

Mike Deland Wins

1980 National Shields Championships

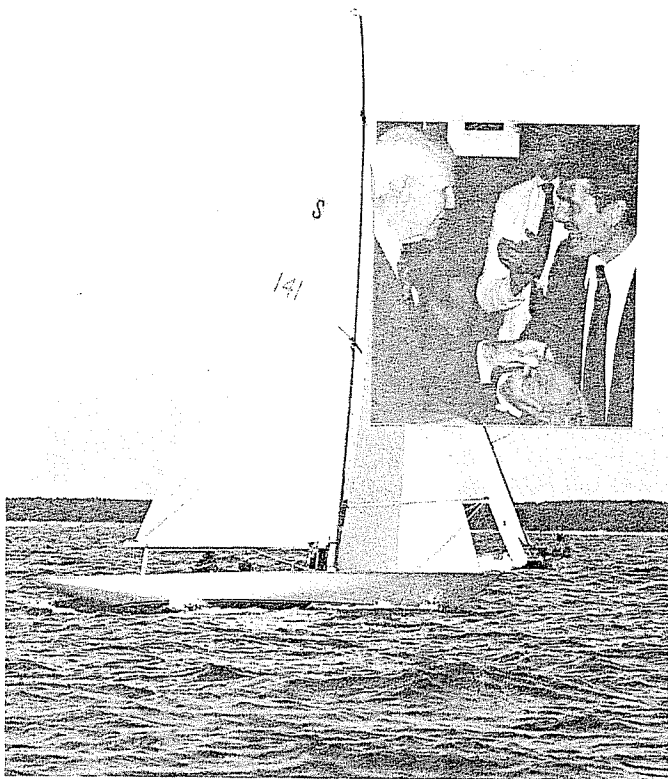
The 1980 Shields Class National Championship Regatta was held at Edgartown, Martha's Vineyard from September 10th through 15th, and Michael Deland and his crew from the Beverly Yacht Club and Buzzards Bay Fleet #10 of Marion, Massachusetts finished first in the nineteen boat fleet.

The races, which were run by Fleet #8 of the Edgartown Yacht Club under the able direction of Brandon Harrison, were held in moderate conditions on the waters of Cow Bay where shifting winds and mysterious tidal currents kept the competitors, who came from all over the United States, on their toes. Deland and his crew of Bob Gleason, Peter Lynch, and Bill Dupee seemed to have all the variables under control as they finished the six race Regatta with a record low point total of 7½ points, with two firsts and three seconds in the five races that were scored. Closely behind in second place was Gordon Benjamin of Fleet #9 of Newport, Rhode Island, the 1976 National Champion, who had one first, one second, and three thirds for a total of 11¼ points. Another Newport skipper, Capt. Chris Withers of the U.S. Navy, was third with 13¾ points, and in fourth place was Rick Wakeman of Marion with 19¾ points. The defending 1979 Champion, Al Meril of Fleet #11 and the Rush Creek Yacht Club in Texas, crossed the finish line first in the final race to edge out Mike Polkabra of Fleet #12 and Monterey, California for fifth place. It is interesting to note that each of the first five finishers won a race and that only Mike Deland, the Champion, won two.

Cornelius Shields, the founder of the Class and one of the grand men of American yachting, was present to observe the excitement on the race course and presented the prizes to the winners at the formal dinner on Saturday evening, thereby concluding a fine week of great racing and enjoyable social events.

Fleet #11 will be the host of the 1981 Shields Class National Championship Regatta which is scheduled to be held in September at the Rush Creek Yacht Club near Dallas, Texas.

Reported by Bryan McSweeney



National Champion Mike Deland on starboard crossing ahead of the competition. Insert: "Corny" Shields congratulates Mike on his win.

Photos by G.S. Sleeman and Bryan McSweeney

1980 REGATTA RESULTS

Skipper/Fleet/Place per race (one throw-out)	total score				
1. Mike Deland /Buzzards Bay 2-1-2-1-2	7½	7. Jim Moore /Manhasset Bay 11-10-4-10-4	38	13. Marshall Nelson /Dallas 8-13-11-12-11	55
2. Gordon Benjamin Narragansett Bay/2-1-3-3-3	11¾	8. Bill Nolden /Dallas 6-9-12-6-6	39	14. Dana Atchley /Martha's Vineyard 13-7-14-9-12	55
3. Chris Withers /Narragansett Bay 3-3-2-1-5	13¾	9. Henry Audet /Northern Mass. Bay 10-8-8-5-9	40	15. Dennis Kleper /Chicago 6.25-15-9-13-14	51¼
4. Rick Wakeman /Buzzards Bay 1-6-5-6-2	19¾	10. David Kilroy /Narragansett Bay 15-13-12-4-7	51	16. Bryan McSweeney /Buzzards Bay 12-14-16-16-16	74
5. Al Meril /Dallas 3-9-7-11-1	30¾	11. Bill Rich Western Long Island Sound/ 9-7-15-7-13	51	17. Donald Tomlin Western Long Island Sound 17-16-10-15-19	77
6. Michael Polkabra Monterey Bay, CA/5-5-5-8-8	31	12. Jay Higgins /Chicago 14-4-3-17-15	54	18. Libby Brine /Martha's Vineyard 18-10-18-16-17	79
				54 Martin Plonus /Chicago	DNF

Shields Masthead

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Cornelius Shields

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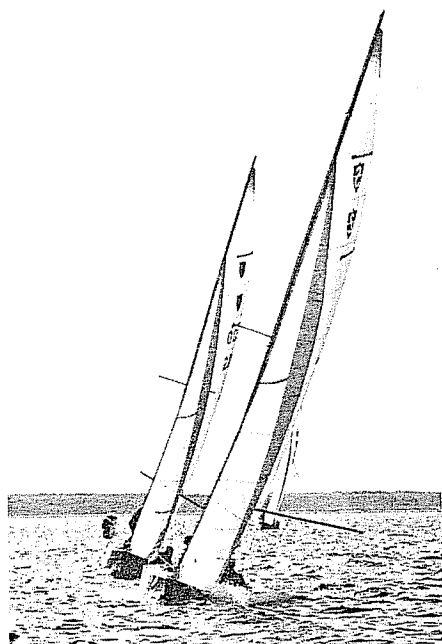
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Weston, Mass. 02193

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Marion, Mass. 02738

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Martin Plonus, Vice President
F.N. Clemson, Vice President
James B. Moore, Jr., Vice President
Al Meril, Vice President
Robert Coffin, Vice President
Capt. Chris Withers USN, Vice President
Technical Committee Chairman
Dennis M. Kleper
2650 North Lakeview Avenue #2509
Chicago, Illinois 60614



National Regatta 1980

G.S. Sleeman

Editors Note:

Your news and photographs are welcomed and required to make the Masthead a success. Please send me any material of interest. Thank you. JTT



"Corny" Shields, founder of the Shields fleet, and Shields sailors, Jim Cannon, Commodore of the Edgartown Yacht Club, and Brandon Harrison, National Regatta Chairman.

Photo by Bryan McSweeney

President's Letter

The 1980 Nationals could not have been any more smoothly orchestrated, both afloat and ashore. Commodore Jim Cannon, his wife Alison, Regatta Chairman Brandon Harrison (active Shields sailors all) and their large and hardworking committee richly earned our thanks. For example, never has a major highway or a holiday weekend been as efficiently patrolled as was the race course by Chief Judge Steve Kasnet from Marblehead and his colleagues. One of their many boats witnessed the development of virtually every infraction, enabling the protests to be quickly and equitably handled.

Jim Moore, with the enthusiastic support of his fellow officers, agreed to establish perpetual trophies for the youngest and oldest participants in the National Regatta. The first recipients of the yet-to-be purchased trophies are Libby Brine and Dana Atchley, both of Edgartown. Jim declared himself ineligible for the "oldest" award, but by unanimous vote of the Executive Committee he has been declared eligible as a contender in 1990! Thank you, Jim.

Corny Shields, who by his leadership and generosity has given so much sailing pleasure to so many, was on hand for the sailing and to present the awards. He had just come from his first sail in four years, "a glorious day of racing *Freedom*" as she tuned-up against *Enterprise* under formal Cup conditions. To have this great gentleman with us highlighted for all a most enjoyable time of racing and socializing. Preparations are already underway by the Dallas Fleet, insuring that the 1981 Nationals will be an equally successful event.

The Technical Committee under the

Minutes of the 1980 Annual Meeting held at the Edgartown Yacht Club, Edgartown, Martha's Vineyard, Wednesday, 10 September 1980 at 6:00 p.m.

ANNUAL MEETING

I. Opening Remarks by Class President Michael R. Deland

President Deland called the meeting to order and thanked Commodore Jim Cannon, his wife Alison, Regatta Chairman Brandon Harrison and their Committee for their lengthy labors over the past months to insure the success of the Regatta.

He then briefly outlined the efforts of the National Officers during 1980 to further consolidate the organizational structure of the Class. In particular, Treasurer Nick Baker was instrumental in updating the Blue Book, transferring it to word processing equipment, and in computerizing and greatly expanding the mailing list which now numbers nearly 400 names, including sailmakers and others in businesses with a potential interest in the Shields Class. Hood Sails (Marblehead), Shore Sails (Newport), and Sperry Sails (Marion) have also joined the Class as "Sponsors" and other

(continued on next page)

able direction of Dennis Kleper of the Chicago Fleet is ready to evaluate potential refinements to our boats. Anyone wishing to serve on this committee should contact Dennis or me.

It is the intent of your Governing Board to creatively use the coming winter months to further solidify and strengthen our Class and hopefully to boost its membership. Your suggestions and assistance will be welcomed.

Michael R. Deland, President
National Shields Association

ers are expected to follow. These efforts are aimed at increasing the visibility of the Class and in further stimulating interest in it. If re-elected for a final term, the current officers are committed to maintaining and building upon this momentum.

II. Reading of the Minutes of the 1979 Annual Meeting by Secretary Bryan McSweeney

Since the Minutes were published in the Masthead and distributed to all members of the National Association last fall, a motion was made, and unanimously carried, to waive their reading.

III. The Treasurer's Report

Nick Baker, because of a back injury, was unable to attend the Annual Meeting and his report was read by President Deland. The Treasurer's Report is printed elsewhere in the Masthead. Treasurer Baker noted that the primary reason for the operating loss was the expense of printing and distributing the revised Shields Class Specifications (Section II, pages 1-14) and seven new pages of Class Data printed for inclusion in the Class Book. This should be a one-time expense since the reprinting of the specifications was necessitated by the combination of several amendments plus the transfer of the entire "Blue Book" to word processing equipment. Future amendments can be more quickly and economically printed by the word processing equipment. The Blue Book is currently printed on superior grade of paper stock at substantial cost, and savings could be realized by a reduction in paper quality. Mr. Deland suggested that the Class Data material, which is updated annually, should be printed on less expensive paper, but that high quality paper be used for the more permanent sections as long as is economically feasible.

The loss of over \$500 for the 1979 Regatta may necessitate either a less expensive approach to the Championship Event or an increase in the entry fee for the participants.

Also, since the last Treasurer's Report was published, a misplaced box of Shields ties has been relocated and 52 ties are available at \$10 which will add \$520 to the treasury and make the necktie sale turn a profit of \$257.

Obviously, the Class cannot continue to sustain an annual operating loss (although this year's will be reduced somewhat by the collection of outstanding dues). The officers will continue to carefully scrutinize expenses but it is likely that a choice between cutting back on communications or raising the dues must be made. The financial picture could be greatly strengthened by the individual Fleet Treasurers signing up new crews and other interested persons as dues paying members in the "Associate" category. The Governing Board

will address the financial situation and report to the membership at a later date.

IV. Measurer's Report

Ed Brainard outlined some of the problem areas that were again encountered during the sail measuring at the 1980 Regatta. Those he emphasized were: oversized spinnakers which were reduced in size by the judicious use of laundromat heat; jibs and mainsails with headboards which were oversized and had to be trimmed; and undersized mainsail foos.

Mr. Brainard also listed some items which he feels the Class should investigate more closely, which may lead to an improvement in the handling of the boat and its care and maintenance without adversely affecting the one design character of the Shields. Those included twig lines for the spinnaker sheets, and jiffy reefing for mainsails. He solicited written recommendations from Class members on these and other matters such as gear and bottom paint which have been found to work well. Mr. Brainard also pointed out that the use of electronic equipment, such as electric bilge pumps, apparent wind indicators, and other gadgets is strictly prohibited in Shields Class National Regattas and that it is up to the local measurers to be firm about the installation of such gear. He also noted that there is a need to redefine some of the terms in our specifications, especially in the area of woven fabric, since so many new developments are coming on the market each year. He closed by saying that "any interpretations of the Specifications which will tend to promote uniformity among the registered yachts shall supercede any other interpretations."

V. Amendments

A. Amendments to the By-Laws:

The National Governing Board proposes that the following resolution be voted upon:

That Section 5.1 of the By-Laws be amended to read:

"The number of Vice Presidents shall be six."

The intent of this Amendment is to provide for representation on the National Governing Board for the Dallas Fleet and for Service Academy and other institutional members.

The proxy vote was forty-one (41) for and zero (0) against and the vote at the Annual Meeting was unanimous for its adoption.

B. Amendment to Specifications:

It is further proposed that it be voted that the following "Appendix D" be added to *The Specifications*:

"A bilge pump shall be permanently installed and such pump shall have the design capacity to pump not less than 22 gallons per

minute. It is recommended, although not required, that a hose which discharges through the stern be permanently installed. If this option is exercised such installation must be done so that the water-tight integrity of the stern flotation compartment is not compromised."

Since many members from inland lakes and areas where light conditions prevail expressed opposition, the proposal was tabled for further consideration.

The National Officers recommended that the matter be decided on a local basis for the time being, while strongly urging that such a permanent installation be required in those areas where conditions often get heavy and the boats are likely to take on water.

VI. Report of the Nominating Committee, Jim Cannon, Fleet #8, Chairman Reporting.

Nominating Committee:

James Cannon, Fleet #8,

Chairman

Lawrence Grinnell, Fleet #12

Dennis Kleper, Fleet #3

The following slate was proposed and elected:

Officers for 1980-1981

President Michael R. Deland

Secretary Bryan J. McSweeney

Treasurer Nicholas J. Baker

Measurer Edward C. Brainard

Vice Presidents:

Central:

Chicago, Fleet #3 Martin Plonus

East:

Northern Massachusetts Bay,
Fleet #4 F. N. Clemson, Jr

L.I. Sound:

Manhasset Bay,
Fleet #2 James B. Moore, Jr

Southwest:

Dallas,
Fleet #11 Al Meril

West:

Monterey Bay,
Fleet #12 Robert Coffin

Service Academy/Institutional:

Capt. Christopher Withers, USN

VI. Report of the Technical Committee, Gordon Benjamin, Fleet #9, Reporting.

The Technical Committee recommends that the Class be made aware of some of the new laminated sail materials which are now readily available, such as the Mylar-Kevlar sails which are being used on the America's Cup 12 meter boats. Mr. Benjamin suggested that we clarify our Class specifications so that the definition of woven material be perfectly clear and that there is no misunderstanding regarding the laminated sail material which is partially woven. He also stated that if these new materials prove to be long lasting, cheaper, and better overall than the present Dacron

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sail cloth, the Class should reevaluate its present position and consider their use. Gordon pointed out the advantage of permanently mounted high volume mechanical bilge pumps and recommended their use in areas where boats are apt to take on water. As a final item, he suggested that the Class might look into the idea of enlarging the rudder of the Shields in order to improve steering in tight situations. The consensus of those present was that the substantial cost and administrative difficulties of such a change far out-weighted any potential advantage.

VIII. 1981 and 1982 National Regatta

Fleet #11 of Dallas will host the 1981 National Championship Event which is scheduled for September 1981 at the Rush Creek Yacht Club. At present, there are thirteen boats in the Dallas Fleet so the number of entries will be limited, possibly to the winner of the Championship in each individual Fleet.

Fleet #1 (Western Long Island Sound) and Fleet #2 (Manhasset Bay) have expressed a desire to co-sponsor the 1982 Regatta and the National Officers and Governing Board will consider this offer while still accepting bids from other fleets who may wish to host a future National Championship Regatta.

IX. New Business

A. President Deland introduced Gordon Goodwin, President of Cape Cod Shipbuilding Company, which has two new Shields ready to be added to our Fleet.

B. President Deland then introduced Dennis Kleper from the Chicago Fleet who has agreed to chair the Technical Committee.

C. It was proposed that the National Measurer, in conjunction with the Technical Committee, send a list of instructions to local fleet measurers and Class sailmakers which would clarify the measuring procedures and rectify the discrepancies found during the last few National Regattas.

Marshall Nelson of Fleet #11 invited everyone to the Spring Invitational Regatta held annually at Rush Creek Yacht Club near Dallas. It will be a warm-up for the Nationals and "some real Texas hospitality" was promised to all those who attend.

There being no further business, the meeting was adjourned.

Respectfully submitted,

Bryan J. McSweeney
National Secretary

To purchase a new Shields contact:

Gordon Goodwin, President
Cape Cod Shipbuilding Company
Wareham, Massachusetts 02571
617-295-3550

National Shields Class Sailing Association

TREASURER'S REPORT

Statement of Income & Expenses

(9-15-79 to 9-10-80)

CASH ON HAND: September 15, 1979		\$5,399.81
INCOME:		
Late 1979 Dues	40.00	
1980 Dues	3,090.00	
Sale of Neckties	1,410.00	
Sale of Class Books	120.00	
Sale of Bumper Stickers	16.00	
1979 Regatta	6,291.15	
Bank Interest	107.45	
Miscellaneous	1.50	
	<hr/>	
TOTAL INCOME:		11,076.10
		16,475.91
EXPENSES:		
Printing - MASTHEAD	2,646.15	
Printing - Other	1,177.74	
Postage, Master List & Labels	739.18	
Administrative Expenses	533.90	
1979 Regatta	6,813.35	
USYRU Membership	100.00	
Neckties	1,653.00	
Bank Charges	10.64	
	<hr/>	
TOTAL EXPENSES		13,673.96
CASH ON HAND: September 10, 1980		2,801.95
PROFIT (LOSS):		<u><u>(\$2,597.86)</u></u>

National Shields Class Sailing Association

MEMBERSHIP REPORT

September 10, 1980

FLEET NUMBER	1977	1978	1979	1980
1. W.L.I. Sound	15	13	12	13
2. Manhasset Bay	16	13	17	16
3. Chicago	18	16	16	14
4. Northern Mass. Bay	22	19	17	18
5. Seawanhaka	15	13	15	13
6. Southern California	9	Inactive	Inactive	Inactive
7. San Francisco	Inactive	Inactive	Inactive	Inactive
8. Martha's Vineyard	4	5	9	10 (2) #
9. Narragansett Bay	12	12	11	7
10. Buzzards Bay	14	15	16	18
11. Dallas	11	11	15 (1) #	
12. Monterey Bay	12	14 (5) #	11 (8) #	13 (9) #
Institutional	2	1 (5) *	1 (6) *	1 (6) *
Unaffiliated	—	(1) #	(1) #	2 (2) #
Sponsors	—	—	—	3

NOTES: # - Associate Members shown in parenthesis ()

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

TOTAL MEMBERSHIP BY YEARS:

	ACTIVE	ASSOCIATE	INSTITUTIONAL	SPONSOR
1975	151	18	2	0
1976	149	5	2	0
1977	148	9	2	0
1978	131	6	1	0
1979	139	10	1	0
1980	139	15	1	3

Fleet waves

Fleet #1 Western Long Island Sound reported by Fred Werblow and Keith Wilkins.

With eleven boats racing in the Fleet Championship, results as follows for the top five positions:

1. Werblow
2. Rich
3. Wilkins
4. Knapp/VanBueren/Ferencsik
5. Simpson

Three of our boats have lost their booms this year as they have broken at the point where the boom vang attaches. Cape Cod advises that the booms should be frequently washed with fresh water and definitely before winter storage. It appears that heavy greasing around the holes and through bolts in the boom might also help prolong its life. Owners might wish to remove the vang and head knocker bale to determine the boom's condition. The Class has bought a spare boom to have available for members in case anyone wants or needs to replace theirs.

Fleet #1 is looking for boats to add to their fleet. If you know of a boat for sale, please contact Fred Werblow 914-723-3742 (H), 212-489-8900 (B) or Keith Wilkins 212-794-1253 (H), 212-371-1000 (B).

Fleet #3 Chicago reported by Nancy Hostak.

At the most recent meeting of the Shields Fleet in Chicago several suggestions for improving their racing program were discussed that merit consideration by all fleets:

- Winning skipper to hold informal meeting after race of the day for the purpose of discussing techniques.
- Jay Higgins and Martin Plonus will write up tuning guides for conditions that they are particularly good at.
- Invite sailors outside of the Shields fleet to Shields meetings to stimulate interest. Make presence known more within the Club.
- Hold more frequent Shields meetings, perhaps once a month.
- Cut racing schedule down by 1/4 and use the extra time for training purposes or use the spring series on Sundays for same.
- More weekend type regattas with trophy awards.
- More inter-club racing.
- Initiation of a Shields racing clinic for the purpose of assisting people who desire to learn more about racing and stimulate interest in one-design.

Ten boats in the Chicago Shields fleet have committed a total of \$7,955 towards fleet purchase of #63 for resale.

Fleet #4 Northern Mass. Bay reported by Newt Clemson.

New Fleet Officers:
Ralph Carlton, Fleet Capt.
Tim Jenkins, 2nd Officer
Lea Pendleton, Secretary
Barry Steinberg, Treasurer
Ralph Walker and John O'Day,
Measurers

Winner of the third series of the Marblehead Racing Association competition was Twig Burke.



Gordon Benjamin of Narragansett Bay Fleet, winner of the 1980 New England Championship and Salignac Cup.

Photo by Bryan McSweeney

The overall winners for the entire season as follows:

1. Twig Burke, #173 "Roaring Bull"
2. George Fernald, #69 "Bounty"
3. Hank Audet, #32 "Typhoon"

The Manhasset Challenge Cup was sailed in Shields in Marblehead with ten boats competing. The Coleman brothers from Larchmont won, but only by 1/4 point! It was a very exciting series.

Fleet #5 Seawanhaka Corinthian reported by Trixie Benjamin.

The summer championship - Gadfly Trophy results:

1. John Sheffield, "Spirit"
2. Trixie Benjamin, "Ghost"

The Sunday series - Alten Trophy results:

1. Thomas Josten, "Seiche"
2. John Sheffield, "Spirit"

Combined series:

1. John Sheffield, "Spirit"
2. Commodore Richard Coons, "Wizard"

"Spirit" is leading in the Hovey Challenge Trophy series that runs to October 12.

The fleet is looking at Hood, Sobstad and Shore jibs and spinnakers. #86 has been sold to Richard MacDougall. No other boats are for sale.

Fleet #8 Martha's Vineyard reported by Jim Cannon.

Edgartown has had eight Shields on the line in nearly every race this season. In the three-race Independence Series, first place was won by R. B. Harrison and Phil Smith in "Bolero," #9. Leonard Greene was second in "Sjora," #34 and Norman Dudley Johnson third in "Cornelia," #127.

In the six-race July Series Dana Atchley and Vice Commodore Peter Hufstader placed first in "Volante," #11. Commodore Jim Cannon and wife Alison pursued them closely to come in second, and the redoubtable Norman Dudley Johnson secured third place.

Fleet #10 Buzzards Bay reported by Ed Tiffany.

New Fleet Officers were elected at the fleet annual meeting on Sept. 27.

Bryan J. McSweeney, Fleet Capt.
Bill Moonan, Secretary
Jim Bougas, Treasurer
George Gardner, Measurer
Thornton Ash, Assistant Measurer

The final standings for the top five positions in the qualifying series for the Nationals were as follows:

1. Rick Wakeman
2. Mike Deland
3. Brett Thacher/Ed Tiffany
4. Bryan McSweeney
5. Nick Baker

Roosevelt Bowl: On September 27 the annual team race between Eastern Yacht Club (Marblehead) and Beverly Yacht Club (Marion/Buzzards Bay) was sailed in Shields on Buzzards Bay. Skippers for the "Roosevelt Bowl," given by Franklin D. Roosevelt originally for the 30 metre class, were as follows:

Beverly Yacht Club Team Skippers:
Edwin P. Tiffany, Rick Wakeman,
Mike Deland and Bryan McSweeney.

Eastern Yacht Club Team Skippers:
Newt Clemson, Hank Audet, Lea Pendleton and George Fernald/
on Felt.

Rick Angle served as Chairman of the Race Committee. Beverly won the first two races with scores of 15% vs. 20 and 16 vs. 19%. Each race was very close with each team being clearly ahead at some point during the race, but with BYC the final victors for the Bowl. It was good racing following by good powder and the chance to be with friends from another fleet.

Four new boats are welcomed to the fleet: Sally and Jim Fallon, Rich Berry, Norm Shachoy and T. Koehler. We would love to add others. Anyone with a boat for sale should contact Bryan McSweeney 617-748-1530.

From our photo album



Marblehead Race Week 1980:
#121 "Ptarmigan" Bob Vessot, #107
"Spirit" John Read and #206 "Free
Will" Barry Steinberg.

Photo by Ernie Piper

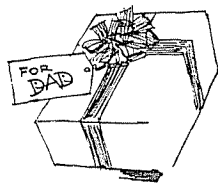
**Taking a break for lunch
during the Nationals!**

Photo by G. S. Sleeman



**Fleet approaches mark during 1980
National Championship at Edgartown.**

Photo by G.S. Sleeman



Christmas is Coming!

Shields Class Ties Available

Neckties with the Shields silhouette have been made to order in the following color combinations: antique gold on brown; antique gold on blue; white on dark green; light blue on maroon; and gold on navy. The ties may be ordered through your Fleet Secretary or directly to Bryan McSweeney. Please order ten or more if directly to Bryan to save on Association postage costs. Prices are as follows: four for \$50, three for \$39, two for \$27, and one for \$14.