



## 1982 National Championship Regatta

# Tears Wins Nationals In Newport

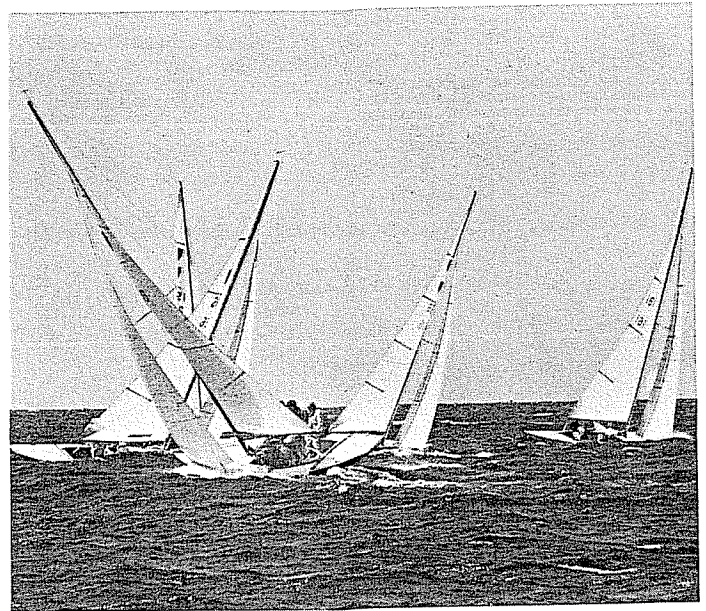
Rick Tears from fleet #11 of Texas demonstrated his well tuned sailing ability this year by winning the 1982 Shields Nationals. Thirty-six boats from nine fleets around the nation participated in the four day event hosted by Ida Lewis Yacht Club in Newport.

Anticipating the weather, the Race Committee chaired by Dyer Jones, designated two areas in which the Olympic courses could be set. The primary course was set outside in Rhode Island Sound southeast of the Brenton Reef Light Tower. In the case of more severe weather an inside location was determined, north of Gould Island in Narragansett Bay. The skippers had the opportunity to test their ability in both areas.

The first day of racing on Wednesday took place inside Narragansett Bay. The weather was most unwelcoming with pelting rain and fog, and a brisk enough breeze to keep everyone on their toes. After the start the wind began to moderate and slowly diminished into a very fluky breeze by the finish, creating a great deal of confusion and frustration amongst the sailors. At the end of the day Rick Tears and Earle Stubbs of Newport's fleet #9 were tied for first place not including the one throw out permitted in the six race series. Tears proved his talents early, fighting his way back through the fleet after being recalled at the start of the second race to get his second fifth for the day. The Bonnie Shore-Bill Reagan team from Newport were less fortunate. Unaware they were over early at the start, they sailed the race only to be disqualified from the second race. Their first in the morning race, however, was very encouraging. Al Merrill from Texas and Mike Deland the 1980 National Champion from Marion, redeemed themselves that afternoon with a first and a second respectively. Although it was much too early in the series to determine a winner, one thing was certain, a fight was on our hands.

Thursday, the second day of racing, the fleet was sent out into the open waters of Rhode Island Sound. It was a beautiful day with a southwesterly breeze blowing 20 to 25, a vast improvement from the day before. Despite the lumpy seas, the Texan lake sailors were not dismayed. Tears couldn't have asked for a much better day, getting a second and then a first in the third and fourth races. Bonnie Shore proved she meant business winning the third race and then getting 10th that afternoon putting her threateningly close to Tears. Deland sailed very well with two sixths that day placing him within easy hailing distance.

The competition was evident on Friday as the fleet approached the first windward mark near the Brenton Reef Tower in a tight pack. All the skippers were determined not to get pushed out. There was no room for mistakes. After all the spray and confusion cleared, and the fleet reached over to the second mark, three boats were left behind to limp back into Newport with damages.



The beat upwind. — Photo by J. H. Peterson

There were ten protests by the finish.

Tears sailed the race concentrating on covering his closest competitor, Bonnie Shore. He knew he had to beat her and on the last leg he did, getting fourth place and making him the 1982 Champion with a score of 16.75 points. Although Bonnie got fifth, she was protested out of the race as a result of a port-starboard dispute with Dan Hadley also from Newport. Only a miracle could have helped her after that.

The last day of the regatta took place under extremely shifty conditions outside near Brenton's Reef. It certainly wasn't a day to wrap up the highly competitive series! The northeast breeze shifted to the north right at the start and later back to the east. Extremely light winds and the ocean tide added to the frustration as positions constantly changed. The youngest skipper, Mike Polkabra from Monterey Bay, ghosted to victory that day. Marshall Nelson of Texas got second, and Mike Deland being his consistent self got third, securing his second place standing with 20 points overall. Gary Lash, the New England's Champ, wound up the regatta in third place after a slow start with 32 points overall.

Thanks to all the willingness and enthusiasm generated by the New England fleets, we had the largest Regatta in years. Tom Ehman, the One Design Director of the USYRU and Chuck Roberts deserve congratulations for the tremendous effort involved in pulling it all together. Everything sailed smoothly on the water as well as on shore. The hospitality from the Shields sailors of Newport and from all those people involved made this year's regatta one of great competition and fun.

## National Race Results

### See Page 3

# Shields Masthead

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## Citation To Accompany Proposed Cornelius Shields Trophy

The Cornelius Shields Cup is presented by Fleet #1 to celebrate the memory of our cherished friend and treasured mentor, Cornelius Shields—the founder of our Fleet and our national class, the inspiration for the design of the handsome yacht we all sail with such vast enjoyment, and most of all, the continuing inspiration to sailors everywhere who have been touched by the warmth and wisdom and greatness of the man.

While Corny's monumental winning records are among the most remarkable in the annals of yacht racing, he was unceasingly dedicated to the concept of progress and enhancement of his own sailing skills. However, and even more important, he was concerned with and admired improvement in other Shields sailors. Therefore, typically, translating thought into action, he was uncompromisingly generous in helping others to ever higher levels of achievement.

Thus, in the spirit of advancement so nobly exemplified by Cornelius Shields, this trophy is awarded to that sailor in the Shields Class National Championship Regatta whose performance has been marked by the greatest improvement.

## Presidents Message

The 1982 Regatta at Newport was a great success, and on behalf of the Class I would like to especially thank Ida Lewis Yacht Club Commodore Robin Wallace, Regatta Chairman Tom Ehman and Deputy Chairman Chuck Roberts and all of their supporting cast listed in this issue for their masterful job. Cost control was excellent and the quality of the event very high.

As the result of discussion and encouragement at the Annual Meeting on the topic of improving staff work and communications at the national level, we are instituting the following changes on a one year trial basis:

### Constitution, Article IV MEMBERS

#### A. Classes of Membership

"2. An Associate Member is a person who

- (a) is a crew on a Registered Yacht; or is otherwise interested in furthering the objects of the Association, and
- (b) has paid the current dues for Associate Membership."

Deleted is the phrase "... is a co-owner of

a Registered yacht, another co-owner of which is an Active Member;"

The reason for doing this is to require a member to be an **Active Member**, at the higher dues rate, if he or she desires to be listed in the annual roster as a boat co-owner. We have followed this policy of listing only Active Members as owner or co-owner the past several years. We wish to make it clear that Active Membership is a requirement for listing as an owner.

### Constitution, Article VI OFFICERS

#### A. Duties

Add new paragraph as follows:

"6. **Executive Director.** The Executive Director may, at the discretion of the officers, be hired for a term not to exceed three years, to maintain records and accounts as directed by the officers; act as Editor of the **Shields Masthead** newsletter; promote growth of the Class by securing sponsors and advertising for the newsletter."

I have appointed Jody Bryan, Cornelius Shield's granddaughter, as Executive Director. In addition to her duties as a business manager and newsletter editor

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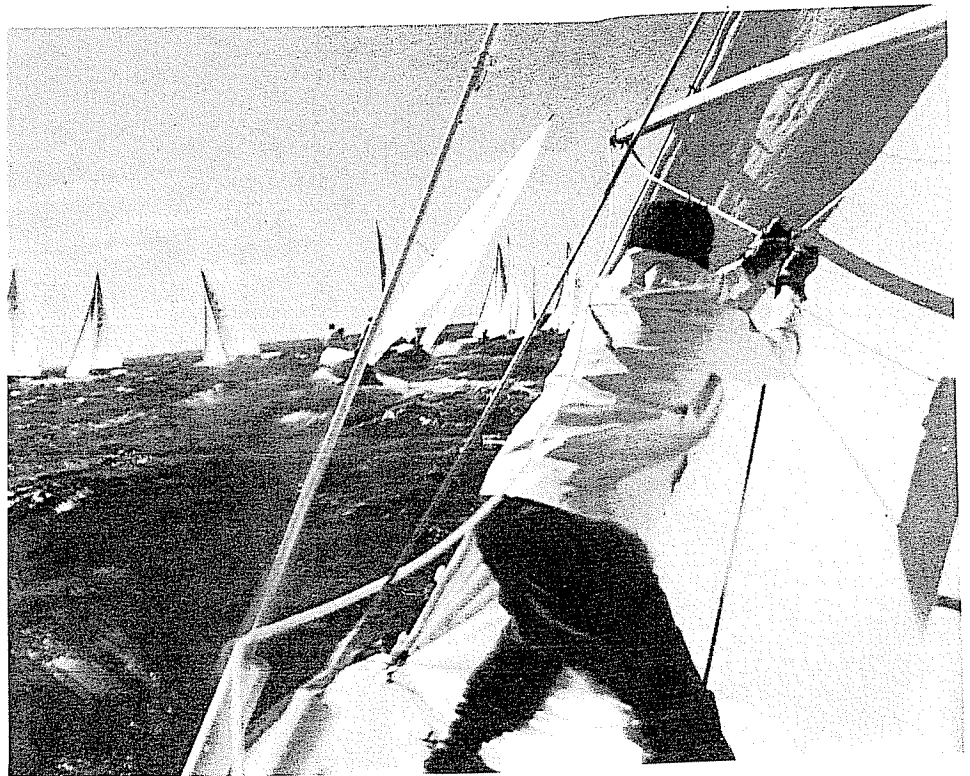
Tim Bryan and crew maneuvering a jib during the Nationals —Photo by Robert Foley

# Minutes Of The Annual Meeting

Ida Lewis Yacht Club, Newport, R.I. Tuesday, 24 August, 1982

Robin Wallace, Commodore of the Ida Lewis Yacht Club, welcomed everyone to Newport and called the 1982 National Meeting to order. He congratulated Jim Cannon and his officers for the fine job that they are doing and presented the Ida Lewis Yacht Club burgee to Mr. Cannon. Mr. Wallace then called for a show of hands of all boat owners present and 31 active owners were present. Therefore, the meeting was declared official and all discussions and rulings would be binding. Prior to handing the actual meeting over to Jim Cannon, Mr. Wallace asked those present whether they favored the use of the 720 rule in the 1982 Nationals. A vote was taken, with 15 in favor, 10 against, and six abstaining, so the 720 rule was allowed to stand as written in the racing instructions.

The meeting was passed to Jim Cannon and in his opening remarks he commented on the need for a two year term for the class officers so that there is some continuity in the programs currently under study, such as the changes in the Class Blue Book, especially the specifications. He said that Dana Atchley, the Class Measurer, would discuss specific changes and progress in detail later in the meeting but that many people were busy trying to refine the



An action shot on board #223.

## 1982 Shields National Championship Regatta Results

1. <b>Rick Tears</b> , Dallas Texas 5-5-2-1-4-26 ..... 16¾	13. <b>Gregg Stone</b> , Buzzards Bay 28-8-9-11-1-29 ..... 56¾	26. <b>David Gelinis</b> , Maine Maritime Academy 37-37-23-18-18-10 ..... 106
2. <b>Michael Deland</b> , Buzzards Bay 17-2-6-6-3-3 ..... 20	14. <b>Shore/Reagan</b> , Narragansett Bay 1-37-1-10-38-17 ..... 65½	27. <b>Keith Wilkins</b> , Western L.I. 13-27-21-26-20-34 ..... 107
3. <b>Garry Lash</b> , Narragansett Bay 7-15-12-3-2-8 ..... 32	15. <b>Wendy Nourjian</b> , Buzzards Bay 15-20-16-20-13-6 ..... 70	28. <b>Tomlin/Koeg</b> , Western L.I. 8-30-32-27-21-25 ..... 111
4. <b>Arthur Coleman III</b> , Western L.I. 10-3-3-38-8-13 ..... 37	16. <b>Jens Paech</b> , Narragansett Bay 23-13-14-17-11-37 ..... 78	29. <b>William Jenkins</b> , USN School, Monterey Bay 20-28-22-25-25-33 ..... 120
5. <b>Rick Wakeman</b> , Buzzards Bay 12-17-4-7-7-11 ..... 41	17. <b>Hoke Simpson</b> , Western, L.I. 24-6-24-13-26-14 ..... 81	30. <b>Dana Atchley</b> , Martha's Vineyard 34-19-29-29-27-16 ..... 120
6. <b>Allen Merrill</b> , Dallas, Texas 14-1-13-2-12-27 ..... 41¾	18. <b>Charles Crowley</b> , Buzzards Bay 21-25-19-14-5-24 ..... 83	31. <b>Mart in Plonus</b> , Chicago, IL 22-38-38-23-22-23 ..... 128
7. <b>Newt Clemson/Jim Porath</b> , Northern Mass Bay 25-12-7-15-6-4 ..... 44	19. <b>Tim Bryan</b> , Martha's Vineyard 9-9-10-24-38-31 ..... 83	32. <b>Robin Montgomerie</b> , Narragansett Bay 26-22-37-37-37-15 ..... 137
8. <b>Michael Grinnell</b> , Manhasset Bay 19-24-8-4-10-5 ..... 46	20. <b>Dennis Dixon</b> , Martha's Vineyard 16-23-11-19-15-22 ..... 83	33. <b>Joseph Graziano</b> , Chicago, IL 32-26-28-30-28-30 ..... 142
9. <b>Mike Polkabra</b> , Monterey Bay 18-21-17-5-9-1 ..... 49¾	21. <b>Dan Hadley</b> , Narragansett Bay 11-16-38-9-37-20 ..... 93	34. <b>Willi am Rich</b> , Western L.I. 33-29-31-32-37-19 ..... 144
10. <b>Earle Stubbs</b> , Narragansett Bay 6-4-15-12-16-21 ..... 53	22. <b>Marshall Nelson</b> , Dallas, Texas 27-37-20-24-24-2 ..... 97	35. <b>James Moore</b> , Manhasset Bay 2-37-37-37-37-37 ..... 150
11. <b>Mark Converse</b> , USNA, Annapolis, MD 4-14-18-8-17-12 ..... 55	23. <b>Peter Hunter</b> , Dallas, Texas 38-7-27-31-23-9 ..... 97	36. <b>Dennis Kleper</b> , Chicago, IL 31-37-26-28-37-32 ..... 154
12. <b>Chris Whithers</b> , Narragansett Bay 3-18-5-16-14-28 ..... 56	24. <b>Jay Higgins</b> , Chicago, IL 29-11-30-22-29-7 ..... 98	
	25. <b>Tim/Chris Noble</b> , Narragansett Bay 30-10-25-37-19-18 ..... 102	

# The New England Championships

## Newport, Rhode Island August 20, 21, 22, 1982

The two major memories of the 1982 Shields New England Championships are of Gary Lash winning the first, second and fourth races, ending with a near-perfect four-race score of 5.25 points, and of the radically changing weather experienced over just 3 days in Newport. On the first day alone, the wind ranged from 30 knots off Brenton Reef Light Tower with six foot swells to 2 to 3 knots at the finish of the second race.

Six Edgartown boats sailed to Ida Lewis, spending a beautiful Wednesday evening in Cuttyhunk. It was good to touch land Friday afternoon and partake in the first of many "casual kegs". Chuck Roberts and his crew certainly seemed very busy finding housing and getting insurance forms signed, but they were always helpful and far more courteous than a group of sailors deserved.

The first inkling that Ida Lewis meant business came the next morning, when code flag "A" was flown from the flagpole (signifying that the race area would be 1 1/2 miles southeast of Brenton Reef Light Tower in Rhode Island Sound). The conditions, as mentioned before, were rough. We all breathed a sigh of relief when, after having pounded our way out there, the Race Committee seemed to come to their senses and sent us all back inside the Newport bridge (it was later learned that the reason this was done was **not** to save the sanity of skippers and crews, but simply because the Race Committee boat had been unable to anchor in the seas.) Shields were surfing all the way back in, at times one-third to one-half of the way out of the water, flying down the face of a wave.

Gordon Benjamin, in the first heroic (foolish?) gesture of the regatta, was the first to put up his yellow spinnaker returning to the harbor. That experience

must have taken more out of the skipper/crew/boat than they anticipated because they finished the day's races in eleventh and ninth places. He must have done something that evening, though, because his next three finishes (first, seventh, and first in Sunday's race) were fine enough to achieve second for the regatta.

Friday morning was the first time many of us had sailed under the Newport Bridge, which is awesome. My advice to any Shields sailor who gets a little pompous sailing around smaller boats is to sail among the pilings of the Newport Bridge for a little ego deflation.

Friday's races were both won by Gary Lash, with Bonnie Shore second and Jens Paech third in the morning race, and Art Coleman second and Michael Deland third in the afternoon/evening race. The sunset was beautiful as we all headed back to Ida Lewis.

For Saturday, the wind was from the north at 10 knots, lasting until the tide changed in the afternoon. Getting into the groove, Gordon Benjamin won the morning race with Chris Withers second and Gary Lash third. After lunch going downwind to the start of the second race, the wind rapidly became patchy. The problem was that the course was in between the dying morning breeze from the north and the upcoming afternoon southwest breeze. The first three boats, Gary Lash first, Dennis Dixon second and Michael Deland third, rounded the second-to-last mark before the southwest breeze had advanced too far up the course. The other boats were not as fortunate, and many places changed in the ensuing calm. All, however, were able to eat and drink well that evening, with major thanks to the efforts of the Club and chef Timothy Dwyer and his barbecued

lamb.

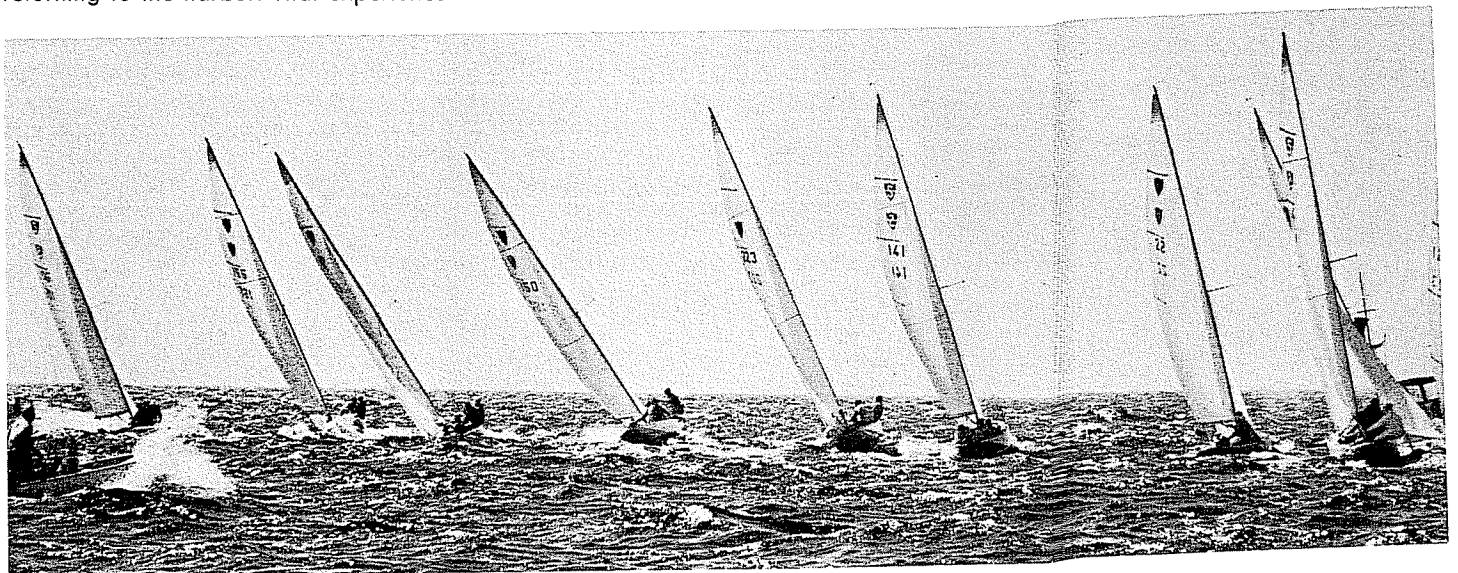
The start on Sunday was at one o'clock, due to lack of wind. Two 12-meters coasted among and around the drifting Shields, much like majestic swans moving among a flock of geese. A second very effective way for a Shields sailor to feel humble is to sail near a 12-meter.

Gary Lash stayed on shore for Sunday's race, giving the rest of us hope to win a race. Gordon Benjamin, however, evidently enjoyed getting the finish gun so much the previous morning that he had to hear it again. (He had said that the wind would fill in at one o'clock. When it came up at 12:45, we should have all realized that Gordon was in touch with some greater forces that would carry him through the day.) Chris Withers crossed the line second, giving him third place in the series. Al Meril came into town to get a third that afternoon.

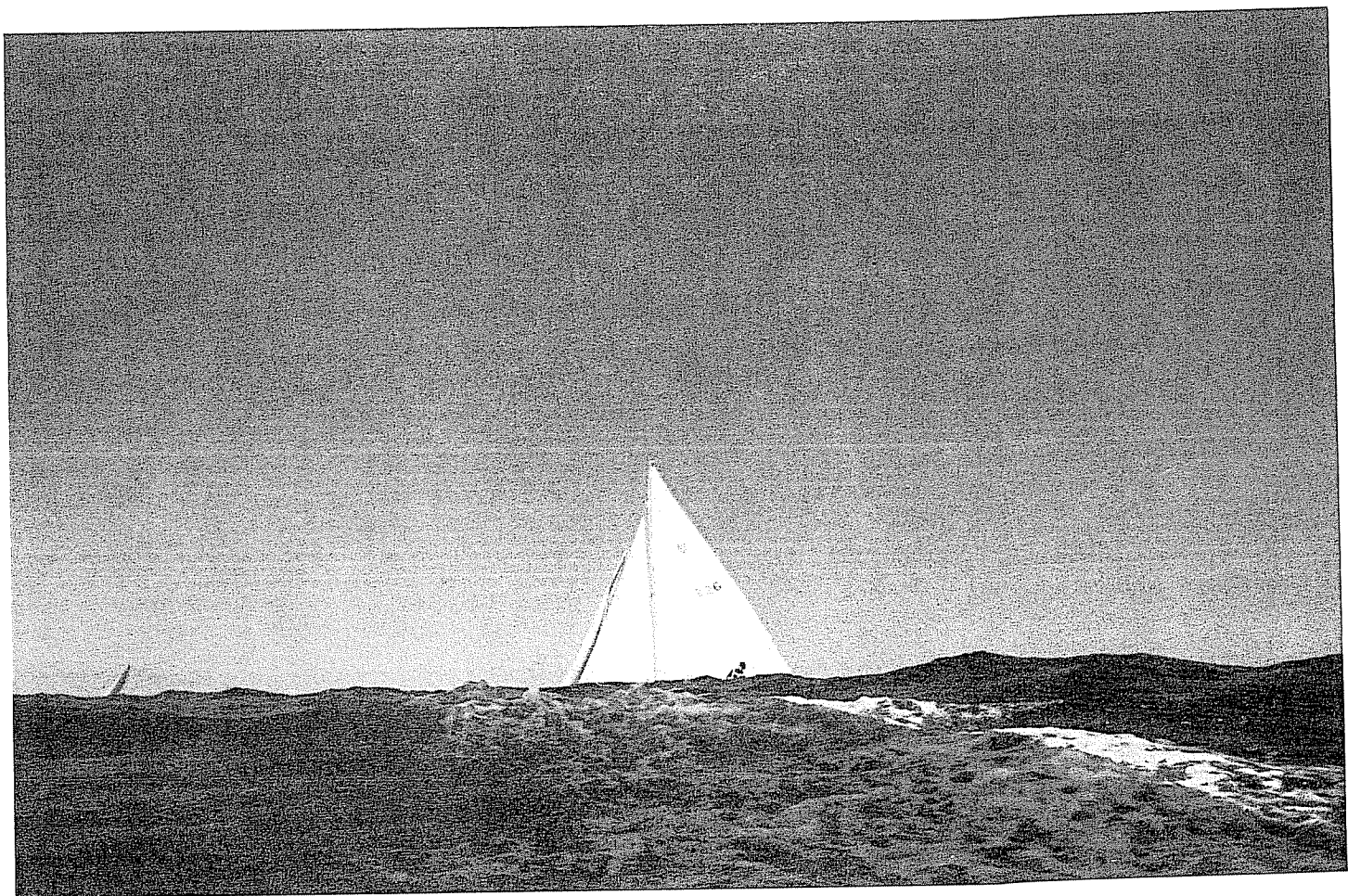
Bonnie Shore wound up fourth that weekend, with Dan Hadley a very consistent (7-4-8-8) fifth place. There were 32 starters over the course of the series, and it was the first chance many of us had to compete with such a high-caliber group of Shields sailors. No matter what place you were in, no matter where on the course you were, if you let up for just a little bit, someone was there to eat you up. Needless to say, the weekend was a fantastic tune-up for the Nationals.

As always, the people of Ida Lewis make it a pleasure to come and sail and play in Newport. Thanks again to Chuck Roberts, Robin Montgomerie, and all the others who gave their time and efforts to make the 1982 Shields New England Championship a fun and exciting time for everyone.

Dennis Dixon



The Start — Photo by J.H. Peterson



Dennis Dixon alone on the rail.

## New England Championship Results

1. <b>Gary Lash</b> , Narragansett Bay 1-1-3-1-DNS ..... 5¼	12. <b>Tim Bryan</b> , Martha's Vineyard 14-21-18-5-11 ..... 48	23. <b>David Kilroy</b> , Narragansett Bay 10-17-22-27-DSQ ..... 76
2. <b>Gordon Benjamin</b> , Narragansett Bay 11-9-1-7-1 ..... 17½	13. <b>Robin Monk</b> , Narragansett Bay 12-26-11-10-16 ..... 49	24. <b>Brian Ladoucer</b> , Buzzards Bay 22-13-24-25-18 ..... 77
3. <b>Chris Whithers</b> , Narragansett Bay 5-10-2-12-2 ..... 19	14. <b>David Gelinis</b> , Maine Maritime Academy 17-11-16-20-6 ..... 50	25. <b>Jeffrey Randall</b> , Martha's Vineyard 23-24-26-14-22 ..... 83
4. <b>B. Shore/B. Reagan</b> , Narragansett Bay 2-15-9-6-7 ..... 24	15. <b>Robin Montgomerie</b> , Narragansett Bay PMS-6-21-11-13 ..... 51	26. <b>Norm Schachoy</b> , Buzzards Bay 24-14-29-23-23 ..... 84
5. <b>Dan Hadley</b> , Narragansett Bay 7-4-8-8-8 ..... 27	16. <b>Tim/Chris Noble</b> , Narragansett Bay 6-19-19-24-10 ..... 54	27. <b>Dennis Kleper</b> , Chicago, IL DNS-5-RET-RET-17 ..... 88
6. <b>Michael Deland</b> , Buzzards Bay 8-3-14-3-14 ..... 28	17. <b>Rick Wakeman</b> , Buzzards Bay 4-20-7-RET-DNF ..... 64	28. <b>Walter Eberstadt</b> , Martha's Vineyard 19-23-DNF-DNS-21 ..... 96
7. <b>Dennis Dixon</b> , Martha's Vineyard 13-12-15-2-4 ..... 31	18. <b>Allen Merrill</b> , Dallas, Texas DNS-DNS-12-17-3 ..... 65	29. <b>Turner Scott</b> , Narragansett Bay PMS-28-28-16-24 ..... 96
8. <b>Wendy Nourjian</b> , Buzzards Bay 21-8-5-9-15 ..... 37	19. <b>Earle Stubbs</b> , Narragansett Bay DNS-DNS-6-22-5 ..... 66	30. <b>Jim Bougas</b> , Buzzards Bay 16-25-30-28-PMS ..... 99
9. <b>Art Coleman</b> , Western L.I. Sound 18-2-23-13-9 ..... 42	20. <b>Robert Merrick</b> , Narragansett Bay 9-DNS-13-15-RET ..... 70	31. <b>Jim Cannon</b> , Martha's Vineyard 25-DNF-31-21-25 ..... 102
10. <b>Jens Paech</b> , Narragansett Bay 3-18-10-18-12 ..... 43	21. <b>Bryan McSweeney</b> , Buzzards Bay 15-22-17-26-19 ..... 73	32. <b>Bernie Patterson</b> , Narragansett Bay DSQ-27-20-29-26 ..... 102
11. <b>Rick Tears</b> , Dallas, Texas PMS-7-4-4 PMS ..... 48	22. <b>Charles Crowley Jr.</b> , Buzzards Bay 20-16-27-19-20 ..... 75	

## Presidents Message —

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she will help Secretary Baker, Treasurer Eberstadt and me transfer the Class membership information into Dennis Dixon's Apple Computer this winter.

The objective is to establish a central business office for the Class which will maintain stable records and be capable of prompt communications response independently of changes in elected officials. It is hoped that this centralizing of nuts and bolts work will enable us to rotate the elected officials among the fleets with a minimum of disruption.

### B. Eligibility

Delete mention of Associate Member to be in accord with the change in Article IV-2-(a) above so that it reads:

"An officer shall be an Active Member.

No two offices, except the offices of Secretary and Treasurer, shall be occupied by the same person."

### Constitution, Article X HONORARY COMMODORE

Delete title and change to CORNELIUS SHIELDS MEMORIAL PRIZE

"In recognition of founder and Honorary Commodore Cornelius Shields' invaluable service to the Association Fleet #1 of Larchmont Yacht Club, Corny's home club, has instituted in 1982 a prize which will be awarded each year at the National Regatta to that skipper who improves his or her standing the most from the previous Nationals."

## BY-LAWS

### 3. Applications and Dues

Change as follows:

"3.1 Applications for Active Membership and for Associate Membership shall state:

(a) Same as present text

(b)

(c)

(d)

(e)

(f) The class of membership for which application is made. Active Membership is required for a person to be listed as a boat owner or co-owner.

3.2 Same as present text

3.3

3.4 "Dues shall be as follows:

Active Members \$30.00 per year

Associate Members \$20.00 per year

Sponsoring Members \$50.00 per year

It is proposed to raise dues for Active Membership from \$20.00 to \$30.00 per year and for Associate Membership from \$15.00 to \$20.00 per year. Sponsoring Membership remains the same price.

The dues, in a highly inflationary period, have not been increased for many years. From existing membership categories and numbers we gross about \$3,700 per year. The proposed increases, with some effort on the part of the fleets to increase their numbers of Associate Members, should bring in over \$5,000 per year. If we can get some advertising revenue for the newsletter we could run the National business office on a budget approaching \$7,000 per year.

I would like to be able to spend about \$5,000 on the Executive Director's salary and office expenses, and about \$2,000 on the cost of producing four issues of the Newsletter annually.

I urge the fleets to build Associate Memberships to build the organization's financial strength. Many of the crew members will join the organization if asked to do so, and will be happy to be on the Masthead mailing list.

**Shields Durability** — Another Testimonial. I struck #151's keel on an uncharted rock (mooring block?) going downwind in the Ida Lewis mooring ground (too near shore?), then hit one of the "Sow and Pigs" off Cuttyhunk when wife Alison and I were sailing the boat home to Edgartown after the Nationals. This has been rock year. In fifteen years of sailing the boat I had never hit a rock before. The collision off Cuttyhunk was severe and the whiplash broke the PVC tiller spindle casing in half where it enters the cockpit. Water flowed into the bilge continuously.

We found that our built-in Gusher pump would keep ahead of the leak rate of flow, but I must report that by the time we got to Edgartown four hours later we both had biceps like Popeye the Sailor. Lesson for the Season: Do not follow Dennis Dixon through the Sow and Pigs again.

Jim Cannon

## Manhasset Bay Challenge Cup

Reported by Keith Wilkins

For the third year in a row the Manhasset Bay Challenge Cup was sailed in Shields. The five race series was conducted by the Corinthian Yacht Club in Marblehead, Mass. Gary Lash of Newport walked away with the Cup. George Huntington of Manhasset Bay and Newt Clemson of Eastern Yacht Club in Marblehead won second and third, respectively.

Under the trust agreement for the Manhasset Bay Challenge Cup, the racing must be conducted in one-design boats and sponsored by the prior year's victor. Since the trust agreement specifies that a class of boat shall not be used more than three consecutive years, the challenge can not be conducted in Shields in 1983. Gary Lash suggested there was a fairly large one-design boat which he expects to be fairly plentiful in Newport next year. Something called a Twelve Meter.

## A Note From Manhasset Bay

The summer of 1982 has been both a success and disappointment for the skippers in the Cow Bay shields Fleet. The successes include a first (George Huntington) and second (Mike Grinnell) in the districts hosted by Manhasset Bay Yacht Club in June. Scott Coverly captured first place in both the Larchmont Yacht Club and Manhasset Bay Yacht Club Race Weeks. The major disappointment was the sinking of #137 on the first day of Manhasset Bay Yacht Club Race Week in winds gusting to 60 MPH. However, after sitting in 100 feet of water for a month the boat has been salvaged and repairs will be attempted this winter.

## Another Shields Goes To Texas

Tom Callan of Manhasset Bay has sold his Shields #160 to a group out in Dallas. "Wind Racer" will be trailed out to her new home.

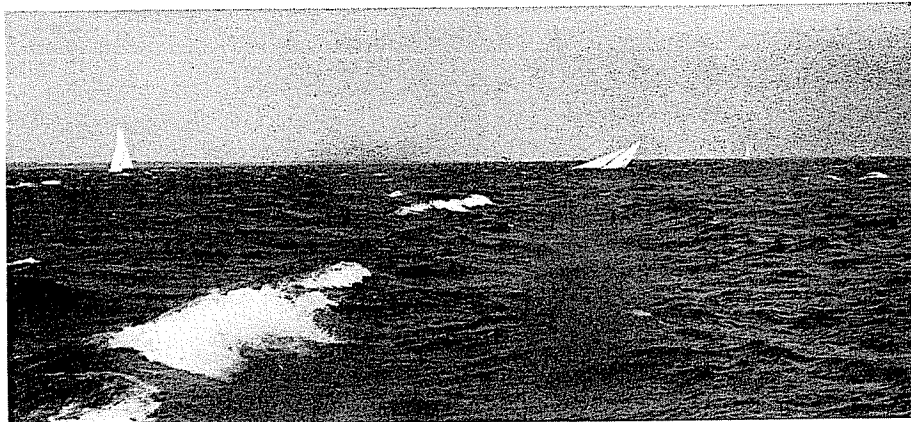
## Class Blue Books

The Shields Class book is available upon request. It contains information on maintenance, specifications, By-laws, and class data. It is something a Shields skipper shouldn't be without. The cost is \$20.00. If you need one, please contact Jody Bryan.

## This Christmas Wear A Shields

Neckties with the Shields silhouette are still available in a variety of colors: antique gold on brown; white on dark green; light blue on maroon, and gold on navy. Prices are as follows: four for \$50, three for \$39, two for \$27, and one for \$15. Order thru Bryan McSweeney. Fleet orders encouraged.

Write Bryan McSweeney, 3 Main St., Marion, MA 02738



#137 about half way down.

**Minutes Of The Annual Meeting —**  
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recommended changes and amendments to the Class By-Laws and specific changes would be voted on later in the meeting. Mr. Cannon commented that the Shields Class appears to be healthy in all existing areas and that Southern California, which has been inactive over the past few years, has expressed interest in rejoining the National Association as an institution member with 15 boats.

Mr. Cannon then called on his officers for their reports:

**I. Reading of the Minutes of the Prior National Meeting by the Class Secretary**

It was moved that the reading of the minutes be waived since they were published in the Masthead for all to read. The motion was carried.

**II. Treasurer's Report**

Mr. Cannon reported for Mr. Eberstadt who was unable to attend.

\$5600 left in treasury as of 19 August, 1982. Mr. Cannon stated that there is a need to increase dues if the Class decides to hire an executive secretary. It would be one of the duties of the executive secretary to go after more associate members and coordinate class records, which includes collection of the dues.

Mr. Cannon said that Jody Bryan, the present Editor of the Masthead, would take the executive secretary's job if it were available. There was general agreement of those present that the matter should be pursued and that an increase in dues would be warranted to pay for the salary of a full time executive secretary.

**III. Report of the Nominating Committee by Bryan McSweeney of Marion, Chairman**

It was voted that the present slate of officers be retained for another year. The vote was a unanimous voice vote. (See letterhead for list of class officers and regional reps.)

**IV. Prior to the Measurer's report, Mr. Cannon voted to accept the following amendments to the specifications as written.** The motion was passed by vote and the amendments are now part of the

class by-laws and specifications.

**V. Report of the Measurer by Dana Atchley**

Mr. Atchley stated that the Shields family is presently in the process of making copies of all the original plans of the boat so that there will be more than one set of drawings available in case of loss or damage to the original set.

The redesign of the internal outhaul is now in the second stages and Mr. Atchley has a number of finished drawings which he plans to distill into a final recommendation for the class.

Bill Harding has rewritten the class specifications regarding sails and a copy of his recommendations is enclosed. These changes were written by Mr. Harding after consultation with other sailmakers currently active in the Shields class.

Mr. Atchley then ruled as Class Measurer that twing lines would not be permitted in the 1982 Nationals but that all of the other specification changes noted earlier in the meeting were in effect.

**VI. Locations of 1983 and 1984 Nationals**

The 1983 Nationals will be held in Larchmont, New York under the co-sponsorship of the Western Long Island Sound Fleets of Larchmont and Manhasset. Don Tomlin spoke about the plans which are already under way for the Regatta which will be held in Early September 1983.

Chicago was tentatively awarded the 1984 Nationals with 14 to 16 boats available.

Monterey expressed interest in doing the National Regatta in 1985, as did the Buzzards Bay Fleet in Marion which now has 29 boats and could hold the event either in 1984 or 1985 depending on the vote of the National officers and the progress in the planning in Chicago and Monterey.

**VII. Cornelius Shields Memorial Prize**

Fleet #1, represented by Don Tomlin, has donated a perpetual trophy in honor of Corny Shields which will be awarded each year at the National Regatta to that skipper who improves his/her standing the

most from the previous Nationals. The standings of this year's Nationals at Newport will serve as the base year and the trophy will be awarded for the first time next September at Larchmont, Corny's home club. (See attached sheet)

**VIII. Institutional Members**

Chris Withers, USN retired, reported that the Naval Post Graduate School, Newport, the U.S. Naval Academy, and Maine Maritime are all represented in the Nationals with only the Coast Guard Academy missing from those who were invited. The boats used by these crews were drawn from the Navy boats in Newport, as required by law.

**IX. Masthead**

Editor Jody Bryan requested that people send in any material that they would like included in the Masthead to be published soon after the Nationals.

**X. New Business**

Rick Tears of Texas asked that the National officers make an effort to clarify the rules regarding sail usage in the National Regatta. He expressed the feeling that because every fleet has different qualification requirements there is no uniformity in the sails used in the National Championship as far as age and wear and tear is concerned. Jim Cannon said that National officers will look into this problem and report back.

With no further business, the 1982 Annual Meeting was adjourned, and those present moved to the Naval Officers Club for dinner.

Bryan J. McSweeney  
(for Nick Baker)

**An Appeal For Associate Members**

All bilge boys, winch grinders, kite flyers, sailing widows, and other members of the Shields Class are most cordially invited to show their support of this national organization by becoming an Associated Member. Please send a check for \$20.00 payable to the National Shields Class Association.

Please note my change of address:  
Jody Bryan  
144 Moody St.  
Waltham, MA 02154

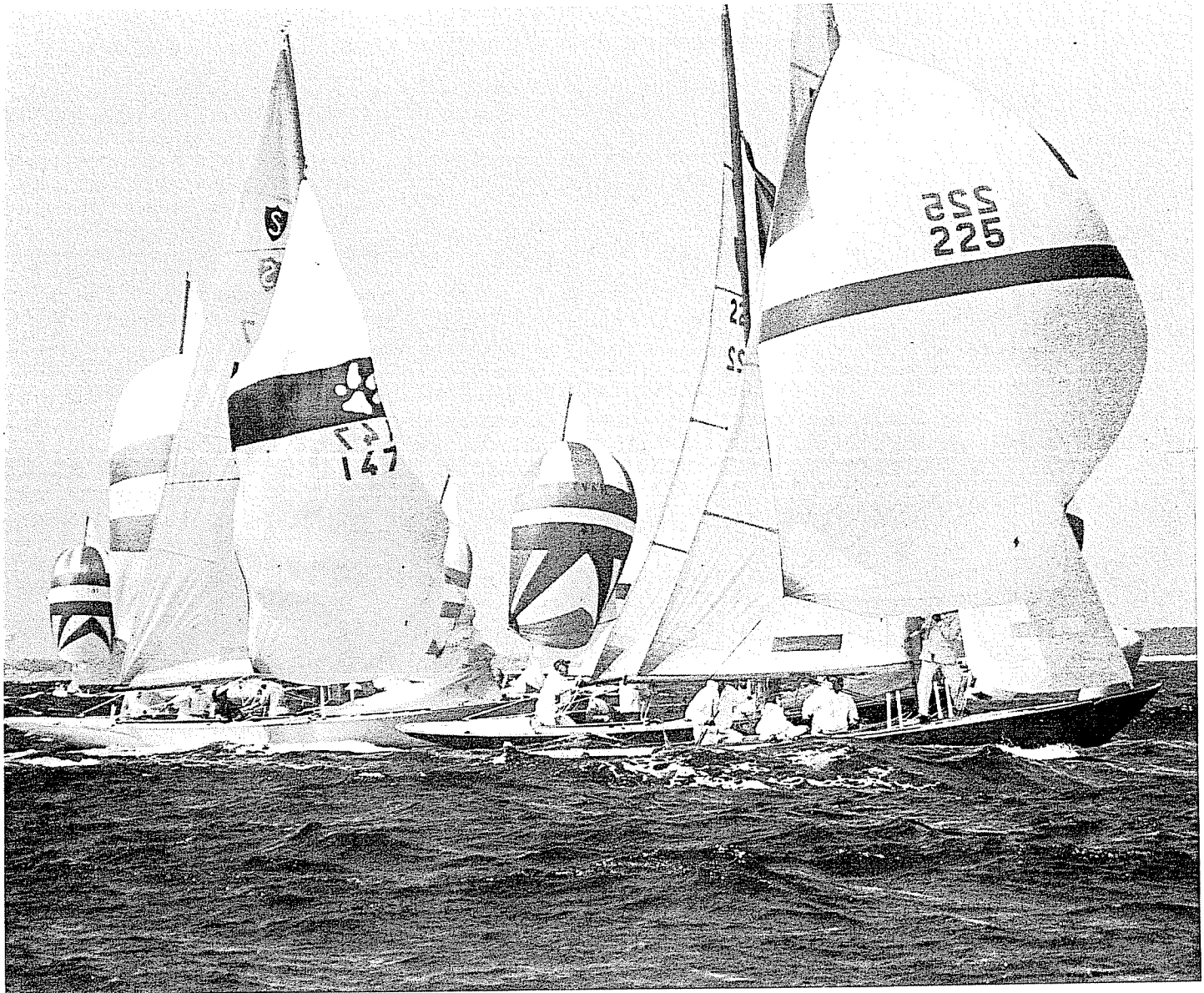
**Memorandum**

Gene Connolly died April 22, 1982. There is no need to recite here his lifelong interest in racing sailboats, his part in founding the Marblehead Shields Fleet or his record of accomplishment as a competitive sailor in many classes, including the Shields. Prior to his retirement from sailing at age 85, he was the oldest active racing skipper in North America. All of us will remember his decency, sportsmanship, sense of fun and competitive spirit. He touched all of our lives in different ways. We will all miss him.

Lea B. Pendleton



Earle Stubbs & crew.



Jam up at the reaching mark. —Photo by J. H. Peterson

Jody Bryan, Editor  
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