-gram fleece lining, including a fleece-lined collar, adds warmth and wicks away moisture. A full-length storm flap behind the front zipper provides further protection from wind and water. Seamless ribbed sleeve cuffs and waistband provide a snug and comfortable fit. Fleece-lined exterior handwarmer pockets and heavy-duty YKK® plastic molded zipper complete this multiseason, multifunction jacket.

**SIZES:**  
S-XXL

**COLORS:**

NAVY  
JADE  
RED  
ROYAL  
PURPLE  
SILVER  
WHITE  
British Green



\$ 26.00

#### WEK

100% woven cotton cation fleece.

Outside it's go-anywhere till. Inside it's an ultra-comfy fleece.

Garment dyed.  
3 sizes S/M (1),  
L/XL (2), 2XL (3)

Adult: black\*, fuchsia\*, hunter green\*, indigo\*, moss\*, mulberry\*, violet\*, white\*  
Adult:  
safari\*  
+ 1.00 Adult:  
ocean\*, pebble\*



Deluxe  
Henley Cotton  
Short Sleeve

\$ 16.00

Our most popular styles!

*The Shields Class Sailing Association*

**NOTICE OF ANNUAL MEETING**

Pursuant to Article VIII of the Shields Class Sailing Association Constitution

*The Annual Meeting*

*will be held on*

*Sunday, September 11, 1994*

*at the*

*Edgartown Yacht Club Tennis Courts  
Edgartown, MA*

## **BOAT EMPORIUM**

### **#124**

White/white/white Woolsey hard racing bottom. Black waterline. 1981 mast, 1984 boom, 1982 toe rail. Epson pump, tie-rods, racing rigged, sails to 1990, unused North jib, several older, new white Triad trailer. \$15,500  
Contact: Scott Coverly 1-800-533-6386

### **#149**

Chris Craft. Dove grey Awlgrip topsides, blue boot-top, red vinylast bottom. Sails: 1987 Sobstad Main, jib, spinnaker, Harding Main. Equipment: 4- BARIENT sheet winches, 6:1 backstay, internal outhaul, spinnaker gear, twings, ball bearing traveller, masthead fly, ground tackle, cockpit cover. presently stored inside in Westport, MASS. \$ 10,000.  
contact Bill Barker (603) 352-1130-w or (603) 563-8631-h.

### **#205**

White hull, recently painted. Bottom done in '90. New teak. Beige deck. No trailer. Sails: '91 Harding main & jib, '91 Manchester spinnaker. Boat is located in Marion. \$ 16,800.  
Contact: Ben Bryant, (617) 748-2541 or (508) 947-4940.

### **Shields Masthead**

**Garry Brown, Editor**

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