

Northern Massachusetts Bay Fleet
of
Shields Class Sailing Association
A History 1965-1976
by
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FOREWORD

The writing of this history has been fun and it is hoped that its reading will be fun,...as the racing of Shields Class One-Design yachts principally off Marblehead has been fun and, it is hoped and expected, will continue to be fun.

It may be impossible to mix oil and water but it is possible to mix fun and competition, in fact, keen, hard and fair competition, and to have an end product which is predominantly fun. Of course, at times on the racing course, tempers may flare, voices may rise and vocabularies may be expanded beyond the limits of drawing-room etiquette. However, once ashore or occasionally hours or even longer thereafter all is forgiven, even if not always, or eventually forgotten, and life returns to normalcy. So it has been with the Northern Massachusetts Bay Shields Fleet -- great boats and great people.

This history attempts to portray the Fleet from 1965 to 1976, inclusive, on the basis of Fleet records, records of Frank Scully, records of the author, newspaper accounts and stories, and personal observations. Omissions of some facts have probably occurred and some mistakes may exist herein. However, any such errors or omissions are not intentional but are due to the inordinate amount of time which would be required, and has not been reasonably available, for searching all relevant sources of information over a period of more than eleven years.

In any event, Good Sailing!

March 21, 1977

NORTHERN MASSACHUSETTS BAY FLEET
of
SHIELDS CLASS SAILING ASSOCIATION

A HISTORY - 1965-1976

Formation

The Shields Class Sailing Association, of which the Northern Massachusetts Bay Fleet is a sub-division, was organized early in the 1960's

"to promote Corinthian racing of Shields Class yachts, and to maintain the one-design character thereof as sponsored by Cornelius Shields and designed by Sparkman & Stephens, Inc."

The Association, primarily national in scope, has its own Constitution and By-Laws and its Governing Board and officers. The business and affairs of the Association are conducted fundamentally by the Governing Board. The Board has power to interpret the Constitution, to determine policy of the Association, to resolve all disputes involving the Constitution or the By-Laws or the Specifications, and subject to certain control of the members of the Association, to adopt and amend By-Laws and Specifications. The membership is open to all owners and co-owners of Shields Class yachts registered with the Association. Most of the owners are members. Active members meet annually for elections and other business. Two other classes of membership; that is, associate members and sponsoring members, are available to persons interested in furthering the objects of the Association. Cornelius Shields, familiarly and fondly known to his innumerable friends as "Corny", has for many years been a member and the Honorary Commodore.

For operational and local purposes the Association is

sub-divided into Fleets. Currently twelve Fleets exist, respectively numbered and located at: No. 1-Western Long Island Sound, (New York); No. 2-Manhasset Bay, (New York); No. 3-Chicago, (Illinois); No. 4-Northern Massachusetts Bay; No. 5-Seawanhaka Corinthian Yacht Club, (New York); No. 6-Southern California; No. 7-San Francisco, (California), inactive; No. 8-Martha's Vineyard, (Massachusetts); No. 9-Narragansett Bay, (Rhode Island); No. 10-Buzzards Bay, (Massachusetts); No. 11-Dallas, (Texas); and No. 12-Monterey Bay, (California).

The Association Constitution states that:

"Except as provided in paragraphs 1 and 2 above, each Fleet shall have the power to establish eligibility and dues for membership therein and otherwise in all respects to govern itself in such manner, not inconsistent with this Constitution or the By-Laws or Specifications of the Association, as it shall determine."

Paragraph 1, referred to requires that membership of a Fleet must include the owners of not less than three Registered Shields normally sailed in its territory. Paragraph 2 states that each Fleet shall at all times maintain on file with the Association the name and mailing address of the Fleet Secretary and that notice to the Fleet Secretary from the Association shall constitute notice to the Fleet and to all members of the Association who are members of the Fleet.

As early as May 1965 Corny Shields was making inquiries around Marblehead yachting circles as to whether there would be room there for a fleet of Shields yachts and as to who might be

available, willing and qualified to take on the introduction and promotion of a Shields fleet in that area. Corny became satisfied that room existed and he talked with Gene Connolly about possible prospects for the undertaking. Gene canvassed the situation and after talking with several persons reported back to Corny and in his report letter of June 3, 1965 said:

"Frank Scully had the most constructive attitude. When I told him that you would like to find someone to spearhead the Class in this area, possibly on a professional basis as a side issue, Frank said that he might very well like to take this on. He is the best possibility for the purpose that I have been able to locate. He is an experienced sailor and is a member of the Eastern Yacht Club. As you know, he was one of the crew of Don McNamara in the latter's 5.5 Meter in the recent Olympic games. He has a broad acquaintance in Marblehead yachting circles. He is engaged in several business activities."

Corny and Frank were not long in agreeing upon a modus (or modum) operandi after some conferences at the Larchmont Yacht Club and elsewhere, including the inevitable telephone conversations. In August 1965 Frank, with his attractive wife, Anne, sailed proudly into Marblehead Harbor in a beautiful, sparkling, new, red Shields, Aeolus, No. 44. That was the beginning of the Marblehead Shields fleet. He has ever since then campaigned this boat, now black, with great success. In a large majority of his races Anne has been a wise and able member of his crew. He says that the appearance of Aeolus in Marblehead and the consequent

rumors of an approaching new class for its racing fleet caused quite a few ripples in those waters and also acted as an incentive to increases there in the IOD and US-1 classes which in 1965 had respectively only seven and eight boats racing with any fair degree of regularity.

Aeolus did not race officially in 1965. However, Frank tested her against boats of other classes in several races, usually going over the starting lines at reasonable and non-interfering distances after the starting guns. He soon became convinced that his initial impression of the Shields One-Design was correct: reasonably fast and able in light, medium and heavy going, capable of keen racing as a one-design class, an excellent family and day-sailing boat, well constructed, beautiful to look at, and if properly maintained and handled, of indefinitely long life.

Other factors of paramount importance in bringing this class of yachts to Marblehead were their fiberglass hull construction with teak trim and aluminum spars, relatively low original cost and cost of maintenance, the creditable performances of Shields in other areas in 1965 and earlier, and the designing of the hull and the drawing-up of the specifications relevant to the hull, spars and rigging by the world-renowned firm of Sparkman & Stephens, Inc. at the request and with the participation of Corny Shields, well known for his skill, judgment, ability and long experience in yacht racing. His suggestions and contributions to the design and specifications in the various stages of development have

been recognized as important and valuable.

Corny came to Marblehead to a cocktail party in the King Hooper Mansion early in March of 1966 at Frank Scully's invitation to meet a group of sailors from Marblehead and vicinity who were interested in hearing about this proposed new class of yachts for the area. Corny was enthusiastically received. He presented with skill and impressively features of the Shields One-Design yacht and its performance. He laid a good foundation for the future of the class there. Aeolus was a lovely exhibit of maritime splendor as she rested on a trailer outside the Mansion before, during and after Corny's talk.

The initial owners of the Shields in the area included: Edwin B. Cobb, of Rockport, (No. 74, Beauty), Eugene T. Connolly, of Marblehead, (No. 72, Leenane), Henry E. Cooper, III, of Rockport, (No. 75, Finesse), Peter Godfrey, of Concord, N.H., (No. 52, Persephone), and Frank Scully, of Marblehead, (No. 44, Aeolus).

A Fleet Charter was granted to them by the National Association and accepted by them at their first meeting (October 27, 1966), and the Northern Massachusetts Bay Fleet was thereby created. The name of the Fleet was suggested because three of the boats were based in Marblehead and two were based in Rockport originally. Copies of the Constitution and By-Laws of the Fleet, as revised to date, are annexed hereto. The first officers of the Fleet were: Fleet Captain (Chief Executive), Eugene T. Connolly; First Officer (Vice Fleet Captain), Francis P. Scully, Jr.; Second Officer (Secretary), Henry E. Cooper, III; Third Officer (Treasurer), Peter Godfrey;

First Lieutenant (Measurer), Edwin B. Cobb. At the meeting annual dues were fixed at \$15 for each regular member and it was voted that 28 days must elapse between haul-outs of boats during the Marblehead Open Championship Series. Final action on the two matters appears in the By-Laws.

From the sole Shields in Marblehead in 1965 to five in 1966 and twenty-five in 1976! That growth (with setbacks in some years) is indicative of the acceptance and ultimate success of the Northern Massachusetts Bay Shields Fleet based in Marblehead.

1966

Frank Scully arranged with the Marblehead clubs actively conducting yacht racing there to include the Shields Class in their 1966 racing circulars with specified starting times. The first official race scheduled for the Class was May 30, 1966, and several other races were scheduled to be sailed before Race Week of that year. However, principally due to a strike at the Chris Craft plant in Algonac, Michigan (where Shields were at the time being manufactured), and consequent late deliveries of boats, Aeolus was the only Shields entering any races prior to Race Week which began on July 23rd of that year, and Lo and Behold, Aeolus placed first in those early races.

The debut of the Class in competitive racing in Marblehead was on July 23rd, and was hailed in the Boston Globe on the following day in an article under the By-Line of Leonard M. Fowle regarding the opening race (462 boats, all classes) of Race Week. The following quotation has been taken from that article:

"The Shields Class made its racing debut with Frank Scully scoring by a minute and 24 seconds over Henry Cooper's Finesse. Two more of these boats, Eugene Connolly's Leenane and Peter Godfrey's Persephone arrived from Michigan in time for a later afternoon sail and will join the racing today."

An article in the Boston Herald about the same time under the By-Line of Fred Foye greeted the new class with somewhat more enthusiasm and color and perhaps permissible exaggeration. Extracts from the article follow:

"Something new is going on this week in the 77-year-old Race Week at Marblehead. It's the Shields Class, the hottest thing on water since nylon, scotch whisky and the catamaran.

The Shields is a miniature America's Cup boat, 30 feet long, the poor man's answer to a 12-meter sloop. It's made of fiberglass and teak. It costs only \$7,000 or a bit more.

There are five of them racing at Marblehead this week for the first time ever. So far there are 99 around the country. Eventually, if not sooner, they will be the most active, the most numerous and the most talked-about of all the racing classes at Marblehead and other East Coast ports.

Who says so?

"I say so," says Frank Scully, Jr., 41, the Marbleheader who took a challenge at Larchmont last summer from Cornelius Shields, Sr., the silver fox of racing. xxxxx

"Could Marblehead use a new racing class?" the then new chairman of the board for Chris Craft asked Scully, himself widely known as a champion of the 110, 210 and 5.5 meter classes.

"It sure could" was Scully's answer. xxxxx

Last August, Scully took delivery on the first Shields boat in this area. He sailed it around Marblehead with nobody to race against. Other North Shore folks were impressed and they placed orders for this season. But then came a long strike at Chris Craft.

The strike ended last week and completed boats were rushed to Gene Connolly of Marblehead, Peter Godfrey of

Concord, N.H. and to two men from Gloucester - Edwin Cobb and Henry Cooper.

Only two, Scully and Cooper, were ready to race with Marblehead's opening Saturday. But all five made it yesterday. xxxxx

Scully has won the two races so far. But that, you must realize, is not the point."

In the 1966 Race Week two Shields started in the first race, five in each of the next four races and four in each of the last two races. The order of the first three finishers in each race (first two in July 23 race) were: Eastern Yacht Club, July 23, Aeolus, first by one minute twenty-four seconds over Finesse; July 25, Aeolus, first by one minute over Persophone, second, Leenane third; July 26, Aeolus (sailed by Capt. Arthur Shuman, U.S. Navy, Ret.), first by thirty-two seconds over Leenane, second, Persophone third; - Boston Yacht Club, July 27, Aeolus, first by one minute fifty-six seconds over Persophone, second, Leenane third; Corinthian Yacht Club, July 28, Finesse, first by three minutes twenty-eight seconds over Leenane, second, Persophone third, July 29, Finesse first by three minutes twenty-five seconds over Aeolus second, Beauty third, July 30, Leenane, first by one minute thirteen seconds over Aeolus, second, Persophone third. The overall winners were Eastern Yacht Club - Aeolus, Boston Yacht Club - Aeolus, and the Corinthian Yacht Club, Finesse.

Art Shuman's participation (and win) in the July 26th race was commented on by Len Fowle in the Boston Globe. Here is what Len said.

"Two cronies of racing in the 8 meters and 30 square meters of the 1930's off this port lunched on the Eastern Yacht Club lawn Monday, keenly anticipating the club's final race of Marblehead's 78th annual mid-summer race week.

As they discussed the "good old days," Capt. Arthur Shuman, USN (Ret.) admitted to butterflies in his stomach in facing the afternoon contest against skippers more active in racing small boats these days.

Jack Whitmore, president of the Yacht Racing Union of Massachusetts Bay, was more relaxed although he admitted that victories did not come as frequently nowadays against the younger generation of helmsmen.

Yet when the day's racing which they had contemplated with no little trepidation was ended, each returned to the anchorage with the sweet sound of a winner's gun ringing in his ears.

Capt. Shuman, who now lives in Annapolis but makes an annual pilgrimage to the scene of earlier triumphs, had sailed Aeolus of the Shields Class to a 32 second win over veteran Eugene Connolly's Leenane. Connolly is one of the few skippers of Art's hey day in Marblehead yachting who still races actively.

Jack Whitmore had brought Katrinka home in the van of the White Day Sailer Division, which races without spinnakers, by a margin of 58 seconds over Bob Smith's Edelweiss, whose runner-up position was good enough to clinch the Eastern series trophy."

1966 Race Week had some difficulty with a pea-soup fog which rolled in only a few minutes after the last of the 339 boats had been started in the opening race (Thursday) of the Corinthian Yacht Club's series. Several yachts found and painted rocks in unsuspected or unknown places and two landed (safely) on Baker's Island. More than 50 starters failed to return to the finish line but after anxious hours of searching and listening by the Marblehead police boat, the Coast Guard and volunteer private yachts at the insistence of Chairman Ralph

Magoon and his race committee all boats which had started in the race had been accounted for by seven o'clock that evening. One of the last was the male skipper of a Herreshoff 12 1/2-footer whose class was led home (while he was lost) by two skippers of the fair sex, the winner Betty Pleasants in Lotus and Ann Copeland Pingree sailing the Expensive Lady. Particular mention is made of Betty here because she acquired a Shields, No. 118, also named Lotus, early in 1967 and has been (and still is) an outstanding member of the Shields Class. In this fog-bound race the Shields boats were between Tinker Rock gong and their mark at Pig's Rock when the fog rolled in, and they managed to finish without mishap.

Harold Kaese, a Globe staff columnist of an inquisitive mind thought that some of the skippers racing in Marblehead were getting on in years, as they were, and picked out one of the Shields skippers as worthy of mention at least for the latter's longevity. Extracts from Kaese's article are:

"Sam Snead is a wonder to be batting for the P.G.A. title at the age of 54. Casey Stengel, 76, is a wonder as he prepares his vocal cords for his Hall of Fame induction at Cooperstown.

But this North Shore yachting center, now in its 78th Race Week, has its own answers to Snead and Stengel.

There is Eugene Connolly, at 75 christening Leenane in Marblehead's new racing fleet, the Shields Class.

There is Russell Cone, 71, who will be skippering Carleton Needham's Saga in the immortal Internationals.

And there is Alfred Gardner, 70 in November, who will be out there alone performing acrobatics in Finn No. 224 - a young man's boat, an athlete's boat, if there ever was one.

'That Gardner has to be the youngest old man out here,' Cone said of the chairman of the most recent Massachusetts Crime Commission.

'Of course, he's as lean as a horse and he's a character, but to race a Finn at his age is quite a stunt. He's got to be good.' xxxxx

Cone has competed in Marblehead Race Week since 1908, Connolly since 1912, Gardner for only 15 years or so.

Connolly, who helped found the U.S. One-Design Class, is now helping to start the Shields Class, which at Marblehead will have six boats.

'It's reasonably dry, reasonably fast, well made and of fiberglass,' he noted. 'It has become very popular on Long Island Sound, and may be the coming class at Marblehead.'

Connolly first raced in Marblehead in his father's Bar Harbor 30-footer - the first of four Leenanes. The Boston lawyer then worked his way through the MR's, 30-squares and U.S. One Designs, winning championships along the way and the respect of all who raced with him and against him. xxxxx"

It is right and fit to pass from words regarding the most ancient member of the Fleet in 1966 to words concerning that year's youngest member, Peter Godfrey, and Nancy, now his attractive wife. Extracts from an article in an issue of the Boston Globe during Race Week of that year by Bud Collins, Globe Correspondent, furnish apt reading. Here they are:

"As they mature, college oarsmen discover that there are better ways to get around than paddling. Some acquire sailboats and let the wind do the work. That seemed rational to a couple of refugees from rowing who are about to marry one another; Peter Godfrey from Yale and Nancy Thompson from Smith.

Nancy came out of an intramural crew at Smith tired of pulling oars and being yelled at by a coxswain. She may not have upgraded herself. Now she's pulling ropes and cranking winches in time to the commands of Capt. Godfrey.

This is a big summer for Peter Godfrey, a 25-year-old relic of a nearly forgotten feat - back in 1962 he was a member of the last Yale crew to beat Harvard.

Peter is taking on two girls as dependents: the yacht named Persephone and the bride named Nancy. Persephone cost \$7,500. As Godfrey will learn, that is very reasonable compared to what the other girl will run up but, as Tommy Manville used to say, 'If you're worried about the price of a bride's upkeep, you haven't any business getting one.'

Regardless of price, Godfrey has a lively boat and a fiancée, to match. Persephone is a 30-footer of handsomely rounded fiberglass, a sleek representative of a class making its debut at Marblehead's Race Week. Miss Thompson, also making her first appearance at the yachting fiesta, has the edge.

She is a blonde whose uniform is a black - and - white polka dot bikini. This does a good deal to keep crew morale high when crises occur, as one did Monday. Sailboats are as capricious as race horses; Persephone pulled up lame in the stretch.

It happened as Capt. Godfrey's fair Persephone was taking a left turn around the mark that concluded the spinnaker run.

Things had been fine until then. Godfrey, who finished second Sunday as Persephone got her keel wet for the first time, was handling the tiller admirably. Nancy and Pete Hussey - the first and second mate - kept track of the jib and then the green and white spinnaker that billowed like Jayne Mansfield. I, whose rank was Ballast 3d Class, was rolling from side to side as the captain directed.

Godfrey teaches English at St. Paul's School and is a pleasure to crew for. Most skippers growl at me, 'Move, idiot.' Godfrey speaks in complete sentences, and grammatically: 'Will you kindly move your fat body, you idiot, sir?' xxxxx

'All right, let's go, crew,' he called as we came to the marker, a bell buoy that was tolling, it developed, for

us. Godfrey's command meant that the spinnaker was to be hauled in. As we tugged, we listened unbelieving as the captain seemed to gargle, 'O, my God.'

I thought maybe I'd worn the wrong kind of sneakers, or that we were headed for an iceberg. It was just as bad. A spreader, which I'm told, is part of the mast, had come undone. We had to stop and fix it. This was done by mate Hussey whom we hoisted aloft in a rope swing. Mate Hussey is a good man to have along, as we know. He can handle a jib line, drink beer, devour a lollipop and whistle 'Moon Over Miami' all at once.

By the time the spreader was better, the rest of the fleet was home eating supper. Arthur Shuman, skippering Aeolus, had won. We had been third, sure to finish in the money when the accident happened. 'Now,' said Nancy, 'we're further last than the Red Sox.'xxxxx"

In the same (or possibly another) race the same boat with the same ex-oarspersons on board wrapped the same billowing green and white spinnaker around the same buoy, much to the consternation of all persons involved and with considerable delay in the forward progress of the boat. Nevertheless, it was fun, particularly for competitors and to look back to!

This fellow, Peter Godfrey, redeemed himself later in the season and with Nancy's help won the Eastern Yacht Club's three race Sunday Series of 1966 - but only by one point on the official low-point scoring system. In that Series the results were: Persephone, one first and two seconds, a total of 4.75 points; Leenane, one first, one second and one third, a total of 5.75 points, and Aeolus, one first and two thirds, a total of 6.75 points.

In the regular 1966 season's races after Race Week the number of Shields racing dropped to three due to the return of the two Rockport boats to that port. Aeolus won three of

those races and Leenane won two.

The overall season's championships were won:--
Corinthian Yacht Club, by Leenane and Eastern Yacht
Club, by Aeolus. A special race for the Shields given by the
Eastern Point Yacht Club off Gloucester late in the season
was won by Leenane.

The season was short but successful and enjoyable.
New friendships were made and old friendships were strengthened.
The importance of crews was realized.

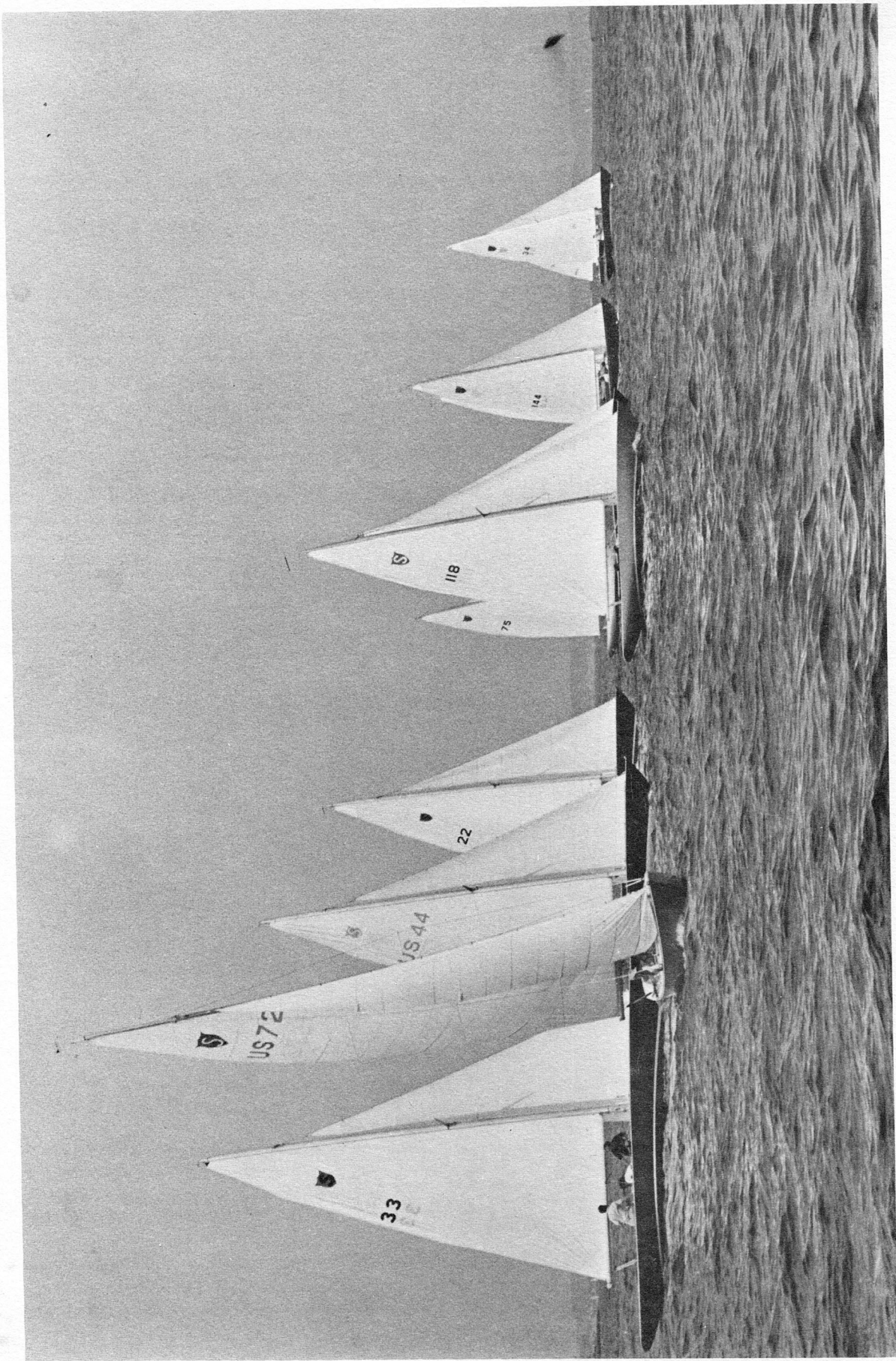
In almost all instances the skills, techniques, arts,
know-how and experience of skippers should be and usually are
recognized and given due credit and praise but unfortunately
valuable contributions by crew members, often of a sine qua non
nature, are not similarly treated. Time, space and available
information do not permit herein requisite statements of such
crew contributions except perhaps infrequently and then with
slight accent. However, identification of some crew members
will from time to time be made, and here is a start, not con-
fined to the 1966 season. Aeolus: Skipper, Frank Scully;
Crew Members, Anne Scully, Bruce Harriman and John Deery
(each of whom at one time owned a partial interest with Frank
in Aeolus), Ernie Godshalk who learned about Shields from Otto
Stossel in Otto's Shields in waters off Chicago, and took a leave
of absence from Marblehead yacht racing to engage in the banking
business in Singapore; John Frances, an adept pupil of Frank;
Don Felt who bought Leenane in 1972 and renamed her Strumpet;

and Frank and Anne's children, Frank, Jr., Tara and John.

Beauty: Skipper, Edwin B. Cobb; Crew Members: Duncan Todd, at the time a high school student and later a student at Dartmouth College and an important member of its sailing team, plus several others of various abilities. Finesse: Skipper, Henry Cooper; Crew Members: Capt. Robert Campbell, (U.S.N.) and, at times, Duncan Todd, and Henry's sons as well as others interested in sail-boat racing, and after Doug Allen and Dick Creamer became co-owners, Cyril Murphy and Marie Louise Fulweiler.

Leenane: Skipper, Gene Connolly; Crew Members, Jack McCloskey, a former crew member for Horton Brown in the U.S. One-Designs and an ex-Marine Sergeant; Bobby McCann, winner of numerous trophies in Marblehead waters and skipper of the Pleon Yacht Club crew representing Area A of the N.A.Y.R.U. in the Prince of Wales Championship Races in Hawaii in 1972; Dan McCann, banker and devotee of yacht racing with special attention to spinnakers; Billy Guild, a former South Shore junior champion; Peter Guild, primarily a cruising man but knowledgeable and adaptable to racing, both grandsons of the skipper; Gene Amirault, a sailmaker with Hood and a Bermuda race veteran; and Lea Pendleton, a former college hockey player and sailing instructor with all-round sailing ability including skippering. Persophone: Skipper, Peter Godfrey, Crew Members, Nancy Godfrey, an ex-oarswoman, unofficial town crier of Marblehead and well-trained sheet, halyard and winch handler, Pete Hussey and others.

To end this section regarding the year 1966 and crews and their treatment it may be appropriate to say that Gene Connolly,



"Photo by The Naked Eye"

owner and skipper of the Leenane and later other Shields, although a teetotaler from alcoholic beverages or refreshments except light wines, has for many years made it a practice to carry a bottle of rum in his boat for distribution to crew members in judicious amounts if and whenever, if ever, his boat rounds a racing mark in first place or wins a race. Once this gesture of goodwill was made promptly upon the triggering event but for the purposes of concentration and efficiency it was decided that the libations should not commence until the finish line had been crossed and cleared. The crew was better for this policy decision.

1967

During the year 1967 three Shields were added to the Fleet, including, No. 121, Curlew, John D. Reed, of Lincoln, No. 118, Lotus, Mr. and Mrs. (Betty) L. Pemberton Pleasants, Jr. of Marblehead, and No. 69, Bounty, William C. Burke, Jr., of Marblehead, and Robert Williams, of Wrentham. However, Persophone left the Fleet for another Fleet.

A heavy Northeaster on May 30 wrecked a sizable number of boats in Marblehead Harbor including the Pleasants' Herreshoff Lotus. Frank Scully was quick to pick up the ball and flew to Detroit where Betty and Pem were living to talk to them about buying a Shields. Soon they were on their way to the Chris Craft plant in Algonac. On the highway Betty saw in transport a lovely, new powder-blue Shields and she said, "That is the boat I want," and after some discussion with the Plant Manager and others that was the boat she got--truly her pride

and joy and also named Lotus. She, that is the boat, Lotus, arrived in Marblehead in time to be rigged, launched and started in the race of June 24. In that race, her first race, Lotus finished third. Omen of things to come!

Mention should be made here of John O'Day who has been a shipmate of Betty on Lotus with great regularity since Lotus' arrival in Marblehead in 1967. John is regarded by many people as one of the best spinnaker men in the area and as an outstanding tactician and strategist on the water and with respect to Marblehead weather conditions (which are certainly not proper subjects for exact scientific treatment). Others who have helped Betty in quest of success with Lotus are Fraffie Welch, granddaughter of Captain Alexander "Sandy" Moffat, USNR (Ret.) a sailor and an author, Eadie Storrow who crewed with Betty in 1967 and for several later racing years, Fred Pothier, former champion of the Town, Lighting, and 210 classes, and Betty's husband, Pem who, when he did not sail with Betty (which was frequently), escorted her and the Lotus in a Boston Whaler aptly named Lotus II. Pem distinguished himself in other ways as Chairman of the Eastern Yacht Club Race Committee and Chairman of the Marblehead Racing Association and at sea as unofficial guardian of the Fleet.

Bounty, No. 69, did not arrive in Marblehead until late in the season but it sailed in the Corinthian Yacht Club Fall Series of 1967 and finished third in its first race. This was a good start and indicated the keen competition Bounty was to give.

Corinthian Yacht Club and Eastern Yacht Club this

year, at the request or insistence of the Coast Guard, included in their entry forms for the first time a "Safety Code" pledge in the following form:--

"I understand that failure to comply with the Safety Rules prescribed in the Sailing Instructions may result in disqualification for the racing season, and by submitting this entry I agree with you that whenever my boat shall participate in any race sponsored by xxx Yacht Club, whether sailed by me or, subject to any exceptions beyond my reasonable control, by anyone else, she will have aboard in good usable condition the safety equipment specified in the Sailing Instructions."

The Fleet had excellent racing during the year with an average of 5 boats per race prior to and during Race Week but only 4 boats during the remainder of the season. Of the twenty-one seasonal championship races and Race Week races Aeolus won eleven, Leenane won nine and Finesse won one.

It was a period for testing the boats and gradually improving their speed and performance and getting acquainted with them.

In a letter of June 28, 1967 to the Fleet members, Henry Cooper, then Fleet Secretary, made the following interesting comments:--

"How many knots can a Shields actually made good over the bottom. Ed Cobb (#74) and Henry Cooper (#75) sailed back from Marblehead eastward along the coast to their home base Rockport, Cape Ann (Mass.) with booming conditions of a 25 to 30 knot southerly making it an easy reach most of the way.

With the two boats side by side and without spinakers, they covered 13.8 nautical miles in the first one hour and 55 minutes, averaging 7.2 knots. Then for about 20 minutes, as a 50 knot squall came through, both boats proceeded on jib alone making about 5 knots. Finally, mooring to mooring they had covered 18.9 miles

made good in two hours and 58 minutes, an overall average of 6.3 Knots, including interval with jibs only."

Ed and Henry commuted between Rockport and Marblehead for the Marblehead scheduled seasonal races and the Race Week races usually in their own Shields, and Ed even fitted his boat with an outboard motor for use when suitable winds were not available on these long jaunts. They finally decided that greater use of moorings in Marblehead would be more sensible than commuting, and, being men of action, they made the switch -- at least to some extent.

The Sandy Bay Yacht Club (Rockport) and Ed and Henry kindly invited the Fleet to Sandy Bay Day for chowder and racing on Friday, August 18, and the following Saturday and Sunday. The event with all boats of the Fleet (six) participating was truly enjoyable, including the chowder which was warm and invigorating and the competition which was keen and exhilarating. There were no casualties of significance. Leenane struck on Dodge Rock (or a rock close by) during the first race and was delayed but not hurt. After the race she was lifted out of the water by the Club's excellent crane, a small groove in the forward part of her lead was sanded and painted, and she was lowered into the water and resumed racing in the next race. Dudley Fay, one of her crew and of considerable avoirdupois, was lying on his tummy on the windward deck at the time of the impact and was impelled forward about two feet. No damage to body or spirit -- merely

surprise! Finesse was the winner of the series, and the standing of the other boats in order was:--Aeolus, Lotus, Leenane, Beauty, Curlew.

One episode in one of the races off Marblehead tends to bring out the necessity of knowing your boat and paying attention to details. In this race one of the boats worked up a lead of about 100 yards over the second boat at the windward mark and just as the leading boat was rounding the mark her skipper said to her spinnaker man, "Get up the spinnaker. Hurry!" The spinnaker man did exactly those things. However, it was blowing fairly fresh and he had forgotten a few details, that was, to fasten the guy and the sheet to the clews of the sail. It ascended in a beautiful arc with the peak going, as it usually should, to the mast sheave and the sail finally extending from that point in a horizontal straight line several feet forward of the bow of the boat (which would not even have benefited at the finish line). In any event, the order was promptly given to get hold of the spinnaker and attach the two control lines. This was not a simple thing to do. The boat was gybed and luffed and brought about but the spinnaker apparently enjoyed its ride up with the gulls and refused even for a tiny second to descend to a mere human on the deck and somewhat spell-bound. Finally, there was a lull in the wind and for a second or two it was within reach of the erstwhile spinnaker man who caught one clew deftly and desperately as an expert tight end on a football

field would make a beautiful reception of a poorly thrown forward pass. It did not take the spinnaker man long to attach the required lines. One clew of the spinnaker carried his teeth marks for some time. During this operation the boat once second by one hundred yards had, without her skipper's shedding any tears, become first boat by two hundred yards. The spinnaker man's face was red, the spinnaker was white and the air was blue. The colors were appropriate for January 1, 1976 but not for a day in June in 1967. The lesson is that a spinnaker does not make a good masthead pennant. Another is that a race is never over until the finish.

Two meetings of the Fleet were held during the year, namely on July 8, 1967 and the annual meeting on September 29, 1967. At the July 8th meeting, the matters of material importance decided were: in determining the 1967 Season Fleet Championship the races sponsored by the Eastern and Corinthian Yacht Clubs in the Race Week Series should be counted along with the other regular races of the Open Championship Series; the Fleet should ask the national association if the Fleet could have the option of using mainsails fitted on the luff with either slides or a bolt rope (the answer was negative); the question of whether the Fleet restriction to one sailmaker, Hood, should be retained was discussed but no decision was reached. At the September 29, 1967 Annual Meeting it was voted that the policy of our Fleet be "to permit each owner to make minor personal changes within the hull, but not to permit meaningful changes that might affect boat

speed"; it was the consensus that the informal policy of the Fleet be that each skipper should be able to have his sails recut or repaired as many times as he considers desirable so long as the refinished sail comes within the overall specifications; it was voted that owners may purchase sails from any source, but that each sail must measure within the National Specification dimensions. At the Annual Meeting officers for the coming year were elected: Fleet Captain, Eugene T. Connolly; First Officer, Francis P. Scully, Jr.; Second Officer (Secretary), Mrs. L. P. Pleasants, Jr.; Third Officer (Treasurer), John D. Reed; First Lieutenant (Measurer), Edwin B. Cobb. Henry Cooper was thanked for his excellent services as Secretary from the date of organization of the Fleet to the date of this meeting. At this meeting Ed Cobb, who for some time was the National Association Measurer and rendered especially valuable services in revising the National Specifications and Sail and Fittings and Rigging Plans, passed along a good deal of information about the proposed revisions and was extremely valuable and helpful to those at the meeting in their discussions.

Cornelius Shields generously donated a beautiful half-model of a Shields to the Fleet to be raced for in team races in the New England area. The Eastern Yacht Club Race Committee presented a trophy for the Shields class honoring Gene Connolly, to be awarded annually to the winner of the Eastern Yacht Club Season Championship Series in that class. Gene and some Shields friends of E. Denton Cook presented to Eastern Yacht Club a trophy to be known as the E. Denton Cook Trophy to be raced for annually in the Eastern Sunday Series by the Shields Class.

Frank Scully, Betty Pleasants, Ed Cobb and Henry Cooper went to the National Regatta this year. Frank won fifth place--and that was doing very well. The others were further down the scale.

With the arrival of Betty Pleasants and others (in 1967 and later) into the Fleet, it became inevitable that its activities would be increased on land and by sea,--and they were. Keeness of competition is not necessarily shown by the overall results of any year. Rather, it is seen at the starts of the races, at the marks of the courses, at the finishes, and in the intervals between each. Often seconds of time between two boats or several boats would be determinative of positions and even split-seconds might play a part, and such determinants were full of tension to say the least. To know, you must see or be in it. Betty on sea has contributed much to the excitement. On the landside of the picture, Betty is a generator and arranger par excellance of sociability, good dinners and cocktail parties, and she gave or arranged many for the Fleet during 1967 and subsequently. The joint dinner with the Herreshoffers was a good one in 1967. Betty can be tough on the water with her crisp voice, eagle-eye and Napoleonic stance at the tiller, but once ashore she is awfully sweet.

The results for the 1967 season were:--

Corinthian Yacht Club Championship

Winner -- Leenane
Runner-up -- Aeolus

Eastern Yacht Club Championship

Winner -- Aeolus
Runner-up -- Leenane

Overall Championship
(Eastern and Corinthian Combined)

Winner -- Leenane
Runner-up -- Aeolus

Eastern Yacht Club Sunday Races

Winner -- Leenane
Runner-up -- Lotus

Eastern Yacht Club Race Week

Winner -- Aeolus
Runner-up -- Leenane

Corinthian Yacht Club Race Week

Winner -- Aeolus
Runner-up -- Finesse

Boston Yacht Club Race Week

Winner -- Aeolus
Runner-up -- Curlew

Sandy Bay Yacht Club
Sandy Bay Series

Winner -- Finess
Runner-up -- Aeolus

Corinthian Yacht Club Fall Series

Winner -- Leenane

1968

The year 1968 was good for the Fleet;-excellent, competitive racing, wider distribution of silverware, pewterware or other indicia of winning, and increase of the number of boats in the Fleet to ten by the addition of four Shields.

The additional boats were:

No. 69, Bounty, William C. Burke, Jr. and Robert Williams, which arrived in Marblehead in 1967 too late to race in the regular seasonal races but soon enough to appear in the Corinthian Yacht Club Fall Season Series. Bill Burke, an ex-110 skipper, and Bob Williams and Peg Burke, all knowledgeable and able mariners, comprised her regular personnel.

No. 144, Tivano, Winsor Magrane. She also arrived in Marblehead late in 1967 but too late to enter any races that year. Winsor Magrane, an ex-Herreshoff skipper was helmsman, and the quite regular members of the crew were Jim Fenn, also an ex-Herreshoffer, and a young and able fellow named Creesy who to observers seemed to do an excellent job with the spinnaker.

No. 39, Dragon Lady, James and Mary Lou Grinnell, co-skippers and co-crew (if one didn't, the other did) and Barry Blaisdell who could handle a spinnaker very well and did.

No. 71, Supercalifragilesticexpialidocious - soon changed to Sabre and hereinafter called Sabre, Alfred J. Tierney, Jr., skipper with a somewhat rotating crew of Betty, his pretty wife with a golden voice, Wesley Bevins, a dean of the prestigious Harvard Law School, Comd. Francis H. Markey, U.S.N., and the Tierney's son, "Sandy", later captain of the Dartmouth

College Sailing Team and a winner of the MacMillan Trophy in a series of intercollegiate yacht races sailed off Annapolis. At times Sandy skippered the Sabre in the Shields races off Marblehead.

Charlie Pickering, a clever, experienced and wise skipper who had campaigned yachts on the East Coast and the West Coast successfully, did not join the Fleet in 1968, although he did in 1969. However, he was very favorably impressed with the Shields and enjoyed sailing them. Thus he agreed to sail Gene Connolly's Leenane in the opening race (May 30) of the 1968 season, at Gene's request, while the latter was at a class reunion at Phillips Exeter Academy. Here is what John Ahern, a Staff Reporter of the Boston Globe, said about Charlie's performance in that race.

"It has been a long time since Charlie Pickering has sailed a boat. He's been busy putting Channel 56 in on the right course.

Thursday he took a day off and Gene Connolly's Leenane was without a skipper. So Pickering returned to familiar haunts and turned in a familiar performance as he sailed Leenane to first place in the Shields Class as Eastern Yacht Club opened the season with 154 starters, exceptionally good considering the wet conditions of the long Spring.

In the regatta, Pickering made it big on a wonderful beat out to sea. He came out of the haze about a hundred yards from the weather mark with a nice lead, which was preserved all the way home to post a minute and a half victory over Betty Pleasant's Lotus, with Frank Scully's Aeolus a boat length back."

Later in the year Betty received a great salute for winning a race in which ten Shields started. A reporter included the following statements in a newspaper (names of both presently unknown to the writer).

"The sight of two grandmothers and a confirmed bachelor sailing a blue-hulled Shields Class boat across the finish line set off a mini 21-gun salute in Marblehead Harbor yesterday.

For Betty Pleasants, skipper of the boat, and crewmates Edythe Brooke and John O'Day, it was an extremely sweet victory. Combining feminine intuition and male know-how, her Lotus flew to a 6:19 victory in the 10-boat fleet over the 6.2 mile windward-leeward course.

"We tacked only twice. Once to catch the wind and then again around the mark," Mrs. Pleasants said. "We watched our compass and headed for the mark, sailing straight in." O'Day added that "we stayed in the right places."

In the light air (shifty and no more than five knots), it paid to stay in the right places. Frank Scully, fleet champion, found the right places often enough to move from eighth to second on the leg home. Mrs. Pleasants was never headed though."

The Grinnells came in for comment in an article in the Boston Herald regarding the fifth open series race hosted by the Eastern Yacht Club that year in which 11 Shields started. In it Peter Weiner said;-

"Jim and Mary Lou Grinnell, former Larchmont, N.Y. sailors, claimed their first undisputed Marblehead victory in the 11-boat Shields fleet. "The air is much better here," Jim admitted. "But the traffic today by that last mark was awfully heavy." The Grinnells sailed their Dragon Lady to a 20-second victory over Henry Cooper after taking the lead on the first leg with 15-knot breezes."

Peter Weiner also contributed to the happiness and morale of the Tierney family by the following words of praise in the Herald on June 30 concerning the Eastern Yacht Club race of the preceding day.

"It was also family day on Marblehead Harbor, where shifty winds from east to southwest and then northwest gusted up to 22 miles, and choppy seas with swells prevailed for the 231 boats.

The Tierney family of Marblehead boasted two winners. Gerry and Betty Tierney scored their first success in the Shields Class in Sabre while their 14-year-old son, Sandy, won his Widgeon race over a fleet of 16. 'We were next to last the third leg and we gambled. It worked as they were third on the next leg and won after a tacking battle,' the older Tierney reported. Frank Scully came in second on a fine final leg."

Other events of significance in the 1968 season's Fleet racing were:-

Peter Godfrey (then of the Buzzards Bay Fleet) returned to race with the Marblehead boats for several races during Race Week in a newly acquired Shields, the Egide. After racing Egide in Mattapoisett on a Saturday, he set sail for Marblehead with Bill Harding of the Buzzards Bay Fleet and arrived at the Eastern Yacht Club (12 hours sailing) at 6 a.m. Sunday. Peter had a disappointing sixth in the Sunday race but rebounded to place first on Monday and do well the rest of the week.

The Grinnells after winning the first two races of the Eastern Yacht Club Race Week Series and needing only to place reasonably well in the third (last) race of the Series,

failed to observe the starting line H mark in the twice-around triangle and (with several others who did the same thing) was disqualified and thereby lost the Series.

In the Corinthian Yacht Club's 13th Open Regatta, Gerry Tierney in Sabre stood to the East for some time and then got a big lift to fetch the mark and had a nice sail for the rest of the race for first place. It does pay to be in the right place at the right time.

The Eastern Yacht Club Open Regatta race sailed on August 31st was important to Frank Scully in Aeolus since he won it while Betty Pleasants in Lotus and the Grinnells in Dragon Lady slipped. Frank thereby edged into the Series lead. However, five boats were close enough to take the Eastern Championship if Aeolus slipped in the final race. Leenane won the final race but Aeolus did not slip enough, so Aeolus won the Championship.

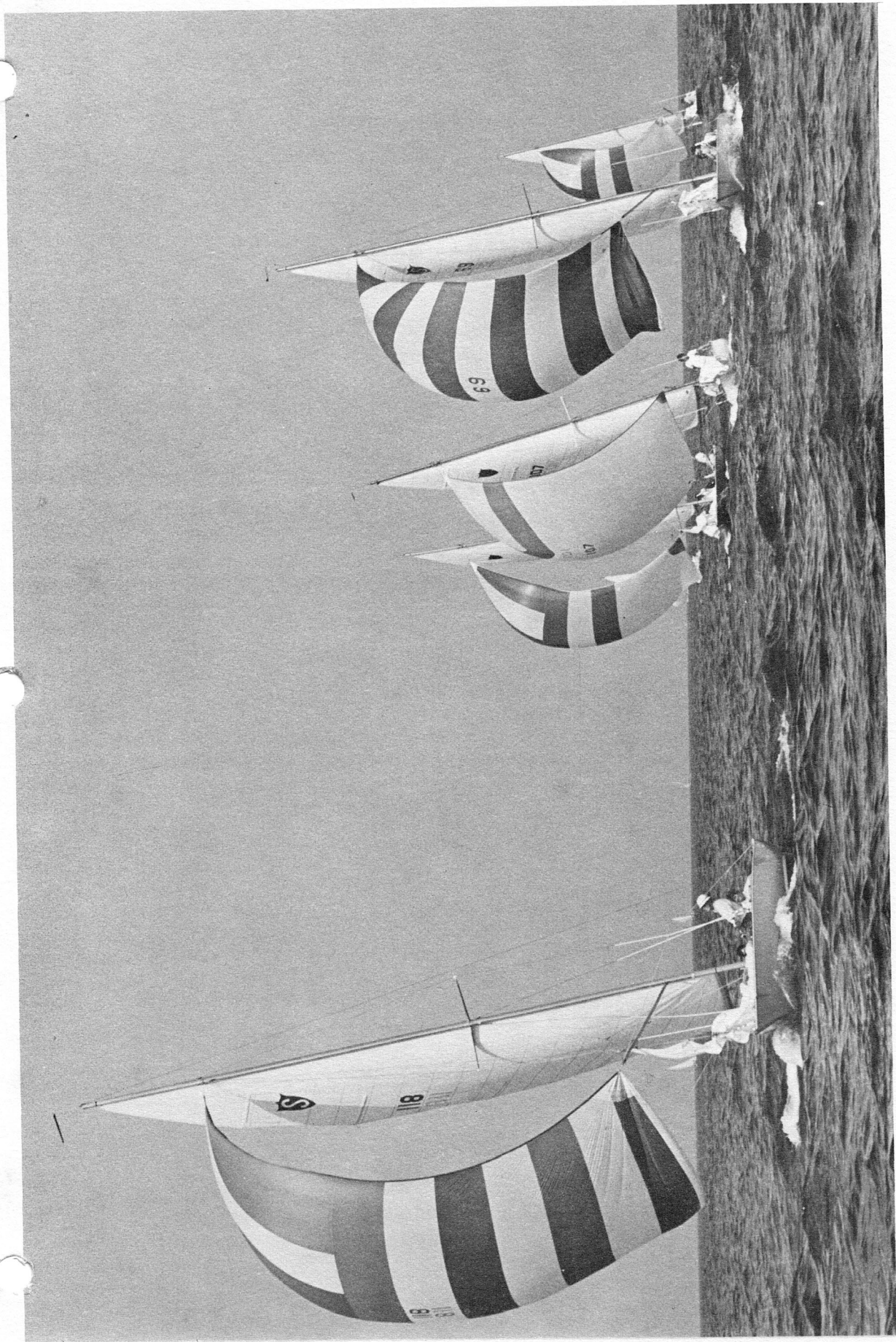
In the Eastern Yacht Club Chowder Race, Leenane (sailed by Bobbie McCann; at times her crew) won against 20 Shields and other starters.

The Fleet had four formal or official meetings during the year, all of which were well attended.

At the January 16, 1968 meeting, it was voted that Frank Scully be chairman of a committee to arrange for team races with the Shields Fleet at Edgartown or Marion if possible; that Race Week would not count in the Fleet Overall Championship, that any or all legally acquired sails duly measured and

measuring within the requirements may be used in any season without interfering with the right to acquire and use one new sail a year, and that leech lines in mainsails be prohibited (this prohibition of leech lines was removed later). It was understood that Betty Pleasants, Fleet Secretary, would keep a record of the standings of the boats of the Fleet in the Corinthian, Eastern and Combined Series and the Race Week Series and send out a statement of standings every two weeks or oftener. It was announced that PEM Pleasants would not act as Fleet publicity agent but with the Whaler Lotus II would help to see that each Shields would be at the starting line on time and also towed home if and whenever becalmed. (Quite an undertaking!)

A second meeting in 1968 was held on April 18. At this meeting it was voted to permit spinnakers of .75 oz. for the Corinthian Fall Series and in any event after January 1, 1969. The Haul-Out Rule i.e. that a boat shall not be hauled-out during the official racing season more than once every 28 days was discussed and it was stated that the rule permitted cleaning bottoms of boats in the water. Bill Burke reported as to evening races and it was agreed that Tuesday and Thursday evenings would be satisfactory for evening races and that spinnakers would not be used. Frank Scully reported he would explore further as to possible team races and report back. It was decided that the races which would be counted for the Fleet Over-All Championship would be (a) all Corinthian Championship races, (b) all Eastern Championship races, (c) all



"Photo by The Naked Eye"

Race Week races including Corinthian, Eastern and Boston but not Pleon, (d) Sandy Bay races (3 races only), also not including Evening, Eastern Sunday or Corinthian Fall races, a total of 26 races, provided that to qualify a boat must race in at least 50% of the races, a total of 9 byes and throw-outs of worst races, not including any race in which a boat is disqualified, would be permitted but the races to be counted must be at least 50% of the races stated above. Scoring would be on the percentage system and the boat with the highest percentage would be the winner.

The next meeting was a dinner meeting on May 24th at which all owners were present with their wives and other guests. Ed Cobb was commended for his work regarding spinnakers of the Fleet and their measurements and it was announced that seven of the spinnakers would go back to Hood Sailmakers for recutting in accordance with arrangements made by Ed. It was announced that the Yacht Racing Union of Massachusetts Bay planned to use four Shields (owned by Messrs. Cobb, Connolly, Magrane and Scully) in its match racing finals in 1968.

The annual meeting was held on September 27th. All boats (10) in the Fleet were represented by their owners. Ed Cobb reported as to the recent National Association meeting including its action to permit use of a second pair of deck winches and to permit leech lines in mainsails. Betty Pleasants announced results for the season's racing. Officers of the Fleet elected for the ensuing year were:-Fleet Captain, Henry E.

Cooper, Jr.; First Officer, Francis P. Scully, Jr.; Second Officer (Secretary), Mrs. L. P. Pleasants, Jr.; Third Officer (Treasurer), John D. Reed; First Lieutenant (Measurer), Edwin B. Cobb. There was a cheer for Gene Connolly, past Fleet Captain.

At a jovial dinner party at the Grinnell's home on Waldron Street, Marblehead, on November 1st, Charles N. Pickering who had recently acquired Shields No. 58, Warlock, was welcomed and the permanent trophy for Fleet Over-All Championship, a Barograph (previously chosen by the committee appointed for the purpose) was presented to Frank Scully, owner of Aeolus, the winner. In second and third places for the trophy were Dragon Lady (The Grinnells) and Bounty (Burke and Williams) in that order.

The Grinnells, after the 1971 season, sold the Dragon Lady to Newport and bought an Etchells-22 which they also named Dragon Lady. They have raced their Etchells at Marblehead every racing season ever since, with considerable success and with either Jim or Mary Lou at the Tiller (but never both at the same time). Mary Lou has become quite a prominent yachtswoman in Marblehead and inter-sectional sail boat racing and frost-biting. One of her present activities is assisting the Pleon Yacht Club in its program for instructing youngsters (boys and girls under twenty-one years of age) in the rudiments of sailing and racing tactics and safety at sea.

The results for the 1968 Season were:--

Open Championship Series - Corinthian Yacht Club

Winner -- Aeolus - Francis P. Scully, Jr.
Runner-up -- Lotus - Mrs. L. P. Pleasants, Jr.

Eastern Yacht Club

Winner -- Aeolus - Francis P. Scully, Jr.
Runner-up -- Sabre - Albert G. Tierney, Jr.

Over-All Championship Series

Winner -- Aeolus - Francis P. Scully, Jr.
Runner-up -- Lotus - Mrs. L. P. Pleasants, Jr.

Eastern Yacht Club Sunday Series

Winner -- Aeolus - Francis P. Scully, Jr.
Runner-up -- Leenane - Eugene Connolly

Race Week

Eastern Yacht Club

Winner -- Bounty - Burke and Williams

Boston Yacht Club Race

Winner -- Leenane - Eugene Connolly

Corinthian Yacht Club

Winner -- Leenane - Eugene Connolly

Over-all Race Week -

Winner -- Leenane - Eugene Connolly
Second -- Beauty - Edwin Cobb

Corinthian Yacht Club Fall Series

Winner -- Leenane - Eugene Connolly
Runner-up -- Finesse - Henry Cooper

Sandy Bay Yacht Club - Weekend

Winner -- Finesse - Henry Cooper

Overall Fleet Championship

Winner -- Aeolus - Francis P. Scully, Jr.
Second -- Dragon Lady - James & Mary Lou Grinnell
Third -- Bounty - Burke & Williams

1969

The roster of the Fleet in January, 1969, without addresses, in the order of joining the Fleet, was:

<u>No.</u>	<u>Name</u>	<u>Owner (s)</u>
44	Aeolus	Francis P. Scully, Jr.
44	Aeolus	John A. Deery
44	Aeolus	Bruce Harriman
74	Beauty	Edwin B. Cobb
75	Finesse	Henry E. Cooper, III
72	Leenane	Eugene T. Connolly
121	Curlew	John D. Reed
118	Lotus	Mrs. L. P. Pleasants, Jr.
69	Bounty	William C. Burke, Jr.
69	Bounty	Robert Williams
144	Tivano	Winsor Magrane
39	Dragon Lady	James E. Grinnell
71	Sabre	Albert G. Tierney, Jr.
58	Warlock	Charles M. Pickering
52	Persophone	Cutler Godfrey

The 1969 racing season was, indeed, highly competitive. Ten boats of the Fleet entered almost all of the regular seasonal races and the Race Week races. One Shields from the Buzzards Bay Fleet increased the entries to eleven for most of the Race Week races and the New England District Championship which was decided

on the basis of four of the Race Week races. The Eastern Sunday Series and the Corinthian Fall Series were well attended and keenly competed in by the Fleet. Warlock (Charles Pickering) dominated and won all the regular seasonal series and consequently the Season's Championship, and Leenane (Eugene Connolly) won the New England District Championship. A statement of the results of the 1969 racing, showing the winners and runners-up in the various events, appears below. The honors were well spread out and everybody had, or should have had, a good time with stiff competition.

1969 was the first season of racing "around the buoys" off Marblehead, arranged and generally supervised by the Marblehead Racing Association which had been organized by Boston Yacht Club, Corinthian Yacht Club and Eastern Yacht Club for that purpose. The planning of the M.R.A. and the conduct by each of the clubs of the races allocated to it have resulted in improvements and better coordination in the so-called "small boat racing" off Marblehead.

Along the lines of cooperative association, the first New England Shields Dinner was on January 16, 1969, at the Tennis & Racquet Club in Boston. Over fifty Shields owners and guests were present. Included were Cdr. Robert L. Davis from the Coast Guard in New London, Angus McLeod from the Massachusetts Maritime Academy, and George Lutz from Halifax, Nova Scotia. Edgartown, Marblehead, Marion and Newport were well represented.

The Fleet adopted and first used .75 oz. spinnakers

this year.

Frank Scully sailed and towed Aeolus to Newport and raced her there in the Ida Lewis Yacht Club Shields Regatta. Aeolus was the only boat from the Marblehead Fleet there. No reports were issued that Frank won. Thus, it is possible that he was not wearing his good luck (according to Frank) charm, that aged, battered, crinkled, damaged, and once respectable brown hat, greatly valued by him. He really treasures it. For instance, in a race at Marblehead when he was in the lead, the hat was blown overboard by a sudden gust of wind and Frank promptly jibbed Aeolus, rescued the hat, got back into the race and - no, he did not win it - crossed the finish line, third. Later, when asked if he kept the hat in a safe when ashore, he answered, "No. I keep it on a shelf in a dark closet on the third floor of my home." So be it.

Charles Pickering's domination of the Fleet in the regular seasonal racing was not as simple as "rolling off a log," and was not accomplished without having several others in the Fleet "breathing down his neck" or "bird-dogging" him, or in a majority of the races, showing him the way to go home. Nevertheless, Charlie was almost always "up there where it counts," and in the fifteen regular seasonal races, placed first in four, second in five, and third in three. John Ahern, staff writer for The Boston Globe, wrote of him in one of its issues:

"For several years Charlie Pickering has been missing as a competitor in these waters. A thriving sales job, a growing family and the long hours he spends as an instructor at one of this port's fine

sailing schools regulated that.

But the touch that he developed here, on the West Coast, the Caribbean, the Bahamas and a lot of other waters of the world, still is there and Charles proved it yesterday afternoon.

There he was sailing Warlock, a boat new to him towards the line and there was a battle of the elements as well as of skippers. The wind all day had been from the Northwest and it was light, indicating it wouldn't stay there.

As the line was neared, that Southeasterly finally made it and the first to find it in the Shields Class was this same Mr. Pickering. He picked up that favorable slant and went on to a long victory - the unusual margin of two minutes, 18 seconds in a class that features photo finishes - to highlight Corinthian Yacht Club's opening regatta which drew 240 starters, a large number for this early in the season."

Bill Harding, a Shields owner and skipper in the Buzzards Bay Fleet and also a sailmaker with his loft in Marion, races in Marblehead infrequently in his own boat or some other Shields, and in July raced in the Leenane in the first race of Race Week. Here is what John Ahern said about him in the Globe:

"MARBLEHEAD - This port's 81st annual Race Week got under way Saturday and things were in keeping with those ancient tales of the sea, as it had all the trappings going for it.

The skies were dark and murky. The seas were rough and rolling, with white caps adding a picturesque touch. And if you had that added connection with the game, like making sails, the romantic picture was complete as Eastern Yacht Club sent 432 starters out to play.

One of them [sailmakers] - and he's not exactly a household name in this town - made an infrequent appearance and this morning they're talking about - especially in the Shield's Class, a fleet, the respect for which builds every time it sails.

He's Bill Harding and probably he's better known among the middle agers who played collegiate hockey and have chased golf balls around tough courses, without success. They are the men who know other men who have savored victory. Bill has had it. He won the Massachusetts Amateur Golf Championship (Kittansett, 1958) and was the medalist a year before at Longmeadow. The man had scaled the mountain. He sought new fields.

Bill has found them. Around Buzzards Bay he has won races in many different types of craft and a few years ago, he decided a man who can build a better sail will find tracks to his door.

Saturday he had the chance. Gene Connolly, one of the best this area has produced, in any definition of the word, asked him to come along. Bill accepted with pleasure and last night his joy had peaked.

It's not easy to win in a class as competitive as the Shields, unless the guest skipper happens to be a Don McNamara, a Ray Hunt, a Linc Davis or a Corny Shields, the man for whom the class is named. Certainly not a skipper who returns to recapture fragments of youth.

But Harding had it all out there on the lumpy sea and he won a good one, edging Frank Scully's Aeolus in a nifty match by only 10 seconds. The return was triumphant."

This race was the first for the New England District Championship and obviously helped Leenane on its way. The third race in the championship series was close and hard luck may have put Dragon Lady in the position of "hors de combat." The following quotation is taken from a newspaper article about this race:

"The Shields Class which held the third race in its New England championship yesterday is geared for an exciting finish this afternoon with the two leaders only one-quarter of a point apart.

In the rain and light fog which spread across Marblehead yesterday eyes were turned upon the Shields.

Peter Godfrey who surprised a lot of people on Sunday by winning the Eastern Series, came into the race leading such favorites as Eugene Connolly, Frank Scully, and Jim Grinnell.

All four skippers got good starts in the special race which was a make-up for Monday's cancellation. After clearing the first mark, Connolly's Leenane, Grinnell's Dragon Lady, and Godfrey's Eglide swung to an easterly route leaving Scully momentarily behind. During the second leg, however, Godfrey ran into trouble and slipped back, ultimately finishing fourth, leaving Connolly and Grinnell to battle it out the rest of the way on the triangular course.

BAD BREAK

Half way through the reaching leg, Connolly passed Grinnell on the leeward side and then pulled away due in part to a fine jibe made by crewmen Jack McCloskey and Joe Betley and also due to a bad break for Grinnell with Dragon Lady three-quarters of the way home. She picked up a log, dragging Grinnell all the way to the back of the pack. The piece of wood may have cost Grinnell more than the race for he lost valuable points in the overall competition for finishing out of the top three.

Thus Connolly finished first, Scully rallied to place second and Betty Pleasants in Lotus came on for third leaving the Shields New England Championships in a two-man dogfight. Going into today's final race, Godfrey has 8.5 points and Connolly has 8.75 in the low-point scoring system."

To complete the story, John Ahern said in the Globe regarding Boston Yacht Club's race:

"There were positive aspects to the regatta, which is the one to win here because it's a one day deal. Eugene T. Connolly won the Shields class New England championship. Going into yesterday's race, Connolly had a fractional lead over Peter Godfrey's Eglide, which led for a while. Then Leenane moved ahead and Connolly protected his edge the rest of the way, staying between Eglide and the next mark until he had it clinched.

The race went to Jim Grinnell's Dragon Lady and this was as it should have been. In Tuesday's race Dragon

Lady was leading when she became fouled up with a large log. That ended that. For this one Jim won Boston's silverware. It's not the championship, but nice to have."

Three meetings were held during the year and there were several cocktail parties.

A meeting was held on March 26, 1969 at which Messrs. Burke, Cobb, Connolly, Cooper, Magrane, Pickering and Scully and Mrs. Pleasants were present. It was announced that John Reed's Shield No. 121 was for sale at \$7,300 and that he had resigned as Treasurer of the Fleet. Upon acceptance of the resignation, Gerry Tierney was elected Treasurer. Frank Scully reported that the Boston Yacht Club, the Corinthian Yacht Club and the Eastern Yacht had formed an association to be known as the Marblehead Racing Association for the purpose of conducting seasonal yacht races off Marblehead and that for the year 1969 they planned three series of six races each with one throw-out (not including any disqualification) per series, and that races for Midsummer Race Week would be by the three clubs separately but in accordance with arrangements approved overall by the M.R.A. A general discussion of the revised Rules of the N.A.Y.R.U. (effective April 1, 1969) was had. The meeting regretted that it would not be feasible to attend the Shields Class Regatta at the Ida Lewis Yacht, Newport, except possibly three boats, or the Eastern Point Yacht Club Chowder Day, or, because of lack of

anchorage facilities, Sandy Bay Yacht Club Weekend. It was announced that the Shields New England District Championship Regatta would be held off Marblehead during Race Week but would not include all the races of the week, that scoring would be on the low point scoring system, that Frank Scully and Jim Grinnell would be Co-Chairmen of the Regatta, and that Corny Shields had given a prize for the winner of the championship. The meeting decided that the proposed .75 oz. spinnaker would be a "free" sail; i.e., would not be counted under the Class rule restricting the acquisition of sails to one sail a year per boat with right of accumulation. Charlie Pickering agreed to undertake the job of getting better publicity for the Fleet. It was understood that invitations to the New England District Championship would be sent to the Newport, Edgartown, and Marion Fleets.

A luncheon meeting was held on May 10, 1969 at Frank Scully's home for the primary purpose of having sails measured on his lawn. It was voted that if three or more boats of the Fleet go to Newport for the Newport Shields Regatta, the Shields Fleet in Marblehead will take a bye for August 16th in Marblehead.

The annual meeting of the Fleet was held on September 27, 1969 at the Eastern Yacht Club. Messrs. Burke, Cobb, Connolly, Cooper, Pleasants (and Betty), Pickering, Magrane, Scully and Tierney were present. Betty Pleasants, Secretary, gave the results for the year's racing as set forth below. Gerry Tierney, Treasurer, reported as to the Fleet's financial status showing a balance in the

black. Gene Connolly, at the time a Vice President of the National Association, reported that the Governing Board of the Association had under serious consideration recommending the authorizing of a new sleeve-jib. Because of the importance of the proposed jib luff modification, it was the consensus of the meeting that a special meeting of the Fleet should be held on October 2, 1969 to discuss the matter further. In accordance with nominations of the Nominating Committee, the following-named persons were elected officers of the Fleet as indicated: Fleet Captain, Francis P. Scully, Jr.; First Officer, Mrs. L. P. (Betty) Pleasants, Jr.; Second Officer (Secretary), Charles M. Pickering; Third Officer (Treasurer), Albert G. Tierney, Jr.; First Lieutenant (Measurer), Henry E. Cooper, III.

The results for the 1969 season were, according to the Fleet records:

Marblehead Racing Association
Season Series

Corinthian Yacht Club Series

Winner	Warlock	Charles M. Pickering
Runner-up	Bounty	Burke & Williams

Eastern Yacht Club Series

Winner	Warlock	Charles M. Pickering
Runner-up	Lotus	Mrs. L. P. Pleasants, Jr.

Boston Yacht Club Series

Winner	Warlock	Charles M. Pickering
Runner-up	Dragon Lady	James E. Grinnell

Over-All Championship Series

Winner	Warlock	Charles M. Pickering
Runner-up	Lotus	Mrs. L. P. Pleasants, Jr.

Eastern Yacht Club Sunday Series

Winner	Dragon Lady	James E. Grinnell
Runner-up	Warlock	Charles M. Pickering

Race Week

Boston Yacht Club

Winner	Dragon Lady	James E. Grinnell
Runner-up	Aeolus	Francis P. Scully, Jr.

Corinthian Yacht Club

Winner	Aeolus	Francis P. Scully, Jr.
Runner-up	Bounty	Burke & Williams

Eastern Yacht Club

Winner	Egide	Peter Godfrey
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Over-All Race Week

Winner	Dragon Lady	James E. Grinnell
Runner-up	Aeolus	Francis P. Scully, Jr.

New England District Championship

Winner	Leenane	Eugene T. Connolly
Runner-up	Egide	Peter Godfrey

Corinthian Yacht Club Fall Series

Winner	Lotus	Mrs. L. P. Pleasants, Jr.
Runner-up	Bounty	Burke & Williams

1970

The roster of the Fleet was changed in 1970 by the addition of two boats, No. 140, Banzai (Sean Cassedy, owner) and No. 173, Erebus (Richard E. Mooney, owner), the addition of William R. Creamer and later Douglas E. Allen, Jr., as co-owners with Henry

Cooper of Finesse, the departure of No. 52, Persophone, to Newport, and the withdrawal of John Deery from the co-ownership of Aeolus. Four boats of the Fleet, Beauty, Bounty, Curlew and Warlock did not race this year. The average number of boats racing per race dropped to eight.

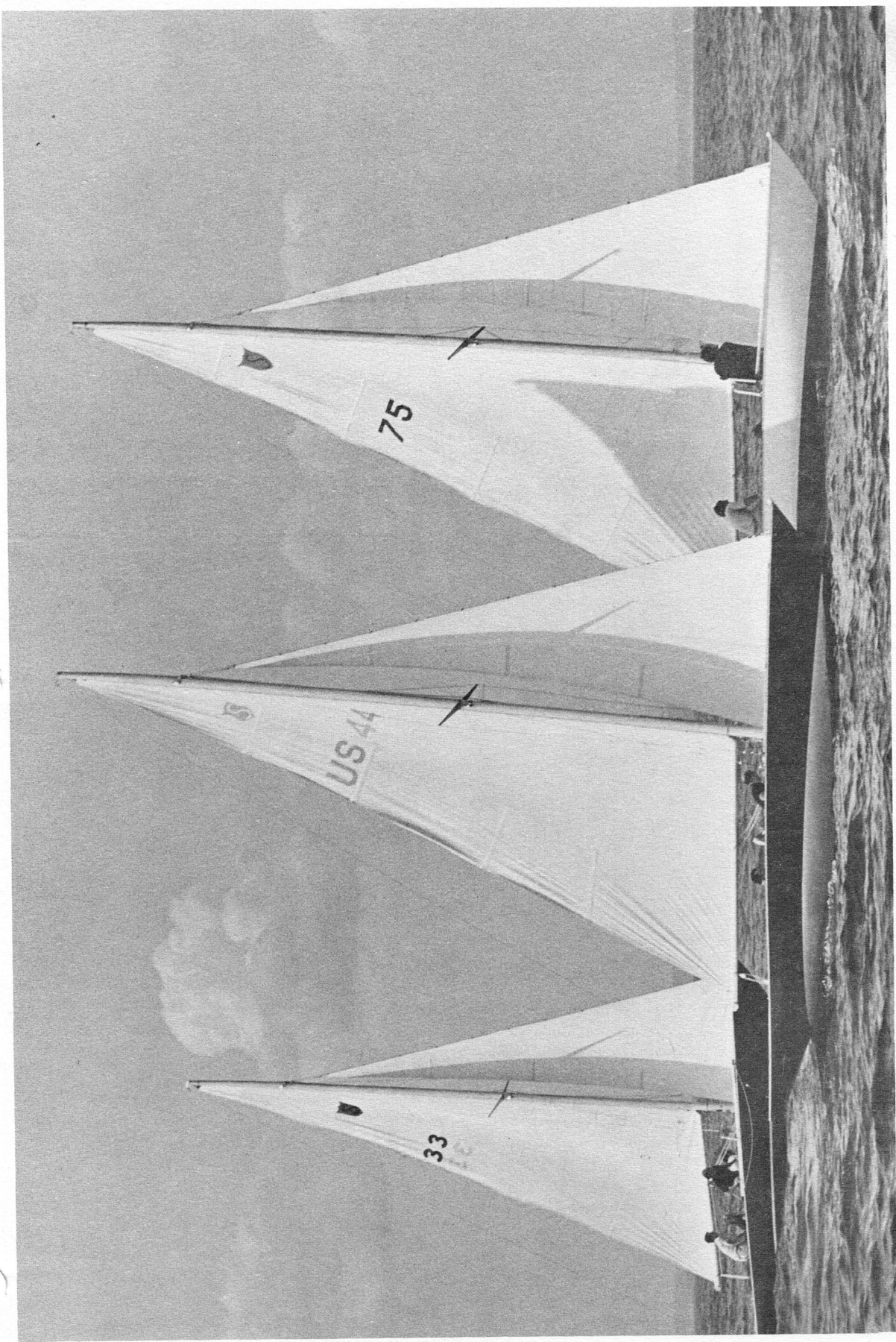
This year saw the introduction and adoption of the revolutionary jib, the so-called deck-sweeper. What a success it has been. The thought of changing the design of the original jib started with a proposal to adopt and authorize a sleeve-luff jib which was being considered by the National Association Board of Governors late in 1969. Frank Scully submitted objections to a sleeve jib to a National Association meeting in that year and later, after consultation at Hood Sailmaker, came up with the idea of increasing the jib area by approximately 8% (to achieve a proper rake of the mast) by approximately an 8-inch skirt as compared to an existing limitation of 3 inches and by slight extensions of the foot and the leech. He reported that upon completion of discussion on the subject at a Northern Massachusetts Bay Fleet meeting on September 27th, it was decided that "we would build such a jib immediately" - presumably for experimental purposes. The final measurements for this proposed sail were developed ultimately by Hard Sails, Inc. Apparently Wally Ross of that firm got in touch with the Class's principal other sailmakers, who gave the plan their approval. A prototype of the plan was designed by Jerry Milgram and was built by Hard Sails and was tested by the Western Long Island Sound Shield Fleet and

other Shield Fleets, and the feeling in general was that the sail was an excellent one. It was later approved and adopted by the National Association.

The Second Annual New England Shields Dinner was held this year on January 16th at the Tennis & Racquet Club. Representatives from the Buzzards Bay, Edgartown, Northern Massachusetts Bay, and Newport Fleets were present.

This year the M.R.A. scheduled a total of eighteen regular seasonal races divided into three series of six races each with scoring (on the low-point system) for each series computed on five races unless a class elected by proper procedure to be scored in some other way. The M.R.A. gave a prize to the yacht placing first in each of the three series and season championship prizes for first and second places in each class and prizes for third places, etc., depending on the number of entries received for the class. For the purpose of scoring, a yacht could elect without penalty to stay out of one of the six races of each series or compete in all six races throwing out its worst race if not a disqualification. All disqualifications were scored.

Four boats of the Fleet, Aeolus, Banzai, Dragon Lady, and Leenane sailed and/or were towed to Marion for the 1970 New England District Championship races held under the auspices of the Buzzards Bay Shields Fleet and the Beverly Yacht Club. They left Marblehead late on a Wednesday in August and returned to Marblehead on the following Sunday about 6 o'clock P.M. The racing conditions were excellent except for the first race when



"Photo by The Naked Eye"

calms or fickle winds prevailed. The Marblehead boats did well, but Dr. George Brazill and Joe O'Hora - guest skippers from the Western Long Island Sound Shields Fleet - won first over-all. The Marblehead boats left the Buzzards Bay end of the Canal under tow for Marblehead late Saturday afternoon, but when off Green Harbor, Massachusetts, the towing power boat refused to tow any further, and since repairs or replacement of the outboard engine could not be accomplished until the next morning, the boats anchored and sleep was had by the crews. The voyage was resumed on Sunday morning and the boats finally arrived without any additional mishap at their home port.

A team-race series of two races between three crews from the Fleet and three crews from the Buzzards Bay Fleet was held at Marion for the Roosevelt Bowl under the auspices of the Beverly Yacht Club in September. The wind was high, the waves were high and all-in-all the races were sailed under "survival conditions." The skippers of the Northern Massachusetts Bay Fleet were Jim Grinnell, Charlie Pickering and Frank Scully. They won by a small margin.

A meeting of the Fleet was held on November 8th. Present were Ed Cobb, Gene Connolly, Henry Cooper, Dick Creamer, Jim Grinnell, Betty and Pem Pleasants, Charlie Pickering and Frank Scully.

The election of Dick Creamer as secretary of the Fleet to succeed Charlie Pickering who had resigned was confirmed. The report of the Treasurer was given by Jim Grinnell in the absence

of Gerry Tierney and was accepted. Reports were made as to the team races this year at Marion under "survival conditions" between crews from this Fleet and the Buzzards Bay Fleet for the Roosevelt Bowl and as to the New England District Shields Championships held at Marion. The question of floatation of the Shields' hulls was discussed, and Frank Scully said he would investigate this matter for the purpose of determining if the air tanks or bulkheads should be foamed. Pem Pleasants reported that there would be some major changes for the Marblehead Racing Association's races for 1971 with respect to course marks and the method of running races. The following named persons were elected to office in the Fleet as indicated for the ensuing year: Fleet Captain, Mrs. L. Pemberton Pleasants, Jr.; First Officer, James E. Grinnell; Second Officer (Secretary), William R. Creamer; Third Officer (Treasurer), Albert G. Tierney, Jr.; and First Lieutenant (Measurer), Francis P. Scully, Jr.

The results of the 1970 season, according to the Fleet's records, subject to change, were:

Marblehead Racing Association Season Series

First Series

Winner	Aeolus	Francis P. Scully, Jr.
Runner-up	Dragon Lady	James E. Grinnell

Second Series

Winner	Dragon Lady	James E. Grinnell
Runner-up	Lotus	Betty Pleasants

Third Series

Winner	Dragon Lady	James E. Grinnell
Runner-up	Aeolus	Francis P. Scully, Jr.

Over-All

Winner	Aeolus	Francis P. Scully, Jr.
Runner-up	Dragon Lady	James E. Grinnell

Race Week

Winner	Dragon Lady	James E. Grinnell
Runner-up	Lotus	Betty Pleasants

Eastern Yacht Club Championship

Winner	Aeolus	Francis P. Scully, Jr.
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Corinthian Yacht Club Series

Winner	Dragon Lady	Mary Lou Grinnell
Runner-up	Lotus	Betty Pleasants

Eastern Yacht Club Sunday Series

Winner	Lotus	Betty Pleasants
Runner-up	Finesse	Creamer - Cooper

Corinthian Yacht Club Fall Series

Winner	Dragon Lady	Mary Lou Grinnell
Runner-up	Leenane	Eugene T. Connolly

1971

The 1971 season may be typified as not highly satisfactory principally because the number of boats actively racing had dropped to six. Beauty, Bounty, Curlew and Warlock remained on land in their cradles and were for sale. Unfortunately, Tivano was added to this list, although in the later part of 1971 she was purchased by Nancy (Mrs. Wells) Morss and raced in 1972. Richard E. Mooney had acquired Erebus, No. 173, in 1970 and planned to race her with his wife, Helen, and his daughter, Evelyn, all welcome and good additions to the Fleet.

Aeolus, Dragon Lady, Finesse, Leenane, Lotus and Sabre raced with regularity. Dragon Lady with co-skippers, Jim and Mary Lou Grinnell, with able Barry Blaisdell as crew, showed her wings, spouted fire and dominated the M.R.A. regular seasonal series and thus the over-all series, but not without considerable and persistent effort. Out of the thirteen races as to which records are readily available Dragon Lady won five firsts, five seconds and two thirds, Aeolus won five firsts, Lotus won two firsts, two seconds and three thirds, Leenane won one first, three seconds, and five thirds, Sabre won two seconds and one third, and Finesse won one second and two thirds.

The first race of the M.R.A. season was won by Lotus and that was one of the few races in which Pem Pleasants crewed on her. In fact, his few appearances on her deserved comment. Here is what John Ahern said in the Globe.

"For the past few weeks they've been running an informal series of yacht races off this old port, and Pemberton Pleasants has not been a happy man.

"There was reason for his concern. His yacht, Lotus, of the Shields Class, sailed by his wife, Betty, has not been a winner. She has finished second. Also third. But Pem couldn't figure out why Lotus was not a winner.

"Now it came, the opening of the season -- the real official opening -- and if there's a day when things should be done correctly, this is the day. It was also the day that the master of the household decided there was only one place for him to be, that was aboard.

"So with Mr. Pleasants wearing many hats -- tactician, navigator, supercargo and whatever other nautical title there is -- Lotus squeezed in with a 25-second verdict in its class on a day that would just as soon be forgotten by most of the 172 starters under Corinthian's burgee.

"Even in the Shields, there were great moments. Somehow or other, and in spite of the talent aboard, Lotus was in a barging position at the start and had to get out of it in a hurry. As a result, the yacht was very late in crossing the line, and didn't move out until the first weather mark was rounded.

"From there on it was touch and go all the way to the finish, and last night there was talk that Mr. Pleasants, a member of Eastern Yacht Club's race committee, might be invited aboard for another race this year."

The first race of Race Week which race was scheduled to be sailed under the auspices of the Pleon Yacht Club was cancelled because of a pea-soup fog and a calm or very light wind (0-3 knots) which ranged from 120 to 240 degrees. Tropical storm Doria took its toll of the races scheduled for August 28th. These races were cancelled by Bob Hastings, chairman of the M.R.A. and chairman of the Corinthian Yacht Club Race Committee on the recommendation of the Coast Guard's First Naval District. The Team-Race Series of two races between a team from the Fleet and a team from the Buzzards Bay Fleet was held off Marblehead on August 29th under the sponsorship of the Eastern Yacht Club. It was won by the Buzzards Bay Fleet team. The skippers of the local Fleet were Frank Scully, Creamer and Allen, and Betty Pleasants. The New England Shields Championship Regatta was held off Newport on August 21st and 22nd under the sponsorship of the Ida Lewis Yacht Club. The National Regatta was held at the Indian Harbor Yacht Club in Greenwich, Connecticut, from September 15 through September 18. The skipper from Marblehead was Frank Scully

Lotus won the Eastern Yacht Club Chowder Race against a large fleet of Keel boats. This race was on a handicap basis, the handicaps being given at the start of the race rather than after the finish; and thus the various boats started at the allotted handicap times.

A meeting of the Fleet was held on February 7, 1971. It was announced that the Eastern Yacht Club would sponsor a Spring Series of three or four races in May, the M.R.A. would sponsor fifteen seasonal races starting on May 31, the Corinthian Yacht Club and the Eastern Yacht Club would each sponsor a Sunday Series of three races each and Race Week would include seven races with the Pleon Yacht Club sponsoring the opening races on Sunday, July 25. It was also announced that inspections of safety equipment would be on a continuing basis in 1971 before and after races and that infringement of M.R.A. requirements could bring automatic disqualification for the season; that the Coast Guard had made quite a few changes in the Government's buoys off Marblehead and that the changes had triggered major revisions in the M.R.A. Sailing Instructions for 1971. No action was taken at the meeting. The following named persons were elected as Fleet officers as indicated for the ensuing year: Fleet Captain, Eugene T. Connolly; First Officer, Henry E. Cooper; Second Officer (Secretary), W. Richard Creamer; Third Officer (Treasurer), Albert G. Tierney, Jr.; First Lieutenant (Treasurer), Francis P. Scully, Jr.

A meeting of the Fleet was held on November 15, 1971. Present were Gene Connolly, Henry Cooper, Dick Creamer, Frank Scully and Jerry Tierney. Proposals of M.R.A. as to the 1972 season were approved with certain exceptions. The meeting favored (as exceptions): a four-day Race Week to replace the seven-day event, and permitting in each of the three series of the seasonal Series one bye or throw-out with a total of three byes or throw-outs for the entire season provided that disqualification could not be thrown out but would be counted in computing the score.

The meeting also discussed information which the Fleet Captain had recently obtained as to the sails, equipment and offering prices of the four local Shields then on the market.

The results of the 1971 season, according to the Fleet records and certain supplemental data, were:-

Marblehead Racing Association Season Series

Winner	First Series	
Runner-Up	Dragon Lady	James and Mary Lou Grinnell
	Aeolus	Francis P. Scully, Jr.
Winner	Second Series	
Runner-Up	Dragon Lady	The Grinnells
	Leenane	Eugene T. Connolly
Winner	Third Series	
Runner-Up	Dragon Lady	The Grinnells
	Lotus	Mrs. L. P. Pleasants
Winner	Over All	
Runner-Up	Dragon Lady	The Grinnells
	Lotus	Mrs. L. P. Pleasants
Winner	<u>Race Week</u>	
Runner-Up	Finesse	Allen-Creamer-Cooper
	Dragon Lady	The Grinnells

Winner	<u>Eastern Yacht Club Championship</u> Leenane	Eugene T. Connolly
Winner	<u>Eastern Yacht Club Spring Series</u> Finesse	Allen-Creamer-Cooper
Winner	<u>Eastern Yacht Club Sunday Series</u> Finesse	Allen Creamer-Cooper
Winner	<u>Corinthian Yacht Club Sunday Series</u> Lotus	Mrs. L. P. Pleasants
Winner	<u>Corinthian Yacht Club Fall Series</u> Aeolus	Francis P. Scully Jr.
Winner	<u>Fleet Championship</u> Dragon Lady	The Grinnells

1972

The 1972, season may properly be described as one of improvement. The Fleet started eight to ten boats quite regularly in the seasonal races despite the loss of Dragon Lady to Newport and of Warlock to Maine. Tivano which had been acquired by Nancy (Mrs. Wells) Morse was raced again, somewhat infrequently, with Wells co-skippering.

Beauty was acquired by Robert Tyler, an excellent skipper and fine person. He raced quite a bit, sailed Beauty to windward beautifully and picked up a first late in the

season in a M.R.A. race, and in 1975 won the Eastern Sunday Series. His crew, frequently a cluster of charming femininity, including Charlene Sullivan, was at times outstanding and at times not of the high sea-going calibre of the skipper.

George Furnald bought Bounty, and Carl Maynard and Robert Vessot bought Curlew and after serious thought and probing in a bird book renamed her Ptarmigan, P being silent as in phish or fish. These three new members have proven to be good skippers and good fellows and they brought beauty and dignity to the Fleet, -George by his wife, Mary Anne, an excellent member of his crew and adept spinnakerwise; Carl by his wife, Sue, a good skipper as well as valuable crew, and Bob by his wife, Norma, perhaps not an ardent sailor but a lovely lady, as are the other two too.

There were fifteen M.R.A. seasonal races and seven Race Week races plus the Corinthian Sunday Series and Fall Series, and Eastern Spring Series and Sunday Series, Pleon races, and Chowder races. Thus, it was a busy season.

Close, enjoyable and hard competition was always present. For instance, in four of the seven races of Race Week the time

margins between the first two boats to finish were twelve seconds, twenty-nine seconds, thirty-six seconds and forty-six seconds, and in the regular seasonal races (15) there were three races in which the margins between first and second places were three seconds, fifteen seconds and twenty-four seconds. Of course, there were many finishes where skippers did not know (until the committee hailed) which of them had reached the finish line first or to put it another way-who beat whom. Frank Scully won the over-all M.R.A. Series and Gene Connolly was second. Betty Pleasants and Frank corraled the greatest amount of silverware but not more than their fair shares of the fun and exhilaration.

Betty Pleasants was awarded the premier prize of Race Week this year-the Leonard M. Fowle and Leonard M. Fowle Jr. Memorial Trophy. This Trophy, given in memory of a prominent Eastern yacht club racing official and former yachting observer to be held in trust by the Club, and rededicated in memory of his son a famous yachting journalist, is awarded annually to the yacht or yachtman deemed by the Eastern Yacht Club's Race Committee, the donor, and such others as they may delegate this authority to if they so choose, to have made the outstanding record as judged by performance during Marblehead Race Week, or for some outstanding act of sportsmanship occurring during the week of racing which is participated in annually by the yachtmen of Massachusetts Bay. The trophy was first awarded in the year 1936, and it has been awarded annually since that year, except in the year 1955.

This year, to demonstrate the enthusiasm, pride and prowess of Marblehead sailors--after the last Eastern May Sunday race a parade of Internationals, U.S. Ones, Etchells, Shields and other classes was formed near the bell-buoy at Marblehead Harbor entrance and, led by Bob William's power-cruiser, Misande, and Grave's Selmilide with a jazz band, proceeded under sail into and around the Harbor in line (accompanied by beer barges with thirst quenchers sufficient for all hands) and in front of Boston, Corinthian and Eastern Yacht Clubs. The parade was duly saluted by M.R.A. officials. Launches rounded up all hands for a party at the Eastern. This was, indeed, a good start for the season's racing. Hats off to Knox Robbins and his "Sail" Committee for a job well organized and done.

Weather conditions as a whole were satisfactory for one-design racing with the exception of a few fogs, some thunder-squalls and an occasional unduly high wind. One wind was a beauty and disrupted the racing of some of the smaller classes. However, the Shields and other classes of comparable size struggled through it. That was the heavy wind of June 10th. John Ahearn had this to say about it in The Boston Globe.

MARBLEHEAD-A half gale from the north'ard, as unexpected on a June day as a full blown blizzard, came roaring out to sea half way through Boston Yacht Club's regatta yesterday and for all hands a pleasant day at sea became a perilous voyage.

The winds piped up to 40 knots, frothing the seas with white caps and wreaking destruction in particaly every class.

Two 210's were dismasted-Bobby Danforth's and Bob Sides'-a Town Class, still unidentified, was floating bottom up at the weather mark, its youthful crew safely aboard a power craft steaming for safer waters, and insurance claims will be numerous tomorrow morning when skippers have chance to assay the damage.

It was a day, after the winds slammed in, for peaceful pursuits ashore and the question being asked most frequently

last night was why the fleet was allowed to venture out under such conditions.

"Simple to answer," Tom Gildea, Boston's race chairman, answered. "It was pleasant when we started them. Some wind in the 15-18 knot range. Perfect for some good, fast sailing. And there were no predictions that it would pick up. Then it came."

What concerned Gildea most early in the evening was the number of boats accounted for.

"We haven't heard from 14 of them," he said. "We know they didn't sink or run aground. It's just the thoughtlessness of skippers who fail to finish and then don't notify the race committees as they should. As for any danger, there can't be much. The wind is from the north and if a damaged boat is riding a sea anchor the wind will carry it out to sea where it can be spotted and towed in. But I wish we would hear something definite."

Despite the lack of warning on extremely heavy air, a lot of people sensed it and stayed home. Only 107 started-about half the normal-and only 81 struggled through to the finish.

The annual team race with the team from the Buzzard Bay Fleet was held this year at Marion and was won by the Buzzards Bay Fleet.

The New England District Dinner was held at the Tennis & Racquet Club on February 10th with twenty-eight Shields owners and their guests representing all of the New England Fleets.

The New England Shields Championship was held at Edgartown this year. Frank Scully lost out to Mike Deland of Buzzards Bay. The Shields Nationals were held at Newport.

Five owners in the Fleet lent their Shields this year for use in the North Shore Men's Championship sailed under the sponsorship of the Boston Yacht Club and the auspices of the Yacht Racing Union of Massachusetts Bay. Unfortunately one of the boats was

dismasted in the series and due to what seemed to be careless handling of the insurance claim by one or both of the organizations involved, great delay resulted in replacing the mast and prevented the owner from sailing several of the Fleets' scheduled races.

A meeting of the Fleet was held on March 23, 1972. Present were Gene Connolly, Dick Creamer, George Furnald, Betty Pleasants and Frank Scully. It was voted to approve use of the new 720° Rule for this year, to have measured this year all new sails and recut sails and any sails challenged as to dimensions and to have a dinner meeting of the Fleet on the coming April 14th with crews and wives invited. George Furnald, as owner of Shields No. 69, and Carl Maynard and Bob Vessot as owners of Shields No. 121 were welcomed to the Fleet in absentia.

A dinner meeting of over forty persons was held on April 14th. Good food and drinks, great conviviality and no business transacted.

Another Fleet meeting was held on October 20th. Present were Gene Connolly, Dick Creamer, Don Felt, George Furnald, Carl Maynard, Dick Mooney, Betty Pleasants, Frank Scully, Gerry Tierney and Bob Tyler. Specific congratulations were extended to Betty Pleasants for her overall accomplishments in the season's races but especially for the reward of the Fowle Trophy to her. Frank Scully was congratulated on his outstanding performance over the 1972 season. Don Felt who had purchased Leenane from Gene Connolly and renamed her Strumpet was welcomed as a new member of the Fleet. At the time of the sale of Leenane to Don, Gene purchased the former Tivano from Nancy Morss and later changed her name to Ellen.

The following-named persons were elected officers of the Fleet as indicated below for the coming year-Fleet Captain, W. Richard Creamer; First Officer, Robert Vessot; Second Officer (Secretary), George Furnald; Third Officer (Treasurer) Robert Tyler; Lieutenant (Measurer), Eugene T. Connolly.

The results of the 1972 season, according to the Fleet records and supplemental data, were:-

Marblehead Racing Association

First Series

Winner	Aeolus	Francis P. Scully, Jr.
Runner-up	Leenane	Eugene T. Connolly

Second Series

Winner	Aeolus	Francis P. Scully, Jr.
Runner-Up	Leenane	Eugene T. Connolly

Third Series

Winner	Leenane	Eugene T. Connolly
Runner-Up	Lotus-Sabre Tied	Mr. L. P. Pleasants Albert G. Tierney, Jr.

Over-All

Winner	Aeolus	Francis P. Scully, Jr.
Runner-up	Leenane	Eugene T. Connolly

Race Week

Winner	Lotus	Mrs. L. P. Pleasants
Runner-Up	Aeolus	Francis P. Scully, Jr.

Eastern Yacht Club Championship

Winner	Lotus	Mrs. L. P. Pleasants
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Eastern Yacht Club Spring Series

Winner	Leenane	Eugene T. Connolly
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Eastern Yacht Club Sunday Series

Winner	Lotus	Mrs. L. P. Pleasants
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Corinthian Yacht Club Sunday Series

Winner	Leenane	Eugene T. Connolly
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Corinthian Yacht Club Fall Series

Winner	Lotus	Mrs. L. P. Pleasants
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Corinthian Yacht Club Pumpkin Series

Winner	Strumpet	Donald Felt
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Fleet Championship

Winner	Aeolus	Francis P. Scully, Jr.
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1973

The year 1973 was a good one for the Fleet, increase in the number of boats and, hence, of members and livelier competition and great conviviality, fun and esprit de corps.

A roster of the Fleet without addresses in the 1973 racing was in the order of joining the Fleet:-

<u>No.</u>	<u>Name</u>	<u>Owner</u>
44	Aeolus	Francis P. Scully, Jr.
75	Finesse	Allen, Cooper & Creamer
144	Ellen	Eugene T. Connolly
118	Lotus	Mrs. L. Pemberton Pleasants
71	Sabre	Albert G. Tierney, Jr.
173	Erebus	Richard E. Mooney
69	Bounty	George M. Furnald
121	Ptarmigan	Carl Maynard-Robert Vessot
74	Beauty	Robert Tyler
72	Strumpet	Donald M. Felt
32	Typhoon	Henry Audet
93	Challenge	Dr. James I. Huddleston
11	Volante	John Perkins
7	Aileen	George Butler

Associate Member - Ernest L. Godshalk

The average number of boats racing in the M.R.A. seasonal championship races was ten and in the Race Week races was twelve. John Perkins, a newcomer to the Fleet, sailed with great skill and expertise during Race Week and although he did not win that series, he was the runner-up to Frank Scully (which was no disgrace). In the Corinthian Chowder Race (109 boats starting) Betty Pleasants placed third with Lotus, Frank Scully's Aeolus was sixth, Don Felt placed eighth with Strumpet, and Bob Tyler's Beauty was tenth.



"Photo by The Naked Eye"

Pem Pleasants was awarded the Fowle Trophy this year. He certainly deserved it, as indicated in John Ahern's article in the Globe.

Despite fog, heavy rain, thunder and lightning and a couple of misunderstandings about starts and postponements, this town's 85th annual Race Week came to a satisfactory conclusion last night. And when it was finally wrapped up there was only one nominee for the regatta's top prize - the Fowle Trophy named for the Globe's late yachting editors, Leonard M. Fowle and Leonard M. Fowle, Jr.

The unanimous choice is Pemberton Pleasants, the man with the great imagination who turned this entire show around and saved the nation's largest regatta from extinction.

A year ago, after Betty Pleasants, Pem's wife, won the same trophy, Pleasants began thinking of ways to save the show. He changed its format, reduced it to a four-day affair and invited yachtsmen to come back. They did.

An example of his work was visible on the final day when it was pretty hard to see anything at all and only one race could be held. A fleet of 218 went out to struggle and that is a tribute.

There was a new winner in the Shields Class as John Perkins' Columbia whacked the class by more than four minutes. But Frank Scully's Aeolus, finishing third, still won the week's sweepstakes.

The fourth New England Shields Annual Dinner was held on March 17th at the Tennis & Racquet Club in Boston and was well attended by representatives (skippers, wives and crews) from the four New England fleets.

This year the M.R.A. gave substantial amounts of time and effort to developing an improved program for safety on the waters

of Marblehead. Of course, all the associated clubs participated in this worthwhile, even essential, project. Its principal parts included better patrols of the race courses by volunteers with their power or auxiliary craft, a first aid course to all M.R.A. launchmen, improved radio communication and educational information on seamanship and rescue work and aid from The Auxiliary Coast Guard, Power Squadron and Marblehead Police.

The season was welcomed by Sail 73, a parade of a large group or line of the racing boats past Chandler Hovey Park and around the harbor followed by a huge and happy get-together at the Corinthian Yacht Club, all under the auspices of the Leonard M. Fowle Memorial Foundation and the leadership of a committee of which Knox Robbins was chairman. Bob Williams started the parade from his Misande. During a large part of the parade Roger Stone's artillery cannonaded it from Fort Sewall and this salute was picked up by race committee launches and cannon at the clubs.

Henry Audet acquired Typhoon late in 1972 and Jim Huddleston acquired Challenge before the opening of the M.R.A. season. Jim and Challenge gave a signal of future success by winning a third place in the M.R.A.'s first race of the season. This race was sailed in mounting southeasterly winds, lumpy seas, torrential rain and blood-chilling colds. Why will mortals do such things? In the fourth M.R.A. race Jim (sailing Challenge) and Gene Connolly (sailing Ellen) tied for third place. Another example of how

close the Shields are. In the New England District Championship Series Frank Scully was first, John Perkins was second and George Furnald was third.

Weather conditions were not good this year. Squalls with thunder and lightning were too frequent. The race of August 18th under the auspices of the Corinthian Yacht Club was cancelled because of squalls with winds gusting from the southwest as high as 42 knots. This was the third time this season that the Corinthian race committee was faced with the danger of squalls and, as heretofore, no chances were taken. The race of June 30 was in winds higher than 25 knots and high seas and a goodly portion of the usual racing boats stayed at their moorings or started and withdrew. However, eight Shields started and eight Shields finished. The race of July 21st, however, was sailed in practically a dead calm. On Eastern's day of Race Week the winds for the morning races were quite ideal. However, when time came for the afternoon races, "all hell broke loose" as one newspaper man said, and this reduced the number of boats in those races to 341 starters, compared to 817 the next day when the weather was good. Heavy fog socked in early in the M.R.A.'s final race of the season but it was all-in-all a good race.

In the fall of this year the Fleet placed its orders for travellers as authorized by the National Association. George Furnald did a great job in advising the members as to the details of the orders and the procedure to be followed in placing orders. The travellers have been a great success.

On October 7 six members of the Fleet made their boats available at the Eastern pier to enable sailors interested in a new boat to sail and to learn more about the Fleet and Shields racing in Marblehead. Publicity was given to this project. It would be difficult to tell if it bore any fruit and if it did, how much.

The team race between the Fleet and the Buzzards Bay Fleet was held this year at Marion.

A meeting of the Fleet was held on April 26. Fleet Captain Creamer and eight other members were present. The Treasurer's report showing a cash balance of \$280 was read. It was voted to reduce Fleet dues to \$10 a year. Betty Pleasants, Don Felt and Frank Scully were appointed the Entertainment Committee for the New England District Championship Series to begin July 26. It was reported that National had approved tiller extensions and a new spinnaker measurement rule, that the Fleet spinnakers would be measured at Hood's and other new and recut sails would be measured on May 12 at the Eastern Yacht Club by the Fleet Measurer, that Race Week would include two races a day, Thursday through Sunday, inclusive, and that the Fleet would use the 720° Rule this year. It was voted that the Fleet Captain write National President George Brazill that the Fleet was dissatisfied with the lack of communication by National and request remedial action.

A meeting of the Fleet was held on September 8 at which Fleet Captain Dick Creamer and nine other members were present. The proposed traveller was discussed and favored. Question was raised as why payment of dues to the New England District should be made until more information about it was furnished; and the Fleet Captain was instructed to look into this matter and to report back to the Fleet.

A meeting of the Fleet was held on October 20. Present were Fleet Captain Dick Creamer, Henry Audet, Gene Connolly, Henry Cooper, Don Felt, George Furnald, Judy Huddleston, Carl Maynard, John Perkins, Betty Pleasants, Frank Scully, Bob Tyler and Bob Vessot. The Treasurer's report showing dues collected of \$780, disbursements of \$784.69 and balance of \$276.20 on hand was read by Bob Tyler. It was voted to appoint Dick Creamer, Gene Connolly and George Furnald a committee to make recommendations regarding the purchase of travellers. The following named persons were elected officers of the Fleet for the ensuing year as indicated below - Fleet Captain, W. R. Creamer; First Officer, Robert Vessot; Second Officer (Secretary) Donald Felt; Third Officer (Treasurer) Robert Tyler, First Lieutenant (Measurer), Henry Audet; Publicity, George Furnald.

The final meeting of the year was held on November 8 with nine members present. It was voted not to grant the request of the New England Intercollegiate Sailing Association for the use of nine Shields yachts for an intersectional collegiate regatta. It was voted to permit the use of straight or curved travellers. The

so-called Harding traveller rig was discussed and it voted to permit its use by any member or members of the Fleet in not more than two races other than race week races - for experimental purposes.

The results of the 1973 races tabulated below are based upon such relevant information as the Fleet records contain and other data believed to be reliable.

Marblehead Racing Association

Winner	<u>First Series</u>	
Runner-up	Aeolus	Francis P. Scully, Jr.
	Strumpet	Donald M. Felt
Winner	<u>Second Series</u>	
Runner-up	Aeolus	Francis P. Scully, Jr.
	Ellen	Eugene T. Connolly
Winner	<u>Third Series</u>	
Runner-up	Aeolus	Francis P. Scully, Jr.
	Ellen	Eugene T. Connolly
Winner	<u>Over-All</u>	
Runner-up	Aeolus	Francis P. Scully, Jr.
	Strumpet	Donald M. Felt
Winner	<u>Race Week</u>	
Runner-up	Aeolus	Francis P. Scully, Jr.
	Volante	John Perkins
Winner	<u>Eastern Yacht Club Spring Series</u>	
Runner-up	Lotus	Mrs. L. P. Pleasants
	Strumpet	Donald M. Felt
Winner	<u>Eastern Yacht Club Sunday Series</u>	
Runner-up	Finesse	Allen-Cooper-Creamer
	Lotus	Mrs. L. P. Pleasants
Winner	<u>Eastern Yacht Club Championship</u>	
	Lotus	Mrs. L. P. Pleasants
Winner	<u>Corinthian Yacht Club Sunday Series</u>	
	Bounty	George M. Furnald
Winner	<u>Corinthian Yacht Club Fall Series</u>	
	Lotus	Mrs. L. P. Pleasants
Winner	<u>Corinthian Yacht Club Pumpkin Series</u>	
	Lotus	Mrs. L. P. Pleasants

1974

The 1974 racing season was initiated on March 29th by a letter from Don Felt, Fleet Secretary, to the members. This letter began-

"On the off chance someone hasn't noticed:

- a. Spring is here
- b. First race 11 May
- c. Traveller paraphenalia due at Graves this week
- d. Betty is in high gear"

The letter contained this paragraph:

"This should be our finest year to date. We have a potential of 14 starters and apparently will have most of the boats on the line. Let's get the word out, give prospects a taste of Shields racing whenever possible, and get the fleet closer to 20...and up."

These were optimistic words and they were really prophetic but not for 1974. Possibly Don, an ex-Harvard oarsman and a smart, keen competitor, knew something through a seer's eye the rest of the fleet did not know, that is, that he was to have his finest season since he joined the fleet. He won the M.R.A. Third Series, at least three firsts in M.R.A. individual races and third place in the M.R.A. over-all seasonal races, and he won the Corinthian Fall Series and Pumpkin Series. He has had good crews, Biff Cook, Don Gardner, Ann Woodard, his two sons, Mark and Matt, and occasionally his very attractive wife Bernice (Bunny) but Don has been the mastermind.

Frank Scully trailed Aeolus to Buzzards Bay for the New England District Championships and placed second to Sean Cassedy

of the Newport Fleet and at one time a member of the Northern Massachusetts Bay Fleet. Frank also sailed in the National Regatta in Chicago and finished in third place.

The fifth New England Dinner was held in Newport on February 13th and was well attended. Frank Scully and Ernest Godshalk were there.

John M. Brown, of Lynnfield, Massachusetts, purchased Shields, No. 23, then Hustler but now Endeavor, and became a member of the Fleet in June. He is a good addition, well liked, and an able skipper who definitely has the potential, with the help of a good crew, of making competition awfully tough for the rest of the Fleet.

Frank Scully was elected president of the National Association and Gene Connolly was elected its measurer at the 1973 National Annual Meeting in September and were reelected at the 1974 Annual Meeting for terms of one year each.

The Fleet met on September 1st with nine members present including Fleet Captain Creamer, Henry Audet, Gene Connolly, Don Felt, Jim Huddleston, Dick Mooney, Betty Pleasants, Frank Scully and Bob Tyler. The basic reason for the meeting was concern of several members over the proposed sale of the Sabre, No. 71, outside Marblehead without giving Fleet members a chance to find a local buyer. It was agreed that it would be desirable to have each Fleet member voluntarily sign an agreement not to sell his boat without first allowing the Fleet a limited time in which to purchase the boat or to find a purchaser who would intend to keep it in the Fleet and race it. Connolly, Creamer and Felt were appointed a committee to draft a letter agreement. (Letter agreements were prepared and signed.) The

duties of the Secretary were enlarged so as to require the keeping of a list of boats available for sale and of potential buyers.

At the annual meeting this year the following named persons were elected to the offices indicated below for the ensuing year. Fleet Captain, James I. Huddleston, Jr.; First Officer, Robert Vessot; Second Officer (Secretary), George M. Furnald; Third Officer (Treasurer), Robert Tyler; First Lieutenant (Measurer), Henry Audet.

The results of the 1974 races tabulated below are based upon such relevant information as the Fleet records contain and other data believed to be reliable.

Marblehead Racing Association

First Series

Winner Aeolus Francis P. Scully, Jr.

Second Series

Winner Finesse Allen-Cooper-Creamer

Third Series

Winner Strumpet Donald Felt

Over-All

Winner Finesse Allen-Cooper-Creamer
Runner-Up Aeolus Francis P. Scully, Jr.

Race Week

Winner Aeolus Francis P. Scully, Jr.
Runner-Up Cinch William Harding

Eastern Yacht Club Spring Series

Winner Lotus Mrs. L. P. Pleasants

Eastern Yacht Club Sunday Series

Winners Ellen) Eugene T. Connolly
Lotus) Tied Mrs. L. P. Pleasants

Eastern Yacht Club Championship

Winner Lotus Mrs. L. P. Pleasants

Eastern Yacht Club Chowder Race

Winner Ellen Eugene T. Connolly

Corinthian Yacht Club Sunday Series

Winners Lotus) Mrs. L. P. Pleasants
Sabre) Tied Albert G. Tierney, Jr.

Corinthian Yacht Club Fall Series

Winner Strumpet Donald Felt

Corinthian Yacht Club Pumpkin Series

Winner Strumpet Donald Felt

1975

The year 1975 showed substantial increase in the Fleet's membership. New members were No. 107, Spirit, John B. Reed; No. 71, Orion (former Fleet member Sabre), E. Eric Butler; No. 22, Flexible Flyer, F. N. Clemson, Jr. and Barrett C. Nichols; No. 33, Dawn Treader, Robert L. Nutt and Richard St. G. Sides; No. 6. Sundance, James Dooley; and No. 34, Sjørn, Nils P. Peterson and Frank L. Jones. Unfortunately, Bob Tyler sold Beauty out of Marblehead but only after he gave the Fleet opportunity to buy her or find a purchaser for her intending to race her in Marblehead. The Fleet lost a good member and a great competitor when it lost Bob. Thus, the number of boats in the Fleet was twenty, of which fourteen could be counted on to race with fair regularity.

The annual New England Shields Dinner was held in April at Jim Huddleston's home on Marblehead Neck. Jim's wife, Judy,

was hostess -- only five days after giving birth to a baby girl. A large number of people, including representatives from the four New England Fleets, were at the dinner. While this party was in process Ernie Godshalk, a former crewman of Aeolus, telephoned to Frank Scully from Singapore to wish the diners good sailing, good luck and safe landings. This dinner party was most delightful, and Jim and Judy were thanked again and again and again, -- and they surely deserved the appreciation.

The team races series with crews representing the Buzzards Bay Fleet this year was won by that Fleet. The skippers from the Northern Massachusetts Bay Fleet were Don Felt, Jim Huddleston and Frank Scully.

Frank Scully won four of the five M.R.A. races of Race Week and for this stellar performance was awarded the Fowle Trophy, the premier prize of Race Week. It is of interest that three members of the Fleet have been given this award in three of the last four years -- Betty Pleasants in 1972, Pem Pleasants in 1973, and Frank Scully in 1975.

Frank and his crew, wife Anne and John Francis, flew to California in September for the National Regatta at Monterey and placed third out of the sixteen contestants.

"Sail 75," the parade of racing boats into and around Marblehead harbor, took place this year on a beautiful, sunny Sunday, May 25, and was followed by a cocktail party on the Eastern lawn.

The weather this year was really satisfactory, only one M.R.A. being cancelled, and that was because of fog.

Of the M.R.A. races, including Race Week races, thirteen boats "showed," that is, won at least one of the first three places in individual races. Aeolus won eleven firsts, four seconds and one third; Strumpet won three firsts, five seconds and two thirds; Lotus won two firsts, two seconds and two thirds; Challenge won one first, two seconds and three thirds; Spirit won one first and two thirds, Dawn Treader won one first and one third, and so forth.

This year aluminum spreaders were installed on some of the boats as authorized by the National Association or special Fleet action. Reports were that these spreaders were entirely satisfactory.

Jim Huddleston, Fleet Captain, bought Shields No. 92, Columbia, from the Massachusetts Maritime Academy and planned to sell her to a purchaser who would join the Fleet and race her in Marblehead. She was bright red and beautiful to look at but it was obvious that a satiety of labor and equipment would be necessary to bring her back to healthy racing condition including new sails, the latter not necessarily being a deterrent to a willing purchaser. Walter Cairns and his wife, Mary Lane were talking with Jim but could not get together with him on a purchase of No. 92. Mary Lane, an experienced sailor, incidentally known in her early teens as "the terror of the Brutal Beast Fourth Division," a junior racing class, told her father, Gene Connolly, about their discussions with Jim, and after inspection

and trial sailing and conversation Gene brought No. 92 and changed her name to Kate after his sister and Walter bought Gene's Ellen and changed her name to Synergy after considerable thought -- and everybody was happy. Walter and Mary Lane raced Synergy in the Corinthian Fall Series within the next few weeks and in one race finished third. Ann Cairns, Chris Pingree and Peter Noyes crewed.

The Twilight Series this year took on new and better life and energy. It is sailed evenings and without spinnakers. Newt Clemson and Barry Nichols and their respective wives, Nancy and Sara, and John Read (in 1976) seemed to dominate this series, although Bob Nutt and Dick Sides with their respective wives, Virginia and Judy, were usually strong contenders. Sue Peterson and Martha Jones sailed their husbands' Shields Sjorn in some of these evening races but much more often as skipper and crew in the M.R.A. races. All of these young ladies added beauty and charm and ability to the Fleet. Billy Guild sailed his grandfather's Ellen in the Corinthian Sunday Series of three races and won the series by getting two firsts and one second. He almost apologized to his red-faced grandfather for the second.

At the 1975 annual meeting the following-named persons were elected officers of the Fleet as indicated for the ensuing year: Fleet Captain, James J. Huddleston; First Officer, Robert Vessot; Second Officer (Secretary), George M. Furnald; Third Officer (Treasurer), George M. Furnald; Lieutenant (Measurer), Henry Audet.

The 1975 racing results, according to the Fleet records and supplemental data, were:

Marblehead Racing Association

First Series

Winner	Aeolus	Francis P. Scully, Jr.
Runner-up	Lotus	Mrs. L. P. Pleasants

Second Series

Winner	Aeolus	Francis P. Scully, Jr.
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Third Series

Winner	Aeolus	Francis P. Scully
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Over-all

Winner	Aeolus	Francis P. Scully, Jr.
Runner-up	Strumpet	Donald M. Felt

Race Week

Winner	Aeolus	Francis P. Scully, Jr.
Runner-up	Flexible Flyer	Clemson and Nichols

Eastern Yacht Club Spring Series

Winner	Challenge	James I. Huddleston, Jr.
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Eastern Yacht Club Sunday Series

Winner	Beauty	Robert Tyler
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Eastern Yacht Club Championship

Winner	Lotus	Mrs. L. P. Pleasants
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Corinthian Yacht Club Sunday Series

Winner	Ellen	Eugene T. Connolly
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Corinthian Yacht Club Fall Series

	Strumpet	Donald M. Felt
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Corinthian Yacht Club Pumpkin Series

	Strumpet	Donald M. Felt
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Twilight Series

Winner	Flexible Flyer	Clemson and Nichols
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1976

The banner year of the Fleet to date was 1976. Its membership was twenty-three at the beginning of the racing season. Within some time after the end of the season, the membership was twenty-five and the roster was:

<u>No.</u>	<u>Name</u>	<u>Owner</u>
44	Aeolus	Francis P. Scully, Jr.
75	Finesse	Allen, Cooper, Creamer
92	Kate	Eugene T. Connolly
118	Lotus	Mrs. L. Pemberton Pleasants
173	Erebus	Richard E. Mooney
69	Bounty	George M. Furnald
121	Ptarmigan	Maynard and Vessot
72	Strumpet	Donald M. Felt
32	Typhoon	Henry Audet
93	Challenge	Dr. James I. Huddleston, Jr.
11	Volante (1)	John Perkins
7	Aileen (2)	George Butler
23	Endeavor	John Brown
107	Spirit	John B. Read
22	Flexible Flyer	Clemson and Nichols
33	Dawn Treader	Nutt and Sides
6	Sorceress (2)	James Dooley
34	Sjorn	Peterson and Jones
127	Cornelia (2)	Ralph DeMattia
144	Synergy	Walter Cairns
49	Red Fox	James Porath
36	Yankee Peddler (2)	Thomas A. Huber
71	Branwen	David Featherstone
206	Free Will (3)	Barry Steinberg
156	Icarus (3)	Thornton Jenkins

In order of joining fleet.

- (1) Home port in Maine
- (2) Did not actively race
- (3) Post season

Associate members -- Jonathan K. Cook. John M. Francis, Ernest L. Godshalk, Comdr. Francis H. Markey, John McCloskey, John O'Day, Lea Pendleton, Robert Tyler, and Francis Welch.



"Photo by The Naked Eye"

It was an active season on the water, including fourteen M.R.A. championship races, six Race Week Races, four Eastern Spring races, and three Eastern Sunday races, three Corinthian Sunday races, three Corinthian Fall races plus races under the sponsorship of the Pleon Yacht Club, Chowder races under the sponsorship of the Boston, Corinthian and Eastern Yacht Clubs respectively and a good number of twilight races. Ordinarily a M.R.A. race would have been scheduled for June 10, but not so this year since the parade of the Tall Ships in Boston Harbor was on that day and was given right-of-way. The Fleet's participation in the M.R.A. Championship races averaged about fifteen boats per race. Its participation in Race Week was not so good, due presumably to the heavy wind, the heavy rain and the violent seas. John Ahern of the Globe said about one of the races:

"This was a day for the rocking chair fleet, a nice fireplace and a warming cup. And a lot more took up those pursuits than went in for yacht racing yesterday, a perfectly understandable decision.

Again, the breeze came onshore kicking up seas that looked like miniature mountains and many who went out for Eastern Yacht Club's day in this 88th Race Week were wondering last night if golf might be their game. That's how lousy it was out there in the ocean."

Norm Cressy, Marblehead sailmaker, after winning two Rhodes races on that day was represented as coming ashore waterlogged and weary and complaining "This is as tough racing as I've ever been connected with."

While in the area of stormy weather it will be appropriate to refer to the National Regatta held this year at Newport. Three crews from Marblehead raced in this Regatta -- Don Felt and his sons Mark and Matthew; Newt Clemson,

Barry Nichols and Dick Sides, and John Read, Ralph Carlton and John Papps. In one of the races the wind was at a slow pace on the way out to the starting line from Newport but suddenly "out of nowhere" came a squall with winds gusting up to forty or fifty miles an hour and creating extremely high, steep and deep waves. Bailing was the order of the day -- and it was quite an order. One crew -- from another part of the country -- bailed furiously and exhaustingly but with the boat's bow headed into the wind and seas, a huge wave over the bow completely filled the boat which, without delay, sank. Fortunately, all the crew were promptly rescued. Were the forward and aft bulkhead covers in place and securely fastened and if they were, what effect would the bulkheads have had in preventing the sinking? There are some who think the covers had been shaken loose before the wave filled the boat, but who knows. At least, here is food for thought. In another race the wind was blowing over twenty-five knots with strong gusting over that range and again high, steep and deep waves. The boats were being tossed about with considerable irregularity and foul-weather gear and life-preservers were definitely in vogue. Ralph Carlton, a hardy Marbleheader and one of John Read's crew, was sitting on their boat's deck with his legs hanging down into the cockpit when the boat took a sudden lunge and tossed Ralph to its other side -- and overboard. John, grabbing the helm, executed a 360° turn of the boat and he and John Papps fished Ralph out of the water, a deft and lucky rescue -- all within 45 seconds. However, when

Ralph was catapulted across the boat into the water, his leg was broken. The virtue of life-preservers or life-vests (Coast Guard approved) is obvious. Ralph had one on.

In local Marblehead waters in the first race of the M.R.A. Championship Series there was a good illustration of foresight and sound thinking. Flexible Flyer had sailed very well in 1975, ranking high in the Fleet. Apparently Newt Clemson and Barry Nichols had determined that she would have an improved performance in 1976 and that so far as they could control, no accidents were going to prevent it. In any event in the first race about three minutes after the start the main-halyard shackle pulled upward through the head-board and the mainsail came quickly down, obedient to the law of gravity. Repairs could not be conveniently made on the spot. The wind was high and the sea was rough and the shackle still secured to the halyard was at the mast-head defying gravity and no human should or would attempt a climb to the mast-head to rescue this piece of equipment. Thus, decision was necessary as to whether to withdraw from the race and suffer a one-point penalty or finish the race under jib (and on certain courses with spinnaker) in last place but without penalty. The two bankers, Newt and Barry, conservative and learned in figuring interest points to narrow margins decided on the latter course. Apparently Flexible Flyer went all right but slowly to windward and had difficulty with the spinnaker without the protection of the mainsail. The decision not to take the penalty point was a good one. They won the M.R.A. Championship -- and by only four points. Of course, it could have been closer.

Earlier in this history reference was made to crews not being given requisite credit and praise for their skills and know-how. However, this is not always so. Here is mention in a local newspaper of a crewman (become skipper in one of the 1976 races):

"Finally off Marblehead Harbor, Lea Pendleton discovered the thrill of victory while sailing Gene Connolly's Shields for him as the 85-year-old Connolly was attending a birthday party for another octogenarian."

The New England Shields Annual Dinner was held this year in Newport on February 6th. Attendants from Marblehead included Anne and Frank Scully and Ellen Connolly.

The annual team race series between the Fleet and the Buzzards Bay Fleet for the Roosevelt Cup was held in the fall of this year at Marblehead under the sponsorship of the Eastern Yacht Club. The skippers representing the Fleet were Don Felt, George Furnald and Frank Scully. It was won by the Buzzards Bay Fleet. The New England Championship Series was held at Newport this year under the sponsorship of Ida Lewis' Yacht Club.

Gene Connolly was awarded the Fowle Trophy this year "because of his lifetime contributions to the sport of yacht racing, his active and sincere interest in the promotion of the sport, and his contributions to the success of Marblehead Race Week, in which he has been a participant for three score and more years." This award increased to four the number of Fleet members who received the award in the last five years. Thornton (Tim) Jenkins who crewed for Carl Maynard in Ptarmigan quite frequently and, according to Carl, was excellent crew and entertaining company, joined the Fleet with Shields No.

156, Icarus, after the 1976 racing season had ended. He was well welcomed. No. 156 may fly high in sustained flight, but Greek legend says that the original "Icarus" did not.

Newspapers, including The Boston Globe, Boston Herald-American, Marblehead Reporter, Marblehead Messenger, Lynn Item and Salem Daily News, and their staffs and reporters really do quite well in publishing reports of the Marblehead races. The Fleet is thankful to them. Names of some of the reporters who have been especially cooperative are mentioned in this history.

The time, thought and effort put into planning and conducting yacht racing at Marblehead by the Marblehead Racing Association and its officers and the Race Committees of the Boston Yacht Club, Corinthian Yacht Club, Eastern Yacht Club and Pleon Yacht Club are really phenomenal and the experience required as a basis for their successful results is great. The Fleet is sincerely thankful to the M.R.A. and its associated clubs and committees for the keen and healthy competition the Fleet has had.

At the annual meeting of the Fleet many matters of concern or interest to the Fleet were discussed. Barry Steinberg, owner of Shields No. 206 (Free Will), was welcomed to the Fleet. The following-named persons were elected to offices in the Fleet for the ensuing year, as indicated: Fleet Captain, George M. Furnald; First Officer, Carl Maynard; Second Officer (Secretary), Barrett Nichols; Third Officer (Treasurer), Barrett Nichols; Lieutenant (Measurer), Henry Audet.

The results for the 1976 season, according to Fleet records and supplemental data, were:

Marblehead Racing Association

First Series

Winner Kate Eugene T. Connolly

Second Series

Winner Strumpet Donald M. Felt

Third Series

Winner Challenge James I. Huddleston, Jr.

Over-All

Winner Flexible Flyer Clemson and Nichols
Runner-up Kate Eugene T. Connolly

Race Week

Winner Spirit John B. Read
Runner-up Challenge James I. Huddleston, Jr.

Eastern Yacht Club Spring Series

Winner Dawn Treader Nutt and Sides

Eastern Yacht Club Sunday Series

Winner Lotus Mrs. L. P. Pleasants

Eastern Yacht Club Championship

Winner Challenge James I. Huddleston, Jr.

Corinthian Yacht Club Sunday Series

Winner Dawn Treader Nutt and Sides

Corinthian Yacht Club Fall Series

Winner Challenge James I. Huddleston, Jr.

Twilight Series

Winner Spirit John B. Read
Runner-up Flexible Flyer Clemson and Nichols

The finish line for this series of episodes is here.

Northern Massachusetts Bay Fleet

CONSTITUTION

Article I - Authorization

On the application of the following owners of SHIELDS CLASS SLOOPS:

Francis P. Scully
Henry E. Cooper
Edwin B. Cobb

Peter Godfrey
Eugene Connolly

a fleet charter was granted by the SHIELDS CLASS SAILING ASSOCIATION in accordance with its Constitution to these owners, thereby creating the NORTHERN MASSACHUSETTS BAY FLEET (hereinafter called "The FLEET")

Article II - Membership

Membership in The FLEET shall consist of the following classifications:

Regular Members - owners, co-owners, and charterers of registered Shields sloops

Associate Members - dealers, boatyards, and others interested in The FLEET

Corinthian Members - crew, retired class members, and friends of The FLEET

Sponsoring Members - manufacturers, suppliers, and others interested in The FLEET

Only regular members shall be entitled to be elected or appointed to office or to vote at fleet meetings.

Article III - Dues

Fleet dues, if any, shall be fixed by the Bylaws.

Article IV - Executive Officers

1. The Executive Officers and their respective duties shall be as follows:

a. Fleet Captain is the chief executive. He shall preside at fleet meetings, be the representative

and spokesman for the fleet at all races in which the fleet participates, serve as chairman of the Executive Committee, rule on procedure and jurisdiction, summarize decisions, appoint special committees, authorize the payment of all bills, and shall act as fleet delegate at regular or special meetings of the Shields Class Sailing Association.

- b. First Officer - The First Officer shall officiate in the absence of the Fleet Captain.
 - c. Second Officer - The Second Officer shall officiate in the absence of both the First Officer and the Fleet Captain. In addition, he shall serve as Fleet Secretary and Fleet Correspondent.
 - d. Third Officer - The Third Officer shall officiate in the absence of the Second Officer, First Officer, and Fleet Captain. He shall also serve as Fleet Treasurer, shall receive all dues or funds paid to the fleet, deposit funds in the depository approved by the Executive Committee, keep financial books and securities of the Association, and disburse funds on order of the Fleet Captain.
 - e. First Lieutenant - The First Lieutenant shall be the Measurer of the fleet, shall operate the spare parts pool, if any, and shall be custodian of all fleet property, if any.
2. The aforementioned officers shall be elected at the Annual Meeting and serve for one year, from November first to October thirty-first, or until their successors qualify. Each shall be nominated, seconded, and voted upon by the Members in the order named. The candidate for an office receiving the greatest number of votes shall be considered elected to that office.

Article V - Committees

1. The Executive Committee shall consist of all of the Executive Officers provided in Article IV. This committee is empowered to act in the name of the fleet in matters requiring prompt action and personal discussion. It shall serve as the membership committee to review and accept or reject applications for new or reinstated fleet membership and shall have the

right to suspend a fleet member for a term not to exceed its term of office for non-payment of dues or for gross violation of rules or unsportsmanlike conduct. All bills in excess of \$50 shall be reviewed and approved by the Executive Committee prior to approval being given by the Fleet Captain to pay such bills.

2. Nominating Committee - The Fleet Captain each year shall before July 1 appoint a Nominating Committee consisting of the three most recent past fleet captains able and willing to serve, except that until sufficient past fleet captains are available to form such committee, regular members may be appointed. The committee member with the earliest tour of service shall be the chairman and shall name the time and place of meetings. The committee shall recommend for nomination one member for each of the executive office positions provided in Article IV. The chairman shall present the recommendations of the committee at the Annual Meeting. Before presenting its recommendations, the committee shall inquire of each of its recommended nominees as to his willingness to accept office if elected.

Article VI - Meetings

1. The Annual Meeting shall be held at a convenient time and place after Labor Day but prior to October thirty-first. Special meetings by order of the Executive Committee or upon demand in writing by regular members in good standing representing twenty-five percent of the yachts in the fleet must be held. Time and place of all meetings shall be fixed by the Executive Committee.
2. Notice of meetings shall be mailed to each member of record in all categories at least seven days before the date of the meeting. The purpose of the meeting must be plainly stated in the notice. No other business than that stated can be transacted at a special meeting.
3. Representation of one-half of the yachts in the fleet by regular members in good standing shall constitute a quorum at meetings. Absent members who have sent in proxies prior to the meeting shall be included in counting those present.
4. If a quorum exists when a meeting is called to order, it exists throughout the session.

5. Members of all categories may be heard at meetings, but only regular members in good standing present in person or by proxy shall vote on motions. Where yachts are represented by more than one regular member, such members shall pool their votes so that only one vote is cast per yacht. All present entitled to vote MUST vote on each motion unless excused by the chairman. A majority of votes cast shall decide all questions not otherwise stipulated, and the Chair shall cast the one deciding vote in case of a tie and may also fix a time limit on speakers and debate on motions.

Article VII - Impeachments

Any member may be expelled only by three-fourths vote of those members entitled to vote present in person at an annual meeting.

Article VIII - Amendments

1. The Constitution may never be suspended but may be amended by two-thirds of the votes present at any meeting at which action on the amendment was indicated in the notice of meeting.
2. The Bylaws may be amended by a majority of the votes present at any meeting at which action on the amendment was indicated in the notice of a meeting.
3. Amendments may be recommended by a majority of the Executive Committee or by petition in writing of five regular members in good standing.

SHIELDS ONE-DESIGN CLASS - NORTHERN MASSACHUSETTS BAY FLEET

BYLAWS

Article B-I - Fleet Dues

1. Annual dues for membership in The Fleet shall be:
Regular Member \$15.00
Associate Member \$ 7.50
Corinthian Member \$ 5.00
Sponsoring Member \$50.00
2. Dues shall be due on May 31 of each year. Dues shall be delinquent after June 30 except for new incoming members. Delinquent dues shall be subject to a surcharge of 5 cents for each day's delinquency starting July 1. Members who fail to pay all delinquent dues previous to the annual meeting shall be automatically dropped from fleet membership. Members delinquent in dues shall not be permitted to race their yachts with the fleet.
3. To be eligible for reinstatement after having been dropped from membership for non-payment of dues, the former member shall first pay all delinquencies, including surcharge up to date.

Article B-II - Fleet Trophy

A Barograph shall be the official trophy of The Fleet. It shall be awarded annually to the boat which won the highest percentage of possible score in all Fleet races in which it competed over the entire season. To be eligible, a boat shall compete in not less than 50 percent of all races. The winner of the Barograph shall be declared fleet champion and shall qualify to display a single black chevron on the mainsail. A suitable keeper trophy shall be awarded with the Barograph.

Article B-III - Scoring

In the event an owner or charterer wishes to allow another helmsman to race his boat in an official Fleet race, the Recorder of the Race Committee must be notified in advance of the race if the race is not to be credited to the yacht's score. Races not scored will not count toward a yacht's required races to qualify for the season championship.

Article B-IV - Haul-outs

During the life of an official racing season, yachts shall not be hauled out or beached more than once every four weeks. The first haul-out of the racing season may be taken at the owner's or charterer's option. Thereafter, 28 days in the water must elapse between haul-outs.

In the event of an accident requiring the haul-out of a yacht other than as scheduled above, full facts must be submitted as soon as practical to the Executive Committee in writing, and their approval secured.

Article B-V - Sail Purchase Plan

Sails used in Fleet competition shall be the product of sailmakers approved by the Fleet. Approved sailmakers shall be those selected at a regular or special meeting of the Fleet.

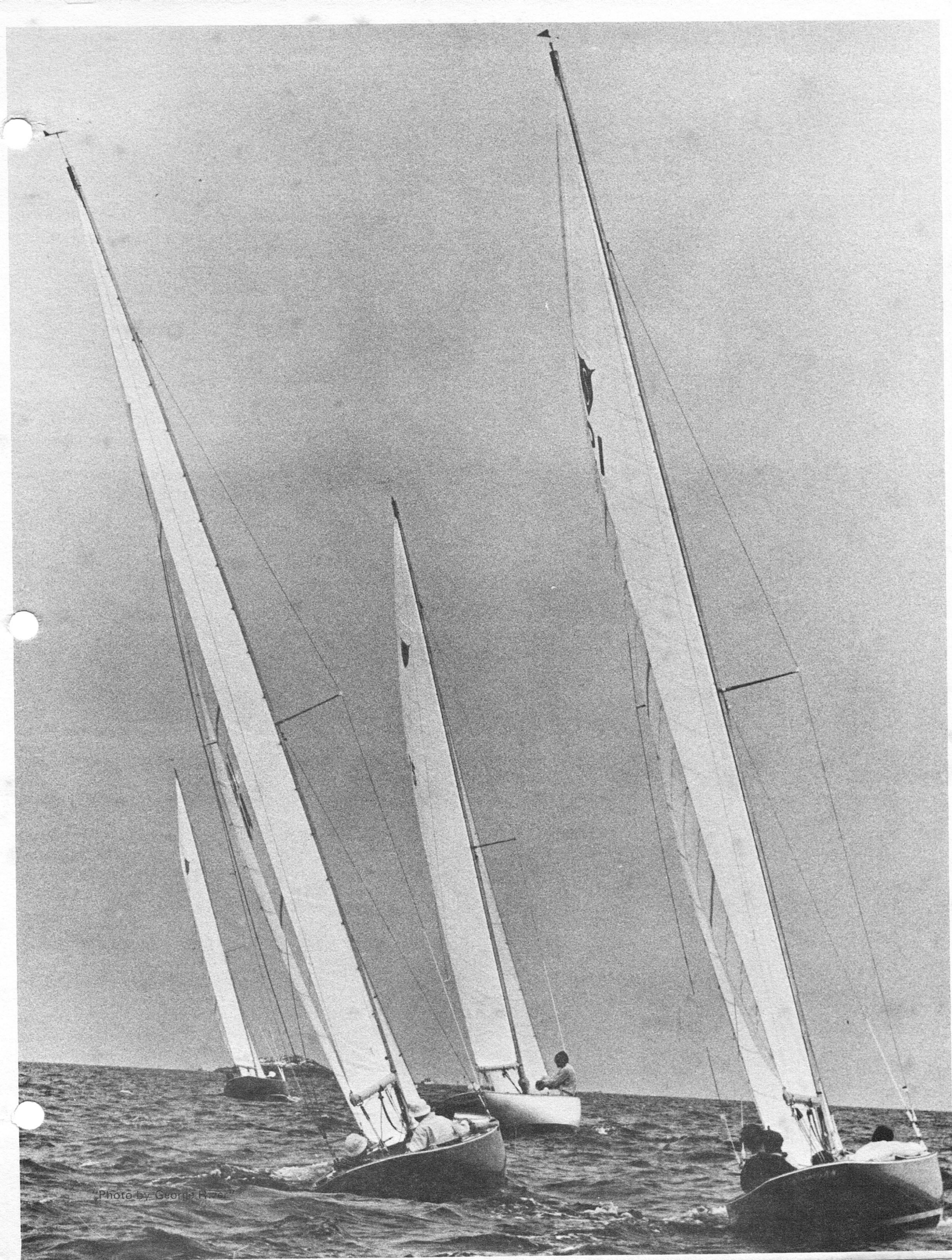


Photo by George R. ...