

SHIELDS MASTHEAD

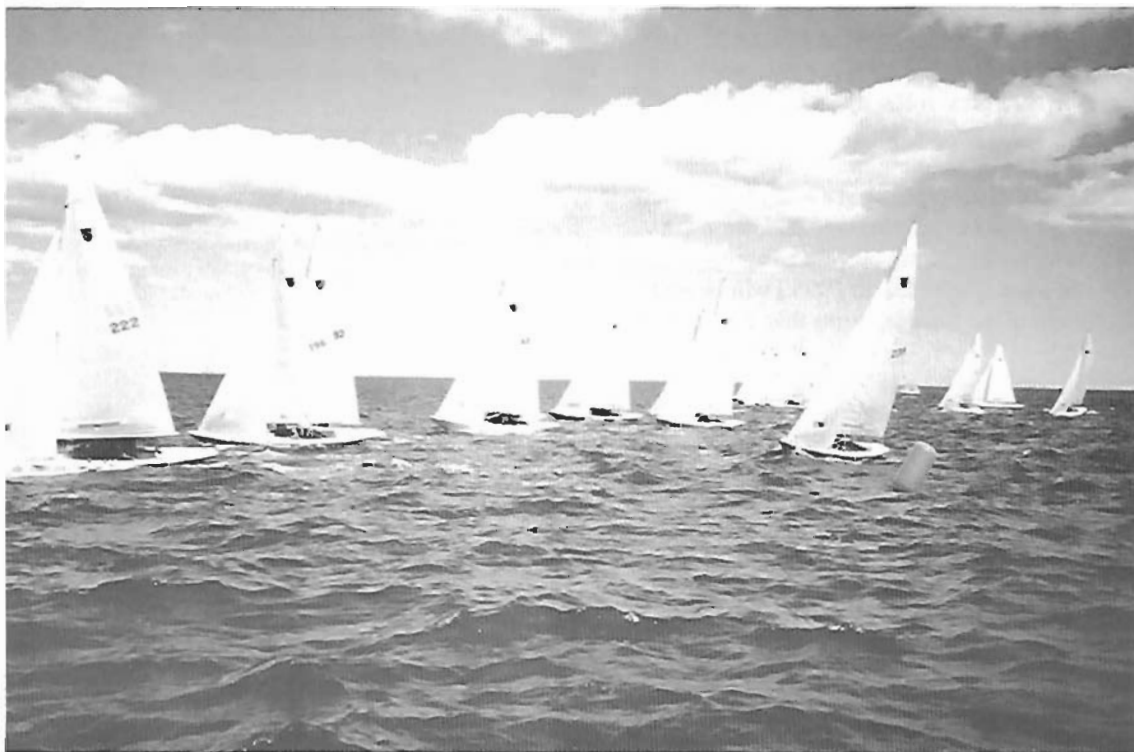
Late Edition, 1994-5

Victory at the Vineyard

by Ched Proctor as told to Garry Brown

Getting out to Edgartown with all our equipment proved to be somewhat of a logistical challenge but well worth it. The people of Edgartown Yacht Club did a first rate job of providing meals, entertainment and running races. The breeze was excellent, always out of the north to northwest. I arrived on Sunday morning to find the Gerard, Hardy and McIntyre teams had already been up to their off the water shenanigans. The McIntyre team was retrieving their boat from the most distant mooring of the harbor where Johns Hardy and Brendel and Peter Gerard had placed it. It seems this was done with good cause though. At the restaurant on Saturday evening McIntyre, Jim Craig and company had escaped the food fight by going out through the window. It was a small matter that on the way out Patrick informed the waitress that "They will pay the bill," (indicating the Hardy's table). We were off to a good start for the week's activities.

Sunday afternoon we headed out for the practice race. I had been told that the current was quite a factor in racing on the course out here. I was curious to see if things would happen the way it seemed they should with the flooding current favoring the inshore side of the course. As it turned out, not only did the current favor the left side in shallower water, but the wind seemed to be stronger there also. Ted Fisher with Peter Johnstone, played the left side to perfection to lead at the weather mark. On the run we stayed nearer the shore where current should be hurting us now and passed the leaders who had done the obviously favored move of jibing early; the wind seemed to be the biggest factor. **(Continued on Page 4)**



From The Crow's Nest

by Peter A. Gerard

I would like to thank the class for making my 1994 a most enjoyable and exciting year.

I had the opportunity to experience first hand the high quality of competition that characterizes the Shields Class. I also had the opportunity and pleasure to meet many members of the class in person. I can attest that our class is well, and as it enters its forth decade, strong and growing.

1994 was also a good year for your class officers. Under the leadership of Garry Brown, we have made the Masthead a regular communication device for the class. With this, our forth edition within twelve months, we hope to establish a precedent that will be followed for years to come. Knowing what is going on assures us of a strong and vibrant organization.

I personally participated in six major regattas hosted by six fleets this year. This experience has made me a stronger believer than ever in the benefits of competing in different venues. It expands ones sailing horizons, it allows one to meet all sorts of great folks, it teaches one the art of packing and it proves beyond a shadow of a doubt that a Shields is a trailorable boat. It also demonstrated, in my case, what a lucky fellow I am to have a wife and a daughter who understood, or at least were willing to put up with an aging sailor's passion. I hope that in 1995 I will be able to visit some of the Shields events that I missed in 1994.

If there is one thing that I hope we have accomplished during the first year of office, it was to improved communications. By using the Masthead to report not only regatta events, but also as forum for the technical committee and an official notice board for the Class Measurer, we hope we have established a tool to ensure and enhance the one design strengths of our class. The sharing of ideas and concerns allows us all to grow and improve our skills and insure that our class moves strongly into the 21st century.

Looking forward to 1995 I see some remaining challenges and a great year. On my yet to be done list are :

1. Getting the Shields 2000 Committee rolling
2. Establishing more inter-fleet and inter-class competition, including home and home events with foreign clubs.
3. Following up on the recommendations of the Governing board for family oriented events such as a class cruise.
4. Establish the position of Class Historian and assist in pulling together documentation of our history.
5. Continue to work with the Board and the Measurer to ensure that our class remains strong, true to the precepts of a one design class while allowing us to benefit from the advances in technology.

Oh yes, win the 1995 Nationals at Larchmont!

Have a great winter and see you at the Armadillo Cup in Dallas in May.

1995 CALENDER

May 5-7
Armadillo Cup
Rush Creek Yacht Club
Heath, Texas
Contact: Peter Gerard

June 17-18
WLIS Districts
Fleet 5
Seawanhaka Corinthia YC

June 17
NBYA Spring Regatta
Fleet 9
Newport, RI
Contact: Bryce Muir

July 14-16
Michelob Cup
Newport, RI
Contact: Bryce Muir

July 15-23
Larchmont Race Week
Fleet 1
Larchmont YC
Contact: Mike Carr

July 13-15
Edgartown Regatta
Fleet 8
Edgartown YC
Contact: Tim Bryan

July 27-30
Marblehead Race Week
Fleet 4
Marblehead, MA
Contact: Ralph Walker

Aug 4-6
Buzzards Bay Regatta
Fleet 10
Padonarum, MA
Contact: Steve Symchych

Aug 19
Museum of Yachting Regatta
Newport, RI

Sept 10-14
Shields National Championship
Regatta
LarchmontYC, Larchmont, NY
Contact: Skip McGuire

Sept 30-Oct 1
Manhasset Bay Challenge Cup
New York Yacht Club
Harbor Court
Newport, RI

Oct 7-8
Columbus Day Regatta
Larchmont YC, Larchmont, NY
Contact: Mike Carr

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Victory continued

We felt good with our speed and were looking forward to an excellent series of races. The next few days' weather forecast was for the general pattern to continue giving us good breezes. On top of that, the competition was pulling out all the stops. Ted Fisher was there with an excellent team including his tactical wizard Peter Johnstone. They had only started to sail their Shields this season but had worked hard at learning the boat, and had done their homework well. I had sailed with them a couple of times in Wednesday evening races in Newport. The practice race served notice that they were fully up to speed. Dr. Schmidek had John Pope aboard; he has considerable experience sailing Shields- fast. Also with Dr. Schmidek was the top collegiate sailor of 1994, Jeff Ewenson. Peter Gerard brought in Peter Stalkus, Tom Blackaller's navigator in a couple of America's Cup campaigns and has been sailing at the top of several one design classes including J24s. Bob Whitimore had the J24 ace Geoff Moore to help with tactics and sail trim. There were also wild cards like the Walshes from Larchmont, and the Chicago team- led by Mark Wurtzebach, that were fast in their home waters and showed flashes in the Sunday practice. We sailed into Edgartown for Annual Meeting '94, held at the EYC Tennis facility. Serve and volley was the order of the evening, with our leader being SILENCED in mid-expostulation by Bonnie Shore, who was at the top of her "lightning volley" form.

On Monday, Races 1 and 2 were sailed in northwesterly breezes, about 18 knots.

Race 1: The start found us totally buried at the leeward end of the line and pinned- it was a long time before we could clear our wind. We weren't too happy with this, since we really wanted to favor the left side where the wind looked stronger. After we were finally able to tack we were completely clear to sail fast. The wind was strong (which is our favorite condition), with moderate-size square waves. Bob Whitimore won the leeward end start and looked like the early leader. Most of the front row on the left tacked over not too long after us, so we had a good gauge of how we were doing. Chip recommended patience, staying on port tack and watching the competition. The race was

completely on the left side of the course. We had everyone who had tacked to port shortly after the start because the leeward end was heavily favored. The mark was a long way upwind, so we had plenty of time. In the big waves the boat was bouncing around a lot which made it hard to get a read on the compass. We had to rely pretty much on the angle of the other boats to pick the shift.

When we tacked, I was reassured that we were doing all right. Most of the fleet closest to our left had tacked to starboard at about the same time. Tears was the early leader of the middle group, closest to our left, and we had him. Whitimore was farthest left closest to shore. As he came across, we were pleased that we looked close to him. Since we were headed toward shore, we now had a comparative reference to check the wind direction, without having to rely on the bouncing compass. When we got headed below the large water tank on the shore, we took a little hitch back to the right. This got us to a real nice header on port tack, and let us cross everyone from the left side. From here we were able to leg out to win the race fairly easily with Whitimore in second.



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Race 2: We got the leeward end start with Ted Fisher close on our hip. For a while the wind kept lifting everyone making us look like we would be definitely last if we tacked now. However we were encouraged to stick it out by the appearance of more wind on the left side, and the fact that it would be a while before we got to the layline. Eventually the wind headed us and the rest of the fleet at the same time. We rounded with a small lead over Fisher, who had clung tenaciously to our weather quarter to get into the favorable left shift as much as possible.

On the second beat things got a bit challenging. We protected the left, pushing Fisher a little to our right. Bill Berry was further to our right on an early starboard tack toward the Vineyard shore side of the course. The wind seemed to be winding up to the right and at one point it looked like we had been passed by both Berry and Fisher. Chip felt confident that the left hand wind line would work again, though. Patience time, once more. When we got to it, he proved correct again, and it paid off in spades. We got headed big time and tacked to port. We were lifted to the mark and in more than five knots more breeze than anyone else. OH BOY does this feel good!!

From that point the race was pretty easy for us. Fisher and Berry had a real close battle though, with Berry eventually winning out. We finished the first day of real racing in strong position with a couple of firsts, and had dodged all the lethal bullets. I certainly felt that it could be a difficult battle with Ted Fisher, John Pope, Bill Berry and Bob Whittimore all sailing well.

Back in town, we dined at another excellent Edgartown seafood place with Pat McIntyre to leeward. Sure enough, after dinner they "excused themselves" out the window again, leaving John H with another dinner bill to cover... oh well, it's only money.

On Tuesday, Races 3, 4 and 5 were sailed. It was breezy and cool when we sailed out of the harbor, to the Cow Bay racecourse. The breeze was diminished from Monday, but still out of the northwest.

Race 3: There were two general recalls with the current pushing everyone over the line. The wind was strong in the early morning cold air. Remembering that the leeward end worked well in the second race, I tried to pull of a repeat. What I forgot was that we had come up with 3 reasons to start near the weather end and at least one of them was correct. Bill Berry started a couple of lengths to weather of us. Unfortunately, as it turned out, he was over early. He and his crew had sailed a good consistent series up to this point with a 4-2; they were buried after re-starting, along with Tears. The fleet to weather kept lifting off of us. We didn't look too good and opted to hold out for a header. When we finally tacked, things looked OK as far as the shift was concerned. We had everyone in the window, but the problem was that we were lifted to the mark. The wind didn't stay lifted of course, so when we finally got to the weather mark it seemed the whole world was there ahead of us. We didn't get anything going on the run. Fisher rounded first and jibed early. He got out to huge lead to win the race with a real horizon job.



Our Host

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The leeward mark was really crowded with Whittimore on the inside and Gordon Vineyard and Bill Berry on the outside of us. I don't remember a whole lot of the rest of this race except the last beat. I think it was a short race so there was only one more beat.

We tacked to clear our wind from Whittimore, but decided we really didn't want to be too far left. We tacked back to port a couple hundred yards to weather. The leaders pretty much stayed on port tack after rounding the leeward mark. As we sailed on a long port tack on their weather hip, we seemed to be doing well with a shot at second place. This was only because of the left hand shift lifting port tack, though. There was more wind visible on the water to the right, so we all continued pretty much to the right corner. This wind line and shift let Pope/Schmidek and Wurtz bach, in addition to Fisher, cross ahead of us. That is the order in which we finished, Fisher first Pope second, Wurtz bach, then *Hawk* in fourth.

At the half way point, the series was shaping up into a battle between ourselves and the Fisher team. With that situation, the first move of the next race was key to making the series go in our favor.

Race 4: The sun was out and the wind fairly light for all of this race. There was enough wind for everyone to be sitting on the rail at the start. We got a reasonable start near the middle of the line. We got a little close to the line in the last minute and weren't able to get up to speed initially. For a time it seemed that Ted Fisher might have enough momentum to roll over us from the top, while Peter Gerard was in a good position to pinch us off. We found that little extra and a puff to get us going, and we squirted out from between Fisher and Gerard after a couple of minutes. We forced Fisher to tack away, a little before the wind headed us. Then a short time later with a header, Peter Gerard tacked and took our stern. We took this as our cue, and tacked on Peter's beam to weather. This gave us the feeling that we had some of the key people under control on our right.

As it turned out, the puffs from the our left won out, which was fine for the series situation. Three boats played the puffs on the left and beat us around the weather mark. As I remember, they were the two red boats of Tim Walsh and Mark Wurtz bach, and Bill Berry, who was just in front of us. This was an Olympic course, so the second and third legs were reaches. I usually figure that the reaches are just a chance for the boats ahead to get further ahead. Our thought was to try to sail as straight as possible in the light breeze to the leeward mark, so the two red boats wouldn't get ahead too far ahead for us to catch. It was the sort of conditions for a pleasant Sunday afternoon sail but not ideal for gaining. With this thought in mind, we were surprised by an opportunity to slip past Bill Berry about half way down the second reach. We took advantage of it and rounded the leeward mark in third.

On the next beat, there were several shifts. The wind was even a little lighter than on the first beat. The two red boats went toward shore trying to find the same advantage that had worked for them on the first beat. We felt that the port tack was a bit lifted so we continued to their right. We were left alone to look for the puffs and lifts on the right. I felt comfortable with this position for two reasons 1)because the current was close to the change and 2) we were more nearly downwind of the weather mark so we could stay on the lifted tack. This worked, and we passed the two red boats and held on to win the race. Things were pulling together nicely, as Fisher sailed his throw out deep in the pack.

Race 5: The current was ebbing at a great rate and pushing everyone away from the line.(I'm not sure about this) We managed to get a good start at the committee boat. The only defect was that we were twenty seconds late. We had wanted to try the left side, but as soon as we crossed the line Chip had spotted more breeze to the right. We tacked to port and in front of us appeared the wind line from heaven. We got to it in about a minute, tacked over and Chip commented that we just passed most of the fleet on that one. My only worry was that we were already just about laying the mark from

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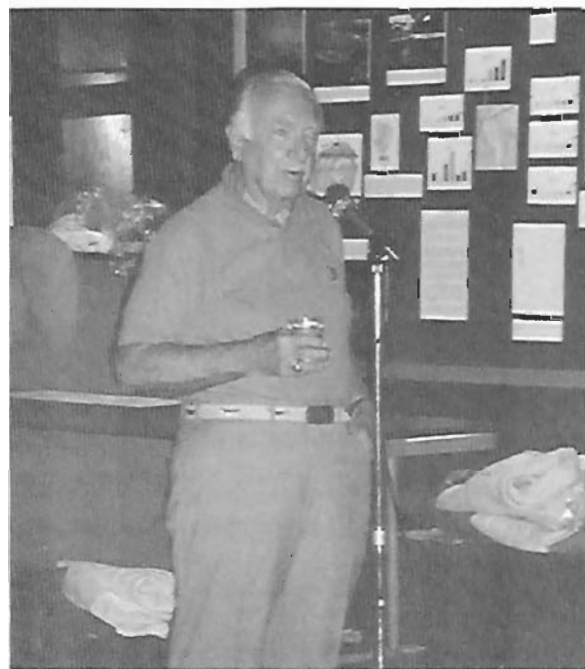
almost two miles out. Fortunately, everyone who crossed us continued out to the right looking for more wind. Gordon Vineyard saw our nice lane and tacked ahead to weather. By footing for a bit we were able to get our wind clear, and maintain our lane for a long time.

Ted Fisher started well and immediately got left just like we wanted to do. Now he was on starboard tack, to leeward of us, and leading the pack on that side. The big question became this: we were to the right of the average wind- would it keep filling from the right and keep us in front, or would it shift back to the average direction? If it shifted back to the average direction, we would be headed, with nowhere to go on port tack. Ted would be in the right place, with a lot of port tack left, and easily cross us and our whole group from the right. After another bout of patience, it turned out the wind held up from the right. When Ted tacked, he was about five boat lengths behind our line. Tim Walsh once again sailed a super first beat and rounded first with about five lengths between us. Actually we got to the mark with Gordon Vineyard but we were on starboard and he was on port, so we got ahead of him, to round second.

Now, if we had been real sharp, we would have remembered that we sailed most of the beat on starboard because the wind had shifted right. This would mean that port jibe should be favored, so we should have jibed right away. Instead we argued about what is 310 minus 180 degrees. When we finally arrived at the correct answer (which I think is 130), we could see that oh yes, we are heading about 160 on starboard jibe. Well Ted had rounded in about fifth to seventh place, headed low and jibed right away. The fleet was close behind us and by the time things looked like we should jibe, we had to cross in front of most of them and their large wind shadow, so we delayed. This was a mistake. When we spotted the mark, we realized we had to jibe to port. We ended up broad reaching to the mark. Ted was first, John Pope was second and we were third. Unfortunately Tim Walsh waited even longer than we did to jibe and so got passed by us and a couple of other boats.

The second beat was fun. The committee moved the weather mark to provide a good beat. The wind was oscillating back and forth, so the three of us played with it. At one point we crossed John, only to lose him again at the weather mark. On one crossing with Ted we were only a couple of boat lengths behind him. He didn't tack to cover though, but went to a favorable left shift that put him in front for good. On the run to the finish we jibed before John Pope which put us in the puff and we passed him to finish second behind Ted.

That evening we were blessed with the presence of most eminent EYC member, Walter Cronkite. I felt that there was lots of trust going on around here. Walter gave us some amusing tidbits from his sailing experience. I was reassured that even the famous people can have embarrassing experiences in crowded anchorages. Then it was lobster for dinner- a most pleasant way to finish a great day of Shields racing in this beautiful place.



“And I met this nice young man named Patrick and his lawyer coming out of the window, and they invited me to the party.”

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Race 6: During the evening a front moved down from Maine, making the weather for the last race was decidedly worse than the previous two days. We left the dock in a driving cold rain. John Hardy steered this one and he got two excellent starts on the general recalls, to really show up my previous lack of expertise on the starting line. Unfortunately, the start that counted was third row. We struggled to get something going, and it never happened until the last run and beat.

Peter Gerard started well in the real thing after a major brain-dead maneuver in the first general recall. (He paid the ultimate price, taking home the Take-a-Bow Award after attempting a late port tack crossing of too many of us to count. Luckily, only his teak and ego were damaged.) He tacked to the favored right side of the course and led around every mark except the finish. The wind shifted considerably to the right during the second run. Starting the last beat the committee signaled a new course to the weather mark. We were discussing a tack back to what had seemed to be the favored right side when we decided that maybe we had better check the location of the new weather mark, as it may not have been moved as far as we'd otherwise assume. At this point Pat McIntyre was crossing behind us on port tack. I had the instant thought,



Commodore, the Chief and the King

that maybe he owes us one after the two out the window to avoid paying the bill episodes. So I called out "Patrick, did you catch the new compass course." He replied "I think it was 320." JB said "I guess we don't tack." We were right on it or maybe even over stood. We soon found ourselves going to the reaching lead on the jib to get to the apparent location of 320 and we could see the committee looking to have the line set up. This made us look pretty special, because all the boats in front of us had delayed tacking to starboard, so we were sailing the closer course to the mark sooner. We might even improve on our fourth place drop race! Unfortunately, I got over-optimistic about our chances. About half way, the committee decided that they were not at 320 and moved the finish line to the right. This quickly put us back on the wind and into sixth place at the finish of this final race.

After our throw out, we still had a score of 8.25, good enough for a series win. Fisher was second, and John Pope's team was third. After the race, we sailed direct for the mainland, returning via ferry for our gear and trophy presentation. Bob Whittemore, Tim Bryan, and EYC should be proud of the great regatta and the wonderful hospitality.

Word From The War Weary

by *Bob Whittemore*

Having been the Event Chairman for the 1994 Nationals in Edgartown, I was asked to submit some thoughts about running a National Regatta to the Masthead.

- Organize your Regatta Committee as early as possible. Establish responsibilities at least 9 to 12 months prior to the Nationals.
- As many of us can only take so much time off from work, keep the Regatta to no more than three *business* days (5 days with a weekend).
- Although you may want to get as many individuals involved as possible, I would recommend keeping the various sub-committee heads/chairs to a reasonable number. Too many opinions will become unproductive! Make sure the Event Chairman has the final say on all big decisions.
- Look outside your local fleet for volunteers. It is a very good way to get more people involved with the Class. I also found that many of the most enthusiastic workers had nothing to do with our local fleet.
- Have a "user-friendly" Race Committee. Each morning during the 1994 Nationals I met with Howell Kelly, the RC Chairman and together we established the number of races and course types to be held that day. Much of my input was received from other competitors. *If you plan to have more than 6 races, you need to petition the class before the Regatta.*
- Don't be afraid to copy ideas from prior Nationals. In fact, the entry package that goes out to the Fleet Captains (and individuals who you know will be attending) is essentially the same from year to year.
- Network with all the other fleets. Promote the National Regatta as early as possible. The National Officers can be a great resource for promoting. The sooner you have a good idea on who will be attending, the easier it will be to organize housing, social events, crew prizes, etc.
- Establish a working budget early. Find out what your Club will "donate"- i.e., fuel, communication expenses, meals for various dignitaries, etc.
- Be innovative with prizes and don't skimp. Over 50% of your budget will go towards prizes and crew gifts. Remember many people have numerous silver plated bowls and trays - find out what Ched Proctor/John Hardy do not have! Something we wanted to do at Edgartown, but it fell through the "cracks" was to award, through a random boat draw, several bottles of local Martha's Vineyard wine. Everybody would have been eligible for this wine **except** the top five finishers in the Regatta and all the individual Race winners. I think this type of prize will be a real crowd pleaser.
- Keep your Yacht Club manager informed and involved.
- Remember keep the Regatta fun !!!!
- Pray for good weather and steady breezes !!!!

P.S.: On a personal note, I arrived back in Columbia, South Carolina from the Nationals on Thursday evening, September 15. Three days later, I was at the hospital for the birth of our first child, Emma. Talk about thrills and **perfect timing!!!**

1994 Manhasset Bay Challenge Cup

The 1994 Manhasset Bay Challenge Cup was held in the waters of eastern Long Island Sound, right off the US Merchant Marine Academy at Kings Point. The MMCC is regatta were representatives of various yacht clubs compete in sloop rigged one design yachts of 18 feet or greater. The type of yacht and venue is selected by the prior years winning club, except that it may not be sailed in the same class more than three years in a row and every ten years it must return to Manhasset Bay. The three years prior to 1994 the MBCC was sailed in Sonars.

The North American Yacht Squadron, a club whose membership is made up of Kings Point alumni, hosted the event at the Merchant Marine Academy sailing center. NAYC was the defending champion.

Crews from nine yacht clubs competed in Shields One Design Sloops for this 92 year old trophy. After five races over two days the New York Yacht Club took home the top honors. Skipper Patrick McIntyre along with his crew Brian Hays, John Schnor and Laura Milne brought the trophy back to NYYC for the first time in 37 years.

Second place went to Ida Lewis Yacht Club (Bryce Muir), third, Manhasset Bay Yacht Club (John Hardy), fourth, Larchmont Yacht Club (Skip McGuire) and fifth, Rush Creek Yacht Club (Peter Gerard).

Racing began in fluky light air Saturday morning. Friday, a north easterly blew through the area taking with it any trace of the good fall southerly breezes that tend to move into LI Sound. The seven to ten knot breezes shifted as much as 40 degrees during the morning.

The good news was that the temperature ranged in the high 60's to mid 70's. Shirt sleeve sailing in eastern LI Sound in October is almost as unusual as snow at Thanksgiving in Texas.

The good weather, while pleasant, caused an additional problem, e.g. the race committee set up the race course intersecting two other race courses (good weather-crowded water).

The first race started on time (1000 EST). The RC set a w-l-w-l-w course (the deed of gift requires courses to have from 4 to 7 legs and be a minimum of 7miles). Due to the fluky winds there was one weather leg and two reaches and the course was shortened to finish at the end of the third leg. NYYC(McIntyre) took the gun, followed closely by MBYC(Hardy).

Race two started after an on the water lunch. The course was another 5 leg w-l. The clouds had broken about midday and the breeze built to just under ten knots. The course was set at 330 degrees, and the wind held for about a half a leg. The marks were moved twice before the race ended, including one time to produce a great broad reach.

Skip McGuire of Larchmont Yacht Club led at the first four marks, but Hardy, having seen the mark boat put a new mark in, only overstood by 15 degrees and took the bullet. Second was picked off by Ida Lewis(Muir).

The third race started as the clouds began to role back in and the breeze began to drop. The RC set another 5 leg w-l course with the weather mark at 360 degree. In addition, a two knot ebb tide current took over the two sides of the course.

McIntyre held the lead with Gerard holding off Hardy for second place until the last downwind leg, when Hardy picked up their own wind finger rounded three boat lengths ahead. Gerard then headed right to pick up the strongest current, while Hardy and McIntyre headed toward the center of the course. The current plus a favorable shift moved Gerard back into second, but just. On the second to final tack, Hardy had to duck. On the final crossing just before the finish, Gerard decided to go for it on port. The tactician said "we are going to cross or foul". It turns out that Gerard had them by almost a boat length (in fact the fourth place boat was almost a quarter of a mile back) and took second.

Sunday's weather forecast called for 3 to 5 knots building to 8. So it was not surprising to look out the window and see the not a ripple on the bay. By

Manhasset Bay Challenge Cup, cont'd

the time we all got to the docks the best option was touch football. We all figured that we were just as likely to watch football as to sail that day.

And just as the jokes and stories began their second lap, a breeze began to fill in from the south and the postponement flag was dropped. We all headed for our boats in anticipation for a light and fluky day.

The breeze settled in at about 7 knots and the course was set to the south. The 5 leg w-l flag was flown and the boats began to cruise the starting line. With only a quarter point separating them, it was clear to all concerned what Hardy and McIntyre would be doing.

At the starting gun Bryce Muir jumped out to, what would prove to be, an unsurmountable lead. Gerard was right on his heels, but not quite close enough to attack. McGuire moved into third as the NYYC and Manhasset Bay boats beat each other up on the edges. At the finish it was Muir, Gerard, McIntyre and Hardy, and oh yes the breeze was dropping.

We all expected the RC to send us in, as the breeze had dropped to less than 5 knots. But no, they said 5 races and they meant it. Unfortunately, the 5th race was the crap shoot everyone expected. Fortunately, the MBC Trophy was not decided in that race (McIntyre, who lead by 1.25 points after 4 races finished ahead of Hardy and won) but it was painful and not a fair test.

McIntyre announced that next year's regatta would be in Newport and would be sailed in either J-boats, Twelve meters(both of which comply with the deed of trust) or Shields.

News from Larchmont

by Skip McGuire

Western Long Island Sound had good breezes all spring and into the fall, with Larchmont's Fleet No. 1 losing no regular-season days to midsummer

calms, but one to excessive wind and storms. The fleet was a little smaller than usual, owing to the season-long absences of Dick Ronan, Steve Gottlieb and Tom O'Brien for reasons of family or illness, but even so seventeen of the fleet's 23 boats appeared for at least some races, and eleven qualified for the season by sailing on at least half of the 22 regular-season days.

In addition, there were as many as seventeen boats on the line for the District Championships in late June, and nineteen for Larchmont Race Week in late July. Sixteen were on hand for the season-ending Columbus Day spectacular.

The fleet was strong and evenly matched. Eleven different boats from Fleet No. 1 won at least one race during the season. This was a tribute to the fleet's policy of sharing information and "go-fast" tips, and also to a highly successful two-day early-season instructional weekend which was put on by Ched Proctor and Brian Hayes of North Sails, which has supplied our fleet with one-design sails for a number of years.

The season championship was in doubt down to September 18, the final day. "Paulina," No. 54, sailed by the multilingual team of Thierry de la Villehuchet and Joachim Schulz-Heik, nosed out District Champions Bob and Fran Monro, sailing "Cheeky B," No. 117, by two one-thousandths of a point on the Cox-Sprague scoring system. "Paulina" won ten races and dominated the final month of the season. Bob Monro, a former three-time national champion in the Sonar Class, is a welcome addition to the fleet, even though it took a serendipitous marriage to Fran and her boat to close the deal.

Third for the season was the hard-working and ever-consistent fleet captain, Mike Carr in "Cornelia", No. 221. Skip McGuire in "Lure", No. 182, who won the Fourth of July Series and Larchmont Race Week, wound up a close fourth, and Tim Walsh in "Winjam", No. 35, who won the Columbus Day series, was fifth.

Occasional flashes of brilliance were also shown by Bob and Roland Schulz, in their second year in No. 70, and by Hoke Simpson, our ageless fleet champion, who once again participated in almost all the scheduled races. Fred Werblow had an off-season for him, finishing mid-fleet (perhaps due to the fact that there was not as much of his favorite light air as usual). Paul Fitzgerald, LYC Commodore John Mendez, and newcomer Ann Friedrich (who won the last race of the regular season in No. 210, a boat she chartered from the fleet) rounded out the qualifiers. Fleet Cheerleader Bill Rich sold his No. 106 a year ago to Greg Lundberg, who has done a magnificent job restoring it -- but Bill, not to be kept on the sidelines, sailed frequently as helmsman with Roy Raved in No. 185, and they would certainly have qualified if not for an August dismasting which abruptly ended their season. (We had lots of good wind in August.)

In the District championships, the Monros won a tight three-race series by one point over the redoubtable Vic Onet, who sailed "Wizard" out of Larchmont for the first half of the year. Trevor Pardee of Seawanhaka was third, and McGuire was fourth.

McGuire won Larchmont Race Week by an 8.25 point margin, trailed by Tim Walsh, Fred Werblow and Seawanhaka's Bob Copp. The series consisted of only three races, since two days fell victim to the season's only appearance of the Sound's notorious calm, and one day was shortened by a violent thunderstorm.

De La Villehuchet and Schulz-Heik blew the competition away in the Labor Day series, which was seven races over three days. They started 2-10-2 on Saturday, and were able to throw out the tenth with a grin by taking four straight wins on Sunday and Monday. McGuire was a distant second, by a point over Mike Carr.

Fleet No. 1 wound up the year with the annual post-season Columbus Day weekend invitational. In addition to a dozen local hotshots, Peter Gerard of the Dallas fleet and Charlie Levy (with Bonnie Shore) from Newport showed up with

13 SHIELDS MASTHEAD

their boats, and Bill Berry and his crew traveled from Marion and Jim Rath and his crew from Chicago to sail in borrowed boats. The conditions were ideal: ten-to-twelve knot southwesterlies on both days. These are normal conditions for late September and early October, and are hopefully a harbinger of next year's Nationals weather. Three races were held on Saturday and two on Sunday. Tim Walsh and tactician Doug Lynn of the local fleet won a close series. Bill Berry (sailing Steve Gottlieb's "Cyma", No. 49, a fine boat which is up for sale) finished a good second, and Peter Gerard (with an anonymous crew of Hardy, Proctor and Brendel) took two bullets on Sunday to finish third. The Larchmont Yacht Club put on an Oktoberfest party on Saturday night, with German cuisine, all the free beer you could drink, and an Oom-Pah band, and a very good time was had by all who have a clear recollection of the evening. The fleet hopes in future years to attract more visiting Shields sailors to this season-ending regatta, and will try to make a limited number of borrowed boats available. The Armadillo Cup in Dallas and Larchmont's Columbus Day event are fitting bookends to any successful season! Trailering to Larchmont is a breeze, and our launching and mooring facilities make it an easy weekend.



Mike Carr presents Hoke Simpson with with a half model of his boat *In Time*, celebrating 25 years of Shields sailing at Larchmont Yacht Club and Fleet No. 1

Awards Dinner

Fleet #1 wound up another active racing season with its Awards Dinner, held January 28, 1995, at the Larchmont Yacht Club. Guests at the dinner included members of other fleets, Corny and Carol Shields -- Cornelius Shields' son and daughter-in-law -- and National Association President Peter Gerard. Peter assisted Fleet Captain Michael Carr in presenting awards to the top three finishers for the year.

The new Fleet Champion is the team of Thierry de La Villehuchet and Joe Schulz-Heik (#54 Paulina), who edged out runner up Francesca Monro (#117 Cheeky B). In third place was Mike Carr (#221 Cornelia). Dick Ronan, the 1993 Fleet Champion, took the summer off to have a hip replaced, and we are pleased to report that Dick has fully recovered and will be back on the starting line when the 1995 season kicks off in May.

Special awards presented at the dinner included the Van Beuren-Windward Rail Trophy, which is awarded by vote of the skippers to the Fleet crewmember who demonstrates exceptional enthusiasm and support for the Fleet (regardless of sailing ability). The trophy was renamed in honor of its first recipient, Alfred Van Beuren, in 1991, and was presented this year to Lisa Jaccoma by Alfie's wife, DeeDee. Danny McGuire won the Crew Day with two bullets, sailing his father's boat #182 Lure. Vic Onet, who competed in #80 Wizard, won the Polly Ann Trophy. Vic donated this stunning plexiglass model of a Shields under full sail in 1990 to foster interfleet racing between Fleet #1 and Fleet #5 (Seawanhaka Corinthian Y.C.). Tim Walsh (#35 Walsh Bros. Wrecking & Towing) won the Annual Columbus Day Regatta, topping a 22-boat fleet that included entries from Marion, Newport and Chicago as well as Long Island Sound. A special award was presented to Hoke Simpson (owner of InTime #142)

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in recognition of 25 years of skippering Shields at Larchmont. Hoke, who turns 80 years young this spring, is our number one senior racer and is currently focusing his efforts on competing in the 1995 Shields Nationals in his home waters.



Peter Gerard and Fleet Captain Mike Carr with Fleet Champion Joe Schultz-Heik and crew Melissa Bontemps. Thierry de la Villehuchet, Joe's partner, was unable to attend.

FLEET 1 RESULTS AS OF SEPTEMBER 18, 1994

Days RacedPoints

54 deLa Villehucet/Shulz-Heik	19	0.904
117 Monro, Francesca	13	0.902
221 Carr, Michael	14	0.859
182 McGuire, Skip	13	0.842
35 Walsh, Tim	16	0.797
25 Werblow, Tim	18	0.795
70 Schulz, Bob	13	0.770
108 Fitzgerald, Paul	11	0.760
142 Simpson, Hoke	17	0.755
138 Mendez/Tucker/Meighan	12	0.753
210 Friedrich, Ann	11	0.726
22 Hancock, Peter	4	0.854
26 Hynes, K./Tomlin, R.	3	0.820
183 Yochum, E./Lyons, J.	8	0.741
38 Bergeron, E./Cardoza, C.	10	0.712
185 Raved, R.	10	0.670
106 Lundberg, G.	6	0.666

Number of Race Days	22
Number of Days to Qualify	11



Mrs. Alfred Van Beuren presents Lisa Jaccoma with the Van Beuren-Windward Rail Trophy.

YOU ARE CORDIALLY INVITED TO THE

1995

SHIELDS CLASS NATIONAL CHAMIONSHIP REGATTA

SEPTEMBER 10-14

LARCHMONT YACHT CLUB

LARCHMONT, NEW YORK

YOUR HOST: FLEET #1

1995 Shields National Championship Regatta

Mark your calendars for the 1995 Nationals at Larchmont Yacht Club: September 9-14, 1995. (NOTE: This is a change in published dates.) When the first gun goes off on Monday, September 11, we expect to have 50 boats on the line, 11 of which will be local boats available for visiting competitors. Plans for the event are well underway, and notices will be mailed out shortly. Larchmont is pleased to be hosting this regatta during the YRA of Long Island Sound's 100th Anniversary. If Nationals aren't enough, LYC will once again be hosting its successful Columbus Day Regatta, October 7-8. Moorings will be available for those wishing to keep their Shields at Larchmont between Nationals and Columbus Day.

Fleet 4 Report

by Joan Thayer

The summer went much too fast in the northeast. Sissy and Ralph Walker did an outstanding job this summer, capturing both series. Joan Thayer took Race Week, nice after a very shaky beginning. The fleet improved its weekly showing at the starting line, up from 3-4 to 6-7 boats consistently. We also branched out this year, with three participating in the NE's at Edgartown, and also at Nationals. Only one crew did both. We have new owner this fall, purchasing #121 and moving up from crew to owner; we hope to have another new owner before the 1995 season begins.

Bob Metzger, our 1994 fleet captain, has moved to South Carolina to lead a newly acquired furniture business. Good-bye to Bob formally, but we expect to see him for some races at Marblehead next summer.

Our helm is in the good hands of Ernie Godshalk our current treasurer. He is loaded with enthusiasm and is a good organizer and communicator. We are eager to support him and see where he will lead us.

1995 Officers- Fleet 4

Northern Massachusetts Bay

Fleet Captain	Ernest L. Godshalk 675 Hale St. Beverly Farms, MA 01915 O-617/227-2777
Secretary	Ralph Walker 87 Nanepashemet St. Marblehead, MA 01945 O-617/258-3954
Treasurer:	Alan McKinnon 21 Robert Road Marblehead, MA 01945 O-617/737-2700
Measurer	James Eardley PO Box 56 Marblehead, MA 01945 O-617/434-2516
Publicity	Joan Thayer 98 Washington Street Marblehead, MA 01945 O-617/722-7112

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Fleet 10 News

by Stephen Symchych

July Championship Series (Saturday)

Sail #	Boat	Skipper	Pts.
235	<i>Nimrod</i>	G. Vineyard	6.25
242	<i>Vipe</i>		14.50
238	<i>White Rabbit</i>	Robbins	14.50
222	<i>Loyalty</i>	Pope/Schmidek	15
247	<i>Kiskadee</i>	Symchych	15.75

Racing was cancelled on July 23, in honor of the memory of Les Goodwin, who died on July 14, 1994.

August Championship Series (Saturday)

Sail #	Boat	Skipper	Pts.
52	<i>Phoenix</i>	Quinn/Tirrell	14.75
239	<i>Syrinx</i>	Berry	15.50
222	<i>Loyalty</i>	Pope/Schmidek	19.50
247	<i>Kiskadee</i>	Symchych	20
50	<i>Rainbow</i>		
238	<i>White Rabbit</i>	Robbins	43

Other notes:

Winners in the June Twilight Series and the August Twilight Series were: Sam Vineyard and Pope/Schmidek.

Vineyard beat out Tirell/Quinn in the July 4th Race.

The Sou'wester Regatta was cancelled due to an imminent gale.

In the Van Rensselaer Pursuit Race, Gordon Vineyard was outsurfed to the finish by former Shields driver Bill Saltonstall in a J-22. Others finishing at a respectable distance were: Stephen Symchych, 3rd, Richard Robbins, 4th.

John Pope and Henry Schmidek won the 1994 Fleet Championship, placing consistently in the Saturday Series. Sam Vineyard won the Mark S. Tirrell Award for best overall results in the Twilight Series.

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Fleet 10 News cont'd

Our Wednesday Series consistently fielded 10-12 boats; Saturdays (with spinnakers) was less well populated, but nonetheless hard fought. There was quite enough glory and humility to go around for everybody.

In closing:

Bill Berry's second place finish in the August Series came in spite of carrying a DSQ into the final tally. It seems that he was fouled in an incident that was never properly reported. Sound familiar to anyone?

Gordon Vineyard retired this year, finally fulfilling his long standing threat to "just go cruising". He went out with a bang, with impressive finishes in the July Series and the Van Rensselear Pursuit. Gordon has always epitomized the corinthian ethic; working hard to improve others boats, recruiting new Shields sailors, and sharing his wealth of knowledge with those who needed it. Gordon sold #235 to Walt Williams, back into Shields after a hiatus. *Nimrod* will re-enter the fray with a new moniker in '95.

Fleet 11

Cordually Invites You To Attend
The

1995

Armadillo Cup

Rush Creek Yacht
Heath, Texas

RSVP
Peter Gerard
214-258-0900
Ext 3356
FAX 214-252-1335

E. L. Goodwin (1899-1994)

The Masthead notes with sadness the passing of Mr. E. L. Goodwin in July. He was a great man and a true friend of the Shields Class. The following was submitted by his granddaughter Wendy in his memory.

The Goodwin family would like to thank the Marion Fleet for giving up a beautiful Saturday of racing to attend a memorial service for a 95 year-old boat builder.

Mr. Goodwin's life has been dedicated to the construction and promotion of the fiberglass sailboat. His career began at Cape Cod Shipbuilding, moving production from out-of-date wooden designs to seagoing tugs for naval wartime production to development of modern sailing craft. The development of the Shields with Sparkman & Stephens was part of this evolution. Cornelius Shields had the original vision; he had seen maritime cadets graduate without any knowledge of sailboat handling. He desired a fiberglass one-design keel boat to be 30 feet in length with a strict class specification rule. E. L. Goodwin was contacted to bid on the development of the prototype hull and to produce the new boats. Cape Cod did not submit the lowest bid, nor was production time the shortest, but E. L.'s thorough knowledge of quality fiberglass construction, refined in similar classes, such as the Atlantic, won the contract to be the class builder in April, 1962.

During the lofting and design process of the prototype Shields, Corny and E. L. met so frequently that he gave his parking space to Les. They met endlessly on details such as the bow casting (it took three different molds to get one that was satisfactory), whether or not the lead keel should be encased fiberglass

(Les did not approve of this). The prototype was completed in October, 1962. She was launched several days early and sailed by Les with sails that were smaller than the specifications called for. On the "official test day" a regulation Ratsey and Lapthorne suit was used by Les, Rod Stephens and Corny on their initial sail of the prototype. Everet Morris, sailing editor of the *Herald Tribune* and Ralph Thatcher, GM of Cape Cod Shipbuilding followed in the yard boat *Gillie*.

Much to his dismay, Gordon Goodwin was left to sail in an Atlantic class boat with his mother and sister. This was to be a pacing trial between the two classes; the Shields held her own against a proven trial horse.

The prototype was improved by modifying the waterways (the deck between the coaming and the toerail) to lessen the amount of water shipped when heeling. The forward lowers were eliminated, as were the typical jumperstays found on the IOD. A hull liner was developed to cover the raw hull interior and a six hour float test was performed with the hull full of water, the success of which is attested in the picture at right.

Production began on hulls 1-19. These were originally delivered to Kings Point and Ft. Schuyler, fulfilling Corny's wish to see maritime cadets receive on the water training in a large keel-ballasted sailboat. Hull # 8-63 was made especially for Corny who insisted on a "Singapore green hull with vermilion red boot top". The original order is still in our files.

Production was moved to Chris Craft and briefly to Hinckley, then was curtailed. Corny and the Association returned to request that E.L. and Cape Cod resume building Shields. The Goodwin family was honored to be the class builder again and has built all hulls numbered above 200. E.L.'s leadership as a one-design builder continues to influence Cape Cod Shipbuilding Co., carrying on the tradition of serving the Shields class with a quality fiberglass boat.



E. L. Goodwin at age 94, in front of his office at Cape Cod Shipbuilding.
photo by Wendy J. Goodwin



E. L. Goodwin (far right) and crew floatation testing the Shields prototype, 1962.
photo courtesy of Cape Cod Shipbuilding Co.

Fleet 11 News

by Garry Brown

Annual Annual Meeting Regatta

On December 5th, eleven boats met on the starting line for the final regatta of the year - the fourth annual Annual Meeting Regatta.

Nine fleet eleven regulars and two invitees, including an all male crew from rival Chandlers Landing YC and our own version of America3, skippered by adopted Texan Bonnie Shore and crew Lise Patterson, Kathy Irwin, Kari Cunningham and Gini Seely.

Sixty degree temperatures and light to moderate breezes made for a pleasant day on the water.

At the end of the day, the Rick Tears/ Garry Brown combination took home top honors. Peter Gerard and the reunion Llama crew were a close second. Relative newcomer, Mike Hensley and his shorthanded crew of one were a strong third.

Second Annual Winter Dinner A Hit.

Taking the lead from our friends in the Northeast, Fleet 11 held its second Winter Dinner and Awards Ceremony (even though it was in the middle of the sailing season-eat your heart out!).

Rick Tears took top honors as Fleet 11 Sailor of the Year, taking home the newly dedced President's Trophy . The gleaming Champagne bucket was generously donated by the lovely Melinda Gerard.

Fleet 11 welcomes its newest member and boat owner (#34) Mike Massur. We also wish the best to the recently transferred Steven Craig. Steven joins Don Tomlin and Bob Whittemore as a member of the growing Shields contingant in the southeast (Steven moved to Atlanta).

1995 Armadillo Cup

Regatta Chairman Peter Gerard announced the dates for the 1995 Armadillo Cup. The All Draw Boat invitational will be held May 5-7.

The festivities will actually begin with the world infamous BOAT DRAW, which is scheduled for Wednesday, May 3rd, at a location known to the *cognoscenti*. Boats will be available on Thursday, the 4th, for fine tuning and practice. Racing begins Friday with two races beginning in the early afternoon. Saturday there are three scheduled races, with the climax on Sunday.

There are ten boats available for visiting crews (plus four for the locals). If you are interested in participating, contact Peter Gerard (214-258-0900 ext 3356) or fleet captain Bob Broun (214 979-0940) ASAP as slots are filling up rapidly!

1996 National Championship Regatta Venue Selected!

The Board of Governors confirmed the selection of Fleet 4 , Northern Massachusetts Bay , as the host fleet and the Eastern Yacht Club as the host club for the 1996 National Championship Regatta.

The event scheduled in mid September, will be sailed in the waters off of Marblehead, Massachusetts.

The regatta committee has promised great weather, great racing, great parties and New England hospitality.

Congatulations to Fleet 4!.

Sobstad

Your Shields Experts

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FAX 1-401-683-9121
Henry Little

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At Sobstad we understand your durability requirements, and the value of your sail credits.

Sobstad: Shaped for speed and Finished for the long run.

Call us to for a quote on our vertically shaped jib, Square Weave Main, or our Maximum Projection Class Spinnaker. These sails have been developed over fifteen years of service to the Shields Class.

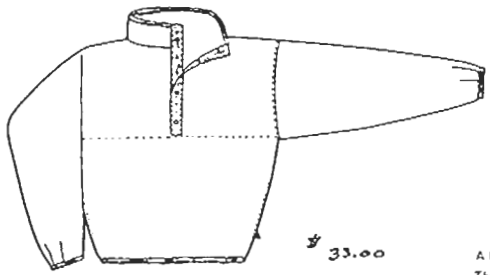


Use your Credits Wisely.
Buy **Sobstad** Sails in 95.

1994 SHIELDS NATIONAL CHAMPIONSHIP				
EDGARTOWN YACHT CLUB				
FINAL POSITION	SAIL #	BOAT NAME	SKIPPERS	FINAL SCORE AFTER THROW-OUT
1	245	HAWK	HARDY/PROCTOR	8.25
2	145		FISCHER	17.5
3	222	LOYALTY	POPE/SCHMIDEK	18
4	244	ENCHANTRESS	WHITTEMORE	22.75
5	239	SYRINX	BERRY	31
6	158	CAROL	HAYES/MCINTYRE	38
7	53	LLLAMA	GERARD	40
8	35	WALSH BROS.	WALSH	40
9	196	INSIDIOUS	WURTZEBACH	44
10	52	NIMROD	VINEYARD/QUINN	45
11	223	AILEEN	BRYAN	46
12	182	LURE	MCGUIRE	50
13	51		TEARS	51
14	92	DANCER	SHORE	52
15	42	ALEXA	WEEKS	57
16	230	AMITY	VIETOR	64
17	204	PRUDENCE	WALKER	84
18	89	STINGER	LEVY	90
19	173	CORIOLIS	PARDEE	90
20	95		CHAFFEY	92
21	88		HIGGINS/BERRY	94
22	127	RACHEL	THAYER/EARDLEY	96
23	247	KISKADEE	SYMCHYCH	97
24	11	DEJA VU	HIGHET	105
25	238	WHITE RABBIT	ROBBINS	115
26	33		SIDES	122
27	126		PERELMAN/RAFF	123
28	186		PARTIDA	132

EMBROIDERY

PULLOVER FLEECE JACKET

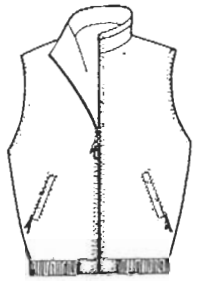


\$ 33.00

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

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.
 Colors: 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.

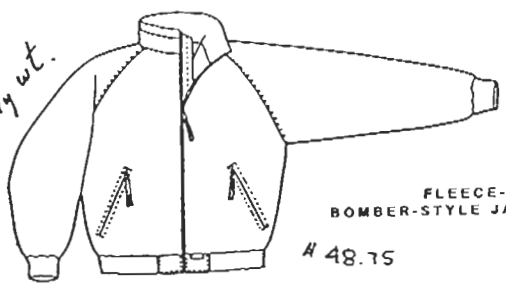


Henley Cotton Long Sleeve

\$ 18.00

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

Heavy wt.



FLEECE-LINED BOMBER-STYLE JACKET

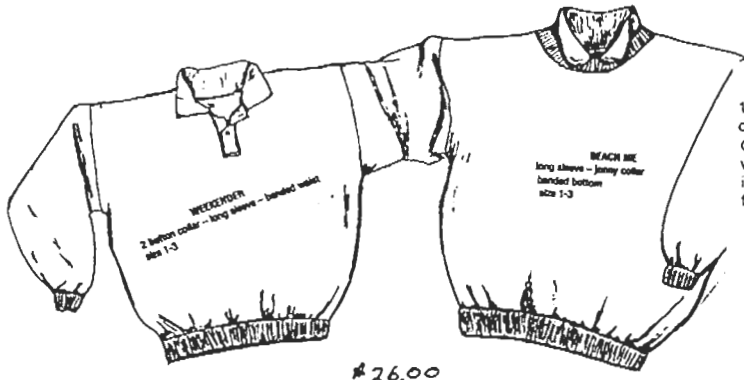
\$ 48.75

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 for their 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 zippers complete this multiseason, multi-function jacket.

SIZES:
 S-XXXL
COLORS:
 NAVY
 JADE
 RED
 ROYAL
 PURPLE
 SILVER
 WHITE
 British Green

WEK

100% woven cotton canton fleece. Outside it's go-anywhere twill. 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*



\$26.00



Deluxe Henley Cotton Short Sleeve

\$ 16.00

Our most popular styles!

DID YOU MAKE THE LIST?

These North Shields customers did!

Check the '94 Honor Roll!

Peter Gerard	1st	Buzzards Bay Regatta
	1st	Michelob
	2nd	Armadillo Cup
Tim Walsh	1st	Columbus Day Regatta
Patrick McIntyre	1st	Manhasset Challenge Cup
Bill Berry	1st	Marion Fleet Champs.
	2nd	Columbus Cup Regatta
	4th	Nationals
Ted Fisher	2nd	Nationals
Henry Schmidek	3rd	Nationals

And eight of the top ten boats at the '94 Nationals sailed with North sails. Winning performance -- that's what you get with North. We'd like to help you put your name on our '95 Honor Roll and have more fun on the race course, call to arrange a clinic for your fleet.

Call us for details on Fall and Fleet order discounts.

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North sails - winning performance



Meeting of the Board of Governors and the Technical Committee

January, 1995

The Board of Governors and the Technical Committee met in joint session at the Larchmont Yacht Club, Larchmont, New York.

In attendance were: Peter Gerard, Jim Craig, Mike Carr, Skip McGuire, Vic Onet, John Hardy, Bryce Muir, John Brendel, and Brian Hays.

The Board confirmed:

1. the request of Fleet No. 1 to change the dates of the 1995 National Championship Regatta to September 10-15;
2. the selection of Fleet No. 4 and Eastern Yacht Club, Marblehead, MA as the host for the 1996 National Championship Regatta.

The Board discussed the sail purchase rules and appointed a committee headed by Vic Onet to develop recommendations regarding:

1. sail purchases by new boat owners;
2. sail use by co skippers
3. the development of a sail royalty and national sail registry program. The committee's report should be available by April.

The technical committee reviewed a number of issues including the status of the mast step study. Jim Craig indicated that the committee was having a prototype jig made for the location of the mast band.

And finally, the Board discussed the use of paid crew in sanctioned class events. The Board unanimously endorsed the conclusion that the use of paid crew with inconsistent with the Corinthian intent of the Shields Class and therefore should not be permitted. It instructed the president to draft a policy sent to all fleets indicating this position and providing a definition of paid crew.

This letter will be sent out in April. Effective immediately, however, one can assume that anyone that accepts compensation or consideration in excess of their direct out of pocket expenses (excluding incidentals such as crew shirts) to participate in a class sanctioned event shall be considered a paid crew and as such is ineligible to participate in a sanctioned Shields event.

Furthermore, the Board will recommend to the membership an amendment to the by laws that will permit the class to sanction and expell anyone providing compensation in excess of direct out pocket expenses to someone to participate in a sanctioned class event.

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The Shields Masthead
Garry Brown, Editor
8319 San Fernando Way
Dallas, Texas 75218

Reminder:
Armadillo Cup - May 5-7
1995 Nationals September 10-14
1996 Nationals - Marblehead