



Technical Committee Formed

National Vice President and former National Champion Gordon Benjamin has been appointed to chair a Technical Committee composed of a representative from each of the ten active fleets and one representing the institutional fleets.

In announcing the formation of the committee Mike Deland stated that its charter is to evaluate and recommend to the Governing Board technical improvements which might be of long range benefit to the class. He cited the addition of the "deck sweeper" jib in 1970 as the type of change contemplated adding that the Shields is a uniquely one design boat, easy to sail and maintain. The intent of the committee is to preserve this concept while providing a forum to carefully analyze new developments and evaluate whether they would substantially improve the boat.

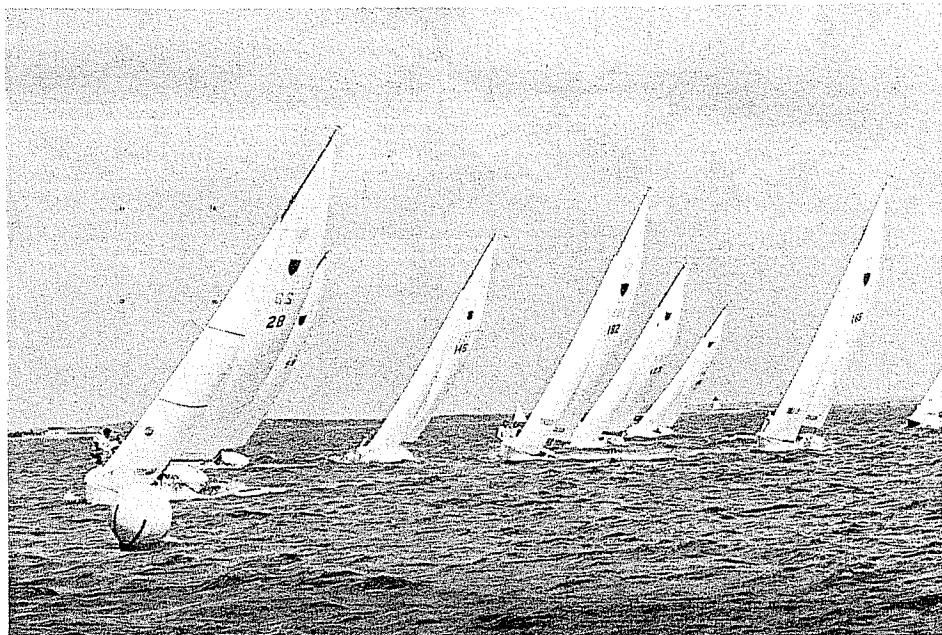
Agenda items for consideration by the committee in the coming months include the desirability and feasibility of the adoption of a "Shields sail cloth" and a recommendation on what constitutes "sail repair."

A second important function will be to provide updated tips on outfitting and maintenance for the blue book.

By including representatives from each fleet, it is hoped that input from the entire class will be received.

The committee chaired by Gordon Benjamin is as follows:

- Fleet #1 Larchmont John Meade
- Fleet #2 Manhasset Jim Moore
- Fleet #3 Chicago Dennis Kleper
- Fleet #4 Marblehead Newt Clemson
- Fleet #5 Sewanhaka Chandler Hovey
- Fleet #5 Martha's Vineyard
Brandon Harrison
- Fleet #9 Newport Gordon Benjamin
- Fleet #10 Buzzards Bay
Rick Wakeman
- Fleet #11 Dallas Al Meril
- Fleet #12 Monterey Larry Grinnell
- Institutional Rep.
USN Capt. Chris Withers



Al Meril leading the fleet. In hot pursuit are #59 Susan and Mark Wurtzebach, #145 Rick Wakeman, #182 Reg Willcocks, #123 Mike Polkabila, #95 Larry Grinnell, and #166 Jim Moore.

Al Meril Sails to Victory!

The 1979 National Regatta was hosted by the Buzzards Bay Fleet #10 of Beverly Yacht Club in Marion, Massachusetts. Al Meril of the Dallas Shields Fleet sailed consistently well to win the Regatta with three seconds, one eighth and a first place making him the overall winner. Weather conditions included breezes of 8-10 knots up to gusts of 35 in the last race.

Although Al's standings made him tough to beat, competition was close throughout the six race series (one throwout permitted). During the three days of sailing race winners were: race one: Capt. Chris Withers, race two: Mike Polkabila, races three and four: Jens Paech and Mike Buonvino, race five: Mike Polkabila and race six: Al Meril. There were twenty-four boats competing in the Regatta.

Going into the last race, Meril, Mark and Sue Wurtzebach of Chicago and Rick Wakeman of Buzzards Bay were in close contention for first place hotly pursued by Mike Polkabila. Meril took the lead early in the race and rounded the windward mark of the Olympic Course in first place and held this position until Jim Moore of Manhasset Bay took the lead on the way to the windward mark. With a rising, clocking wind gusting to 35 knots the run to the second leeward mark was a thriller for everyone. Polkabila's rainbow colored spinnaker was torn to shreds and the Wurtzebachs' mainsail ripped across just under the lower batten pocket when their spin-

naker sheet caught on the main. They quickly jury rigged to finish the race, but under considerably reduced mainsail. Meril and Wakeman passed Jim Moore on the last weather leg to finish first and second in this race and also for the entire Regatta.

It was the third national competition Meril and crew, foredeckman Fred Weirner and tactician Bill Holtan have sailed. This year they had local help from fourth crew member, Bonnie Shore of the Ida Lewis Yacht Club in Newport, 1978 yachtswoman of the year and 1976 Shields National champion.

In the top five finishers five different fleets were represented from throughout the country: 1st Al Meril of Dallas, 2nd Rick Wakeman of Buzzards Bay, 3rd Mark Wurtzebach of Chicago, 4th Mike Polkabila of Monterey Bay and 5th Capt. Chris Withers of Narragansett Bay.

Race Results
See Page 5

Shields Masthead

EDITOR EMERITUS

Cornelius Shields

EDITOR

Joan Tiffany

EDITORIAL BOARD

Michael R. Deland, President
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Edwin P. Tiffany #10

Mark Pistorius #11

Robert Coffin #12

STATEMENT OF MICHAEL R. DELAND AT THE 1979 ANNUAL MEETING

Welcome to the Beverly Yacht Club, to Marion, and to the 1979 Nationals. I apologize for having to greet you *in absentia*. I have been looking forward for the past year to exploring with you, during the course of this week, the means by which the Shields National organization can be strengthened. Unfortunately, the installation of stainless steel rod rigging in my back in June was a more complex process than fitting a new back stay on a 12 meter, and it still has me immobilized on the "ways" sixty miles from Marion's sou'west breezes. My medical afterguard has decreed that it is not sensible for me to be trailed, towed, or otherwise transported to Marion for this week's business and festivities. For that I again apologize and thank those of you who are so capably assuming the responsibilities I should be bearing.

During the past year the efforts of your national officers have been devoted mainly to organizational details for the Association. Fleet and boat records were updated, a computerized mailing list developed, and the MASTHEAD rejuvenated. The BLUE BOOK, thanks

mainly to the efforts of former secretary Jim Cannon, was updated to reflect recent by-law changes. If elected to a second term, your officers will continue those organizational efforts and will address the items on the Agenda which are to be referred to the Technical Committee and to the Governing Board. In addition, we will concentrate on bringing new emphasis to the "marketing" of the Shields. In the last several years we simply have not been particularly imaginative in spreading the word as to what a wonderfully unique craft we have in Corny Shields' creation. (He, incidentally, is extremely disappointed not to be here but is attending a long-planned family reunion. He sends his very best regards to all.)

I am convinced that the time is ripe to further the development of the Class by the construction and sale of new boats. Toward this end, we are discussing with Gordon Goodwin of the Cape Cod Shipbuilding Company the initiation of a national advertising campaign in selected sailing periodicals. This effort could dovetail nicely with the publicity generated by the forthcoming 1980 America's Cup campaign. The Shields can rightly claim to be the "working man's 12 meter". We are also investigating the possibility of getting a Shields to selected boat shows. Each of us, as active and enthusiastic Shields owners, are the Class's best sales representatives and I encourage you to join in this building campaign.

Another area which merits attention in the forthcoming year is an examination of the institutional fleets with the aim of investigating how they might be more effective and actively incorporated into the national organization.

As always, the success of these and any other Class activities will depend largely upon communications. I am delighted to report that effective January 15, 1980 Joan Tiffany, our current Regatta Chairman, will assume the editorship of the MASTHEAD. All of you in this room have already seen first hand Joan's organizational abilities. Since I won't be present to thank her at the end, I do so now confident that due to her talent and energy the Regatta will be as successful and enjoyable as any ever held. The fall edition of the MASTHEAD will, unfortunately, be published without her guidance, since she, as President and Chairman of the Board of First Night, will again be planning the gala New Year's Eve arts festival celebration for the city of Boston (100,000 attend!).

I will miss seeing each of you (and not incidentally sailing against you!) this week and would welcome hearing directly any thoughts you might have as to future directions of the Class. For the next month or so, I can be reached at my "cradle" in Weston, Massachusetts (617/899-4213) and thereafter at my office (617/369-8910).

Happy Sailing!

SHIELDS NATIONAL SAILING ASSOCIATION

Minutes of Annual Meeting

September 16, 1979

The annual meeting of the Shields National Sailing Association members was held at the Beverly Yacht Club, Marion, Massachusetts on Sunday, September 16, at 5:30 P.M.

Secretary Bryan McSweeney called the meeting to order in the absence of President Michael Deland. The first order of business was reading a statement from Mike. Mike could not be at the meeting because "the installation of stainless steel rod rigging in my back...has me immobilized on the 'ways' sixty miles from Marion's sou'west breezes." He expressed his regret in not seeing and sailing against the fleet.

Ralph Thacher, Buzzards Bay Fleet #10, moved and Jim Cannon, Martha's Vineyard Fleet #8 seconded, and it was voted to waive the reading of the minutes of the 1978 annual meeting.

Treasurer's Report

Nick Baker, Treasurer, gave the Treasurer's report. Cash on hand, September 15, 1978, was \$5,967.56. Income during the year was \$3,102.00 and expenses were \$3,669.75, leaving a balance of \$5,399.81. Steve Polkabra, Monterey Fleet #12, asked if \$5,000 was needed in the treasury. Nick Baker explained to

give better service and improve the class, the funds were needed. One example he gave was the setting up of the national membership list on computer and making mailing labels available to the fleet secretaries for their mailing. Bob Coffin, Monterey Fleet #12, asked what the cost of labels was. Nick said that there would be no cost to fleets for a reasonable quantity.

Nominating Committee Report

Christopher Withers, Narrangansett Bay Fleet #9, read the report of the Nominating Committee, Dominick Gatto, Chairman, Chicago Fleet #3, Hoke Simpson, WLIS Fleet #1, Christopher Withers, Narrangansett Bay Fleet #9. The incumbent officers were nominated:

President	Michael R. Deland
Secretary	Bryan J. McSweeney
Treasurer	Nicholas J. Baker
Measurer	Edward C. Brainard

Regional Representatives

Lawrence Grinnell, Monterey Bay #12
Dr. Joseph Graziano, Chicago #3
Gordon L. Benjamin, Narr. Bay #9
James Moore, Jr., Manhasset Bay #2

This slate was voted unanimously.

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MAILING LABELS

Since the compilation of our mailing list a year ago, fleet rosters have been sent to all Fleet Secretaries on a periodic basis for review and updating. As Nick Baker announced at the Annual Meeting in Marion, mailing labels are also being offered now on the same complimentary basis simply for the asking. Bob Coffin, CARMELA, #95, Secretary of the Monterey Fleet, has already taken advantage of this opportunity to improve communications within his fleet. In fact, Fleet Treasurers may wish to obtain mailing labels for their billings of dues. In this connection, however, Nick suggests that with every request for a new batch of labels you be sure to provide the latest and most up-to-date changes of address for all of your fleet members.

BUMPER STICKERS

Bumper stickers have thus far been distributed without cost to everyone on the master list in the spring of 1979. As new names have been added to the list, attempts were made to see that bumper stickers were also sent to these persons as well. If for some reason you have not yet received a complimentary beautiful blue vinyl "SAVE GAS WITH CLASS" bumpersticker, please contact either Bryan McSweeney or Nick Baker. Additional bumper stickers are available for one dollar apiece.



A Newport crew heading for Marion off Round Hill. Thanks to these hardy sailors who delivered and loaned boats for the Regatta.

SHIELD'S CLASS TIES

Shields Class ties are selling like hot cakes! They are of an excellent quality and have the outline of a Shields in gold on a navy blue background. Cost \$10 each. Please make a fleet order of a minimum of ten and mail to Bryan J. McSweeney.

REPORT FROM NATIONAL MEASURER

The beauty and delight of sailing a Shields is that it is a true "one design". My objective is to insure that the class continues along this theme. Listed below are some observations from the measuring of sails at the 1979 Shields Nationals at Marion.

All the contestants were very cooperative. Everyone basically had the same objective in mind and it is a major reason for their great interest in the Shields Class.

Even though all contestants were warned that we were going to carefully measure all sails, many crews showed up with sails which did not measure properly.

It was disheartening to find sails out of specification and be told that the Skipper had just been at the sailmakers for repair and measurement of his sails in preparation for the Nationals.

Some of the major problems were:

1. North jibs did not have the wire luff rope wire siezed at the head and the luff rope was not attached at two points along the luff. This meant that the crew could actually attach to the grommet at the jib's head and have tremendous control over the luff. All these sails were seized before the series and properly attached at two points along the luff.

Also, a number of the heads of these jibs were too wide and did not fall within the specified dimensions. The grommets had to be removed, the jib recut and suitably reworked.

2. Many of the Shore mainsails had "foots" which were undersized and head boards oversized by about 1/4 to 3/8 inch. The crews were allowed to use a block and tackle to stretch the foots, but this will not be permitted next year. The fabric headboard had to be cut.

The reason the Shore sails were oversized at the headboard is due to the elimination of a metal headboard. Without the headboard, the measurer must include all of the fabric into his measurement. This point should be watched by sailmakers who plan to change from the traditional headboard.

3. One third of the spinnakers were too long in the luff measurements. Many crews used the dryer treatment to shrink their spinnakers but 2-3 sails

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Photographs courtesy of

Gail Sleeman
165 Elm Street
South Dartmouth, MA 02748
(617) 997-1633

Note the following mailing addresses:

Nick Baker, National Treasurer
285 Winter Street
Weston, Mass. 02193

Bryan J. McSweeney,
National Secretary
Three Main Street
Marion, Mass. 02738

Membership Report September 15, 1979

FLEET NUMBER	1977	1978	1979
1. W.L.I. Sound	15	13	12
2. Manhasset Bay	16	13	17
3. Chicago	18	16	16
4. Northern Mass. Bay	22	19	17
5. Seawanhaka	15	13	15
6. Southern California	9	Inactive	Inactive
7. San Francisco	Inactive	Inactive	Inactive
8. Martha's Vineyard	4	5	9
9. Narragansett Bay	12	12	11
10. Buzzards Bay	14	15	16
11. Dallas	11	11	15(1)#
12. Monterey Bay	12	14(5)#	11(8)
Institutional	2	1(5)*	1(6)*
Unaffiliated		(1)#	(1)#

NOTES: # - Associate Members shown in parenthesis

* - Number of boats in institutional fleet shown in ()

TOTAL MEMBERSHIP BY YEARS:

	ACTIVE	ASSOCIATE	INSTITUTIONAL
1975	151	18	2
1976	149	5	2
1977	148	9	2
1978	131	6	1
1979	139	10	1

Annual Meeting

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Sail Credit Amendment

It was voted that the bylaws be amended so that Section 12(b) of the specifications read as follows:

(b) "in the event that in any year, after the first year, acquisition of an additional sail shall be deferred, two additional sails may be acquired in the succeeding year, the right to acquire sails being cumulative on the basis of one sail for each year after the first year up to a maximum of three. The limit is that no more than three sails may be acquired for a boat in one year and further that only one sail of any given type (i.e., main, jib, spinnaker) may be acquired in a single year."

There was considerable discussion on this point. Dan Hadley, Narragansett Bay Fleet #9, pointed out that if you buy a sail that doesn't work, you should be able to replace it. John Read, Northern Massachusetts Bay Fleet #4, Gordon Benjamin, Narragansett Bay Fleet #9, and Rick Wakeman, Buzzards Bay Fleet #10, all spoke to clarify the wording. The motion was moved by Gordon Benjamin and seconded by Ralph Thacher and carried 45 for, 6 against, and 1 abstention.

Technical Committee

Bryan McSweeney reviewed the purpose of a Technical Committee consisting of the regional vice presidents and their designees and several other experts and interested parties to address questions and make recommendation to the membership. Anyone who would like to be a part of this group or has information to bring before the Technical Committee should contact Michael Deland.

George Fernald, Northern Massachusetts Bay Fleet #4, recommended that adequate time be given to discuss any recommendations and have them brought up at two national meetings before any change is brought to a vote. Dan Hadley suggested that topic information be mailed as soon as available to allow feedback to the Committee.

National Regatta, 1980, 1981

It was voted that the 1980 National Regatta will be in Edgartown with Fleet #8 of Martha's Vineyard as host, and that the 1981 National Regatta will be on Lake Ray Hubbard with Fleet #11 of Dallas as host.

Discussion included several fleets explaining their situation. Martin Plonus, Chicago Fleet #3, explained that their club may be relocated and they are uncertain of their future location. Gordon Benjamin expressed his fleet's interest in holding the 1980 regatta but pointed out that the Ida Lewis Board of Directors would have to vote on it. The schedule would be tight because of the America's Cup trials. Larry Grinnell pointed

ed out that the Regatta had not been West in quite a few years. Chris Withers and Bryan McSweeney both elaborated on the difficulty of borrowing boats within one's own fleet and from other fleets.

Jim Cannon reviewed the Edgartown situation. They presently have seven boats in the fleet and will need support from other New England fleets. The facilities both on shore and on the water are well equipped to handle the regatta. An effort will be made to schedule the 1980 Regatta during August to enable collegestudents to compete. Ralph Thacher pointed out that Jim will be Commodore in 1980 and moved we vote Edgartown for 1980. Jim Moore, Manhasset Bay Fleet #2, seconded the motion and it carried.

Mark Pistorius asked that the Dallas Fleet #11 be considered for 1981. He explained that by 1981 they will have continued to build their fleet and can arrange their year-round qualifications series to meet the needs of the Regatta. Fleet #11 now has thirteen boats and can now handle a regatta with the Maritime Academy, each active fleet and the defending champion being represented. George Costin, Dallas Fleet #11, moved and Chuck Roberts, Narragansett Bay Fleet #9, seconded the motion that the 1981 National Regatta be held in Dallas. The motion carried.

John Read raised the question: If someone brings their own boat, can they race? Bryan McSweeney pointed out that qualifications are up to the National Regatta Committee. Much discussion followed on how to get enough boats to a regatta with the loan difficulty while

maintaining a one design regatta. Bob Coffin, Monterey Bay Fleet #12, said their experience, as tested in Shields with skippers changing boats, is that the skipper and handling is the important factor, not the boat.

Mark Wurtzebach, Chicago Fleet #3, stated "the problem is people loaning their boat. If some could bring their own then numbers in the regatta would be increased." Bryan McSweeney said he will bring the topic before the governing board and explore the possibility of competitors sailing their own boat.

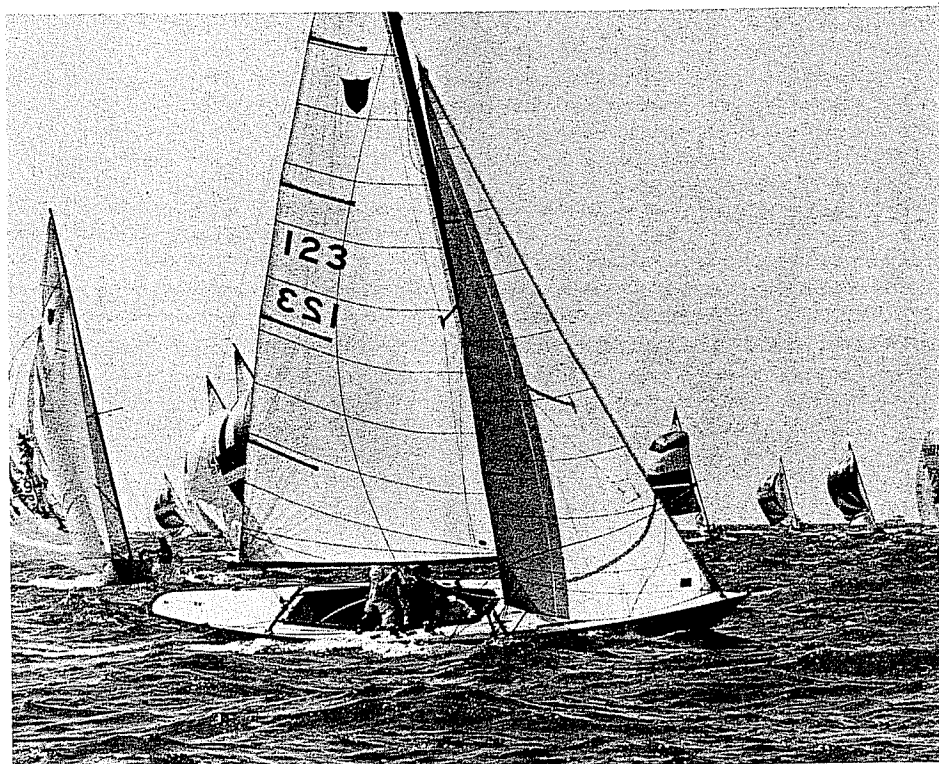
Publicity

Bryan displayed the new Shields class tie and requested orders. They are being sold to the membership for \$10.00, which is close to cost for the National Association.

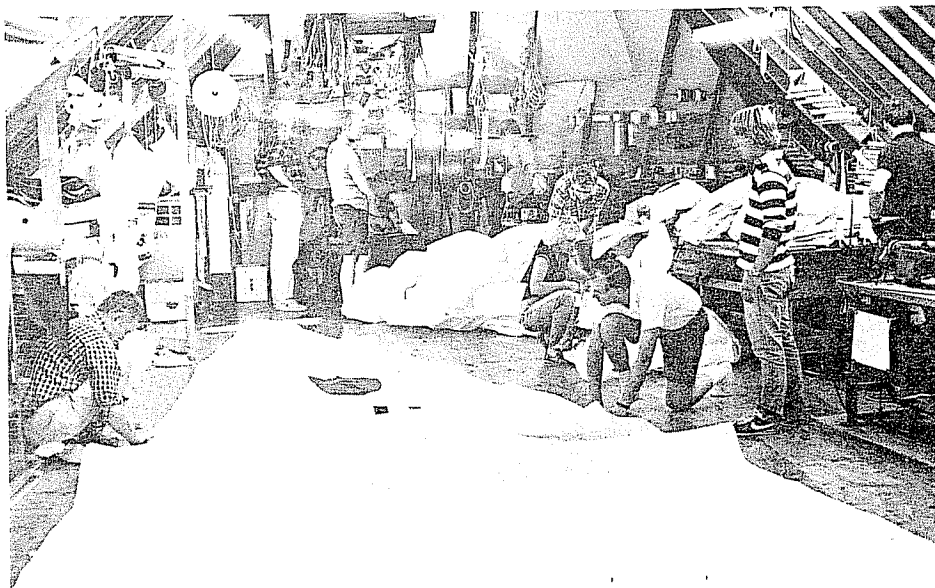
Sean Cassidy, Narragansett Bay Fleet #9, held up an Etchells 22 ad from the July Yacht Racing and Cruising Magazine. He recommended that the Shields fleet make similar efforts. Everyone applauded.

Reginald Wilcocks, Manhasset Bay Fleet #9, pointed out that the Cape Cod Ship brochures were antiquated. Bryan McSweeney said that the National governing board will get a new brochure. Walter Eberstadt, Martha's Vineyard Fleet #8, expressed the feeling that an ad for \$1,500 does not make much sense. John Wright, Dallas Fleet #11, said he felt the boat would sell itself, but the class must sell itself. He encouraged the class to look at what others are doing to promote their class. Bryan McSweeney gave assurance that brochures, advertising and

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Mike Polkbla of Monterey Bay, California, leading coming down to first leeward mark, on the last day of racing during the National Regatta.



Prior to the National Regatta, Bill Saltonstall and Nick Baker measuring sails at Sperry's Sail Loft. In the background, George Huntington, Susan Wurtzebach and Reg Willcocks.

1979 REGATTA RESULTS

1. **Al Meril**, Dallas
2-2-2-WD-8-1 14¾
2. **Rick Wakeman**, Buzzards Bay
15-4-6-4-3-2 19
3. **Mark Wurtzebach**, Chicago
4-3-4-7-2-15 20
4. **Mike Polkaba**, Monterey Bay
7-1-WD-6-1-8 22½
5. **Capt. Chris Withers, USN**,
Narragansett Bay
1-DNS-5-2-10-5 22¾
6. **Martin Plonus**, Chicago
3-DSQ-3-12-5-BD9 32
7. **Tim Jenkins**, Northern Mass. Bay
DSQ-6-10-10-4-4 34
8. **Jens Paech**,
Mike Buonvino, Narragansett Bay
DSQ-8-1-1-16-BD11 36½
9. **Gary Fretz**, Western
Long Island Sound
10-5-9-18-BD11-BD11 46
10. **Dan Hadley**, Narragansett Bay
13-7-DSQ-8-7-12 47
10. **Reginald F. Willcocks, Jr.**,
Manhasset Bay
5-15-17-3-DSQ-7 47
12. **James B. Moore, Jr**, Manhasset Bay
12-11-13-13-11-3 50
13. **Bill Berry**, Buzzards Bay
9-14-14-DNS-6-10 53
14. **George A. Huntington**,
George D. Huntington,
Manhasset Bay
6-9-16-16-15-13 59
15. **Mark Pistorius**, Dallas
18-13-11-9-14-14 61
16. **Lawrence Grinnell**, Monterey Bay
16-12-8-15-WD-11 61
17. **D. Escalera, C. Roberts**
Narragansett Bay
8-16-7-14-21-19 64
18. **Ralph Carlton**,
John B. Read, Northern Mass. Bay
14-21-12-11-13-16 66
19. **Joan Tiffany**, Buzzards Bay
22-18-DSQ-5-17-6 68
20. **Julian Koenig**,
Seawanhaka Corinthian
20-10-WD-DNF-9-9 73
21. **James E. Porath**, Northern Mass. Bay
17-17-15-17-12-18 78
22. **Donald R. Tomlin, Paul H. Fitzgerald**,
Western Long Island Sound
11-22-18-19-19-17 84
23. **Dennis Kleper**, Chicago
19-20-DSQ-20-18-21 98
24. **Walter Eberstadt**, Martha's Vineyard
21-19-20-21-20-20 100

Roster

Thanks to Jim Moore, LURE, #166, of the Manhasset Bay Fleet, several missing boats were recently identified and added to the National Roster of Shields Class Yachts. Some fifty Shields are still missing, however and their hull numbers are listed below. If you happen to know the whereabouts of any of these boats please write to either The Masthead, or Nick Baker who is maintaining the list. It would be especially helpful to identify those boats that have either been sunk, destroyed by fire, or otherwise removed from the list. The following Shields are presently missing or unaccounted for:

12	42	115	159	203
16	43	116	169	204
17	54	117	172	207
18	56	119	176	209
19	58	120	179	211
20	73	132	180	212
27	74	133	181	213
31	102	152	198	214
37	109	153	201	215
41	110	154	202	216

Annual Meeting

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other promotional aspects will be looked into and acted upon.

Future Studies

Bryan said that the governing board will consider the sail specifications, National Regatta sail qualifications, and National Association purchasing of jibs and report to the membership of their findings.

On motion duly made and seconded the meeting was adjourned.

Respectfully submitted,

Ed Tiffany for Bryan McSweeny

Measurer

(continued from page 3)

still had to be cut down before they passed.

I personally feel the use of a dryer to shrink a sail is completely outside of the spirit of the event. The sail will quickly return to its oversized dimensions and give a crew an advantage of up to 10 square feet more sail area. I would like to have comments from Shields owners on this subject.

Possibly at next year's Nationals, we should measure spinnakers sometime during the regatta and not before. There would be no time to give the sail the dryer treatment and presumably everyone would come with spinnakers of the correct dimensions!

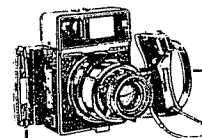
It was fortunate that we were able to have the use of the Sperry Sail Loft. Steve Sperry and Andy Gallison were a great help to the crews to make small alterations. As far as I know the fleet competed with sails which met the one design specifications. I feel that the final standings can be attributed to good sailing and everyone knew they were truly competing in a one design.

I could never have measured such a volume of sails without the help of some great guys. Thanks to Bill Saltonstall, Arch Hodge, George Gardner, Nick Baker, Charlie Crowley, Jim Bougas and Bill Moonan.

Finally, make sure your sailmaker has the latest version of the Shields class measurement specifications. It is his responsibility to make you sails which are "legal." Check this point and go through the measurements of your new sails with him before you accept them. You might learn something!

Respectfully submitted:

Edward C. Brainard II



**Call for News,
Photographs!**

Do you have any interesting photos or stories that involve the Shields directly or indirectly? Please share them with the rest of the class and send them to the Masthead for possible publication in a future issue.

Fleet Waves

Report from Martha's Vineyard Fleet 8

Martha's Vineyard Fleet 8 had a good season with 6 active boats. Participants were Libby Brine, *Serenity*, #93; Walter Eberstadt, *Persephone*, #52; Leonard Greene and Philip Smith, *Sjora*, #47; Mike Deliso, *Cornelia*, #127; Jim Cannon in *Manxman*, #151; Dick Bierregaard in *Bolero*, #9.

Commodore Hugh Bullock did not campaign *True*, #128 this summer. He was sorely missed by his colleagues. He started the class in Edgartown over 12 years ago and was responsible for establishing the high level of sportsmanship that has epitomized Shields racing in the area. He has sold his boat to Donn and Jeff Randall who will be racing it next season, bringing our fleet to an active level of 7 boats.

Libby Brine won the July Series, Walter Eberstadt the August Series. Eberstadt with Jim Cannon, Jeff Randall and Bob Hayman as crew, represented Fleet 8 in the National Regatta. They should have stayed in the home port.

Edgartown loaned 5 boats to Marion for use in the Regatta. On Sunday, October 7, a task force consisting of Len and Joyce Greene with Edie Blake (*Sjora*); Ev. Warner, Tom Fisher and Elie Dowd (*Persephone*). Dick Bierregaard and Bud Walker (*Bolero*); Jim and Alison Cannon with Bill Hudgins (*Manxman*); accompanied by Jack Ackelis and Bob Morgan in Edgartown Yacht Club launch *Patrol*, arrived in Marion in threatening weather to bring the boats back.

6

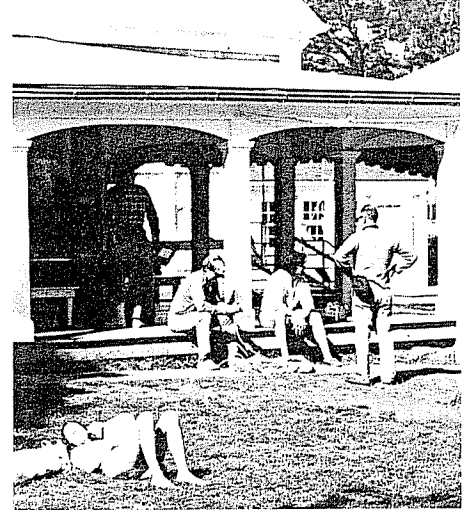
The "Great Shields Sailback" flotilla arrived at Woods Hole with the tide already two hours adverse. Older sailors wanted to put into Hadley's Harbor, leave the boats anchored, and return next day to retrieve them when tide would be favorable.

Younger sailors headed home against tide, were seen to be making headway (by this time squalls were supplying extra wind power) and so the whole pack did sail through the Hole against the tide, only to be met on the other side by the worst squall coming up Vineyard Sound, out of the Southwest, that this writer has ever experienced. *Manxman* was over on beams end with sliders on the mainsail popping off from the head down until half of them were gone. One other Shields lost its mainsail (the shackle on the halyard broke), the other two boats survived with sails intact. We all sailed in turbulent water into Vineyard Haven harbor late in the afternoon, living testimony to the durability of the Shields craft. Many cruising boats were disabled in this particularly vicious squall.

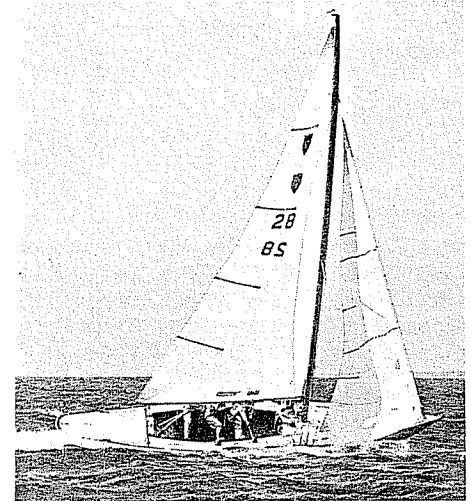
Welcome to new Fleet 8 members, Arthur Yorke Allen, R.B. "Brandy" Harrison, Jr., Donn and Jeffrey Randall. May they be wise enough not to try to sail through Woods Hole against the tide in bad weather!

Respectfully submitted,
Jim Cannon
Secretary, Fleet 8

More Pictures from Marion



Dede Berry naps. Bill Rommel, Dan Hadley, & Chuck Roberts of Newport in the sun at the porch. Nancy Crowley and Liz Brainard at the registration desk.



Al Meril & crew shortly after rounding the leeward mark, first race of the day, Sept. 20.

Shields Masthead

Joan Tiffany, Editor
19 Braddock Park
Boston, Massachusetts 02116



POSTED
OCT 11 1950
MARION MASS