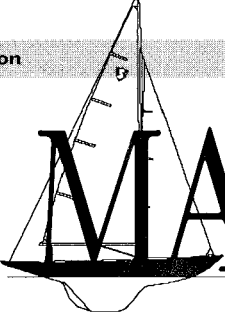
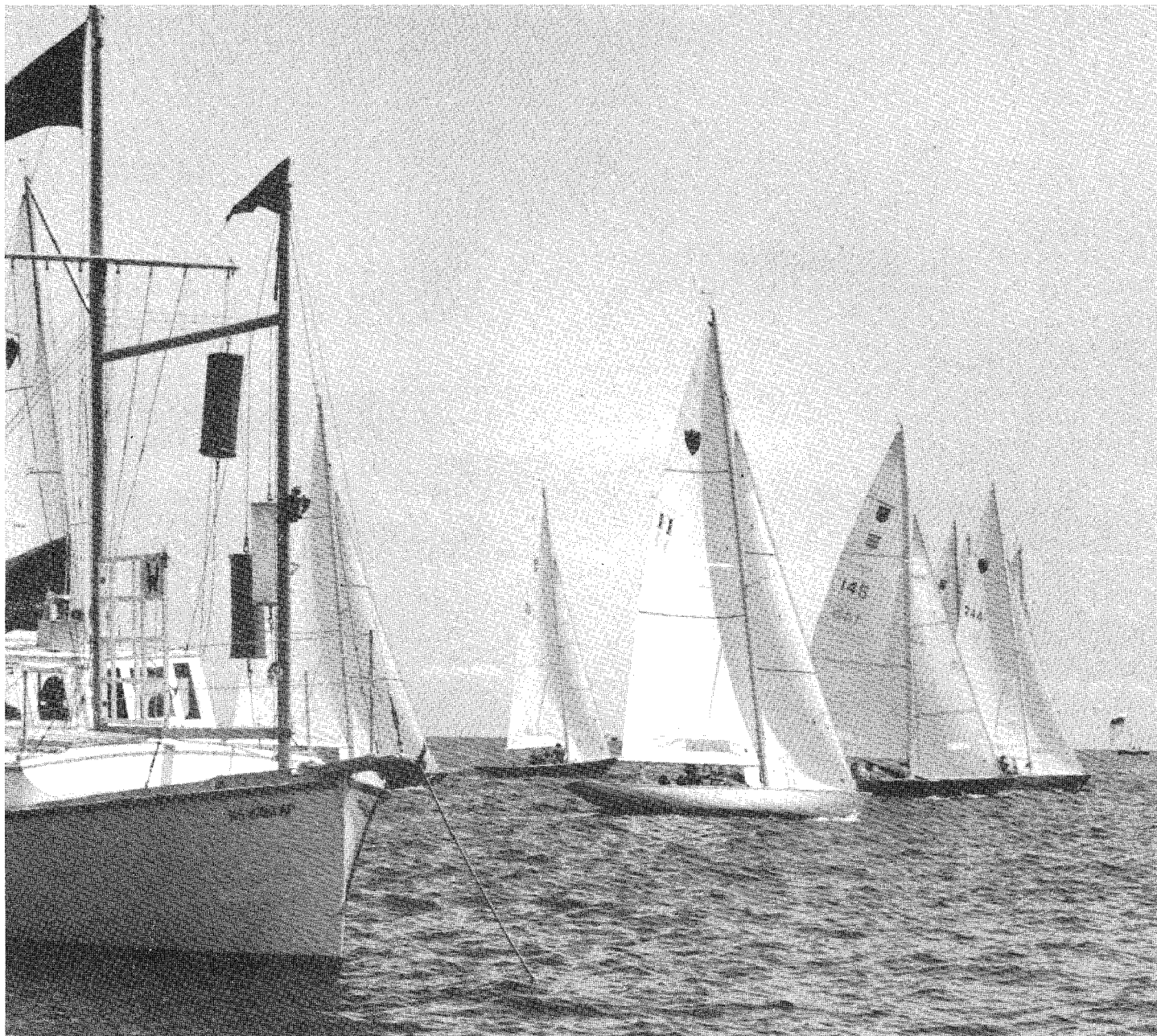


SHIELDS MASTHEAD



August 1990



GEORGIANA KINGSBURY PHOTO

#11 Nancy Hight, #145 Graham Quinn, and #244 Bob Whittemore getting clear air at the start of one race at the Shields New Englands. See Page 7

#28 vs. #245 The Protest

The Armadillo Roars Again

by Gary Brown

The question remains: Was *Hawk*, Shields #245, sailed as an illegal Shields at the 1989 Nationals and can they still be thrown out 11 months after the regatta ended? We're not quite finished with this incident yet. See Pages 4 & 5.

HEATH, TX—Dallas Shields Fleet #11 once again hosted the Armadillo Cup, the 14th annual, also known as the Shields Invitational Regatta. The six race, one-throwout series was held Friday, May 4 through Sunday, May 6

at the Rush Creek Yacht Club. Though out-of-town attendance was not very high, ten yachts were on the starting line for every race, including two visiting boats. Fleet 11 participation was at 81%, with 9 of the 11 available local

(continued on page 3)

President's Report

By now you should have received a *new* "Blue Book" and, in addition, proposed revisions to the specifications which require a vote. Due to the costs involved, we established a policy of only one Blue Book to an active member/boat owner who paid dues last year—co-owners are asked to share. Likewise on the revisions, you are only allowed one vote per registered boat. If you received a book and have sold your boat, please forward it to the new owner. If you received a book and you are not a boat owner, please turn it in to your Fleet Captain. As noted in my recent memo forwarded with the books, hard covers are \$5 and we can send you a copy of the Blue Book for \$5 - just write the secretary at 122 Touro Street, Newport, R.I. 02840.

Hopefully everyone will take the *new* Blue Book and forthcoming revisions seriously so we can establish the Class reputation once again in the strict one-design category. I assume most have heard that the class has been accused of having a "cavalier attitude" concerning its "one design-ness." Most Shields skippers I have talked to agree.

So I hope you all acknowledge, it's time to get back on track and set as our goal a strict *Shields One Design Class*. The letterhead claims this. Let's see if the boat owners can make the same claim by the time we have the Nationals at Manhasset Bay on September 9.

Chris Withers
National President

Financial Report

Please get your dues in to your Fleet Treasurer or Captain, so we can refresh the till. The current financial focus for 1990 is as follows:

INITIAL RECEIPTS/DISPOSITIONS

\$11,418.85 Close-out New York and transfer of funds to Newport
846.93 '89 Nationals reimbursement (from Chicago)

\$12,265.78 Total transferred to Newport
-5,000.00 Five 1-year CD's @ 8.25% *

\$ 7,265.78 Checking account @ 8.25% *

SUBSEQUENT RECEIPTS

\$ 90.00 Emblems/independent memberships
74.75 Checking account interest

\$ 7,430.53 Total working cash (checking account)

EXPENDITURES

\$ 400.00 1/2 ad in Sailing World (with Cape Cod Boatbuilders)
100.00 USYRU Class membership
2,257.20 February Masthead (New York)
568.26 Close-out administrative expenses (New York)
398.26 Start-up administrative expenses (Newport)
1,398.29 April Masthead (Newport)
1,148.74 Blue-Book update (Newport)

\$ 6,270.75 Total expenditures

\$ 1,159.78 Checking Balance 7/3/90

* Checking and CD's in one account at the Bank of Newport for best rate. CD's purchased in \$1K denominations to preclude a large interest penalty if we have to transfer to checking prior to their maturity on 2/15/91.

Howard F. Burdick
National Treasurer

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The Armadillo

(continued from page 1)

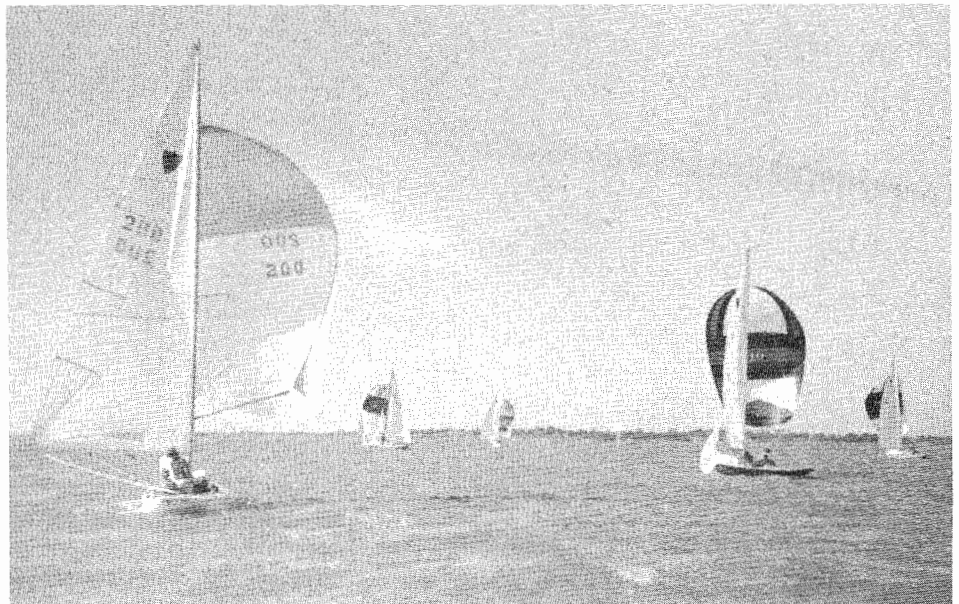
boats raced by fleet members. Former Rush Creek Yacht Club Shields skipper John Dainn returned from San Francisco to drive for a local crew and Bonnie Shore made the trek down from Newport, R.I. to sail with Al Meril.

Racing conditions on Lake Ray Hubbard were ideal. An oscillating north to northwesterly breeze blew between 10 and 16 knots all three days with mostly clear, sunny, 80-ish temperatures. You couldn't ask for much better.

The first two races were on Friday and Fleet 11 regular Rick Tears showed everyone the way around the Olympic courses, taking two largely uncontested, wire-to-wire bullets. Tears managed to get clear right off the line in both races, and both times was the first to pick up that the right side was clearly favored. Winner of the Fleet 11 trials for Armadillo, Bo Hoag, ended up a distant second with 7 points. Shields veteran Harris Garrett sailed to two fourths and was third for the day, just edging ahead of the Bonnie Shore/Al Meril duo and Jim Craig, who were tied for fourth.

Fleet 11 hosted cocktails and dinner at the country home of fleet members Ben and Jane Garrett. Approximately 100 sailors, committee-members, afterguard, and family members attended the gala affair where Texas hospitality was being served in large portions. The infamous Armadillo partiers may have been there but this was a civilized barbeque and was all the better for it.

On Saturday, the committee ran three races, approximately 1 to 1 1/2 hours long and it really scrambled the standings. Consistency was tough to find as each of the three races was won by a different boat, and Tears had come back down to everyone's level. All of the racing was extremely close; often less than two minutes would separate the entire fleet at the finish. Many places were decided by under a boatlength advantage after a one-hour race!



Downwind at the Armadillo. #200 Bill Nowlden and #10 Keith Thompson chasing #73 Bob Broun.

Al Meril and Bonnie Shore got on track early, getting clear away and winning the third race in a light, shifty morning breeze. The fourth race was won by Doyle Sherman, a new member of Fleet 11, but an experienced sailor nonetheless. Jim Craig took the fifth race, returning to Shields racing after a four-year hiatus. Tears' frustrating day left him with a 4-5-4, moving up to third in the first race of the day after a protest between Meril and Sherman. Sherman received a DSQ, moving everyone behind him up.

Sunday was the showdown. One and one-quarter points separated Tears and Meril after their throwout and Jim Craig was only three points back. The weather mark was set at 2 miles in a brisk 16-knot northerly and medium chop for the windward/leeward showdown, the first and only windward/leeward of the regatta. Craig needed to win this one big and he started very fast, went left, and led the race wire-to-wire. But Meril was right on his tail the whole way around, battling to try and get through in near match-race fashion with Tears often less than a boatlength behind. At the climactic finish it was Craig by a boatlength,

Meril, Tears, Brown, and Hoag all within twenty seconds. Tears hung on to win the regatta by the slimmest of one-quarter point margins. Both Meril and Tears were unaware of the final result as neither had correctly accounted for the throwouts and when the boats got into the dock, everyone thought that Dr. Meril had come from behind to win. Rick Tears was the 1990 Armadillo champion, Al Meril was second, Craig captured third, Brown and Garrett were fourth, and Hoag fifth.

Unfortunately for Dr. Meril, the protest in Race 3 may have cost him the regatta, although who could have known at the time. Because he had won the race, he was the only one who didn't make up a point when Doyle Sherman was thrown out. With the throwout, he only needed to put one boat between himself and Tears in the last race to win although it wasn't clear while watching that either he or Tears knew it. But alas, what's done is done. Rick Tears went home with an Armadillo and everyone else went home for a well-deserved rest.

Score another thrilling Regatta for the indomitable Armadillo!



FINAL STANDINGS:

Boat	Skipper	Fleet	Races 1	2	3	4	5	6	Total (w/throwout)
1. #51	Rick Tears	Dallas	1	1	3	(5)	4	3	11.50
2. #28	Al Meril/Bonnie Shore	Dallas	3	(6)	1	4	2	2	11.75
3. #98	Jim Craig	Dallas	2	(8)	4	6	1	1	13.50
4. #152	Harris Garrett/Gary Brown	Dallas	4	4	(5)	2	5	4	19.00
5. #104	Bo Hoag	Dallas	5	2	(7)	3	6	6	22.00
6. #53	Doyle Sherman	Dallas	6	3	DSQ	1	3	(7)	23.75
7. #200	Bill Nowlden	Dallas	DSQ	(7)	2	7	7	6	33.00
8. #73	Bob Broun	Dallas	7	5	6	(9)	8	9	35.00
9. #28X	John Dainn	San Francisco	8	9	9	8	9	(10)	43.00
10. #10	Keith Thompson	Dallas	9	(10)	8	10	10	8	45.00

Blazing Scalpels Vs. Hawk

Decision of the Protest Committee

May 24, 1990

To: Mr. John Hardy
Dr. Allen J. Meril
From: Lester A. Henning, Chairman
1989 Shields Nat'ls. Protest Committee

Acceptance of Protest

On January 20, 1990 the 1989 Shields Nationals Protest Committee was notified of a protest being filed against *Hawk* by *Blazing Scalpels* concerning alleged measurement violations which occurred during the 1989 Shields National Class Championship Regatta conducted September 10-15, 1989.

In considering whether to accept this protest, the protest committee found the following facts:

1. *Blazing Scalpels* was not aware of the possible measurement violations until after the regatta.
2. *Blazing Scalpels* presued the concern of possible measurement violations with the Shields National One Design Association commencing in writing on September 18, 1989.
3. Stemming from *Blazing Scalpels* presuit of possible measurement violations with the Shields National One Design Association, *Hawk* ultimately ceased to be a Shields class-registered yacht on November 17, 1989 due to four modifications to *Hawk's* rigging and controls which were in variance with the Class Specifications.
4. The Shields National One Design Association determined that it had no jurisdiction to decide whether *Hawk* was sailed within the class rules in the 1989 Shields National Championship in writing on December 29, 1989.
5. In the protest initiated by *Blazing Scalpels* and the correspondence received from the protested yacht *Hawk*, facts were not clear as to whether or not *Hawk* was raced in compliance with Fair Sailing Rule C or Rule 75.

Based on these facts, the 1989 Shields Nationals Protest Committee accepted the protest on February 21, 1990 and held a hearing at 1:00 pm on March 31, 1990 extending the time limit for protests according to Rules 68.4(a) and 68.6(a). Both parties to the protest

were notified in writing of the hearing, Rule 72. Both parties to the protest acknowledged receipt of the notice.

Facts Found

At the hearing held on March 31, 1990 only *Blazing Scalpels* was represented. After the hearing, the protest committee determined that additional facts would be necessary in order for the committee to reach a decision. This resulted in requesting information from the immediate past president of the Shields One Design National Association, the owner of *Hawk*, and the fleet captain of the Shields fleet where *Hawk* is sailed. From information contained in all of the correspondence ultimately received by the protest committee and the actual hearing the following facts were determined:

1. *Hawk* raced during the 1989 Shields Nationals with modifications which were in variance with the Shields Class Specifications.
2. *Hawk* was a registered Shields of the Shields One Design National Association from April 30, 1988 till November 17, 1989 when

“Many Shields are equipped with one or more of the modifications ultimately ruled “in variance with the Class Specs.””

she ceased to be a registered Shields yacht by action of the Shields One Design National Association.

3. *Hawk* was raced with three of the modifications during 1988 and with all four of the modifications during 1989 which led to her deregistration in November, 1989.
4. *Hawk* was certified by the local Fleet Captain as eligible to participate in the 1989 Shields National Championship with the knowledge that she was equipped with the modifications which ultimately led to her deregistration.
5. *Blazing Scalpels* protest against *Hawk* was not initiated until after the completion of the 1989 Shields National Championship.
6. Between the time *Hawk* was certified as eligible to participate in the 1989 Shields National Championship and through the championship, *Hawk* remained equipped as certified to participate and was a registered yacht of the Shields One Design National Association.
7. Neither the Notice of Race nor the Sailing Instructions provided for yacht inspections for compliance to the Shields Specifications with the exception of sails and safety equipment.

Decision of the Protest Committee

Based on the facts found that *Hawk* was not in compliance with the Shields One Design National Association specifications after the regatta was completed and was not protested until after the regatta was completed, *Hawk* cannot be disqualified or penalized under Rule 19.1 as at the time of entering and sailing the regatta she was a registered Shields Yacht by the National Association. Furthermore, Rule 8.4(a) of the Shields Class Sailing Association By-Laws stating, “Only registered Yachts shall be used” in the National Championship Regatta, was not violated.

In regard to Rule 19.2, the facts support that both the owner of *Hawk* and the fleet captain which certified *Hawk* considered the yacht in compliance with the Class Specifications. Furthermore, assurance of compliance to the Shields Specifications is determined by Section 2.3 of the Shields Class Sailing Association By-Laws.

The Shields Class Sailing Association By-Laws specify in sections 2.3 (a) and (b) that a registered yacht can only cease being a registered yacht if 1) “the measurer determines that it does not comply with the specifications, or” 2) “the fleet in which such yacht is normally sailed determines that it does not comply with the specifications and so notifies the measurer.” Neither of these actions occurred before or during the regatta. The fleet that *Hawk* normally sails with certified her to compete in the 1989 Nationals with full knowledge that she was equipped as ultimately precipitated her deregistration.

The Shields Class Sailing Association Specifications in Section 1 (c) states “Any alteration of a registered Yacht which is not expressly permitted herein shall be deemed to be prohibited.” *Hawk*, as determined by the Shields National Sailing Association, was in violation of this specification and deregistered according to the By-Laws, Rules 2.3(a) and 2.3(b).

To effect a judgement utilizing Rule 75 or Fundamental Rule C, there must be conclusive evidence. The committee finds no such compelling evidence as indicated by the facts. No changes were made to *Hawk* between the time she qualified for the Nationals and she raced the Nationals. *Hawk* was equipped as ultimately ruled prohibited a considerable period of time prior to the Nationals and with the full knowledge of the fleet members and fleet captain of the fleet in which *Hawk* sailed and qualified for the Nationals. It should be noted that the fleet captain is a past president of the Shields One Design Class Association.

Therefore *Hawk* is exonerated.



The Saga

A chronology of events to date

April 30, 1988 - *Hawk*, Shields #245, owned by John Hardy of Manhasset Bay, N.Y., is measured in as a class legal Shields.

September 15, 1989 - *Hawk* wins the Shields National Championship in Chicago with five first place finishes, choosing not to sail the last race and using it as her throwout.

September 18, 1989 - Allen J. Meril, skipper of Shields #28, *Blazing Scalpels*, who finished second in the Nationals with scores of 3-4-3-(5)-3-1, sends a letter to Don Tomlin, President of the Shields One Design Class Association (SODCA). In the letter, he points out discrepancies he noticed on *Hawk* at the Nationals and requests that a Technical Committee be formed to inspect *Hawk* for alleged violations of the class rules.

September 26 & 27, 1989 - National Class Measurer Vic Onet carries out two inspections on *Hawk*, back at her home port on Long Island, and talks to the owner, builder, painter, and rigger.

October 13, 1989 - In a letter to Don Tomlin, Vic Onet prepares an inspection report on *Hawk*, which is in turn referred to the Shields One Design Class Technical Committee (SODCTC).

October 29, 1989 - The SODCTC meets to discuss the alleged violations onboard *Hawk*.

November 6, 1989 - The SODCTC issues their report to the Governing Board. In it, they outline four items not permitted under the current Class Specifications: the jib halyard tension device, the jib car lead controls, the vang, and the backstay system.

November 17, 1989 - Don Tomlin sends a letter to *Hawk's* owner John Hardy, following up on the Technical Committee's findings. The report concludes that (1) *Hawk* "has ceased to be a registered Yacht," (2) *Hawk* "is ineligible to participate in Shields Class events," (3) *Hawk* may be reinstated as a class legal boat if "the Measurer determines that its failure to comply with the Specifications has been rectified." The ruling is made according to Paragraphs 2.3 and 2.4 of the By-Laws and Paragraph 1 (c) of the Specifications.

November 21, 1989 - Don Tomlin sends a letter to all active members of the class notifying them of the Technical Committee's decision and announcing a special meeting to consider and vote on some changes in the Specifications.

November 27, 1989 - Al Meril sends a let-

ter to Don Tomlin, asking the Board of Governors "to rule if Yacht 245 'as sailed in the National Regatta was a 'class legal yacht' (i.e. Registered Yacht)." He also requests that the issue be on the agenda at the special meeting of the Governing Board at Larchmont Yacht Club, and reserves the right to file a formal protest under rules 68.1 and 68.4 (a).

December 11, 1989 - Don Tomlin faxes a letter to Al Meril saying (1) "The Shields Class measurer and the Technical Committee are unable to rule whether or not Shields Yacht No. 245 as sailed in the National Regatta was a registered yacht because the yacht was not inspected during the National Regatta;" (2) the only body that can determine if *Hawk*, as sailed in the National Regatta, was a class legal yacht is the National Regatta Protest Committee;

(3) requests that if Al Meril wishes to take further action, he should file a formal protest with the National Regatta Protest Committee.

December 11, 1989 - Al Meril responds to Tomlin's fax and points out that "the Shields National Association (class measurer) has not fulfilled its obligations under USYRU Rule 70.4 (b)," and should do so. He further requests that the matter be placed on the agenda of the December 15 Special Meeting.

December 14, 1989 - Tomlin sends a letter to Meril referring to IYRU Appeals Case 123. Based on two points in that Appeals Case, he states "the National Measurer has no standing to protest *Hawk* in the National Regatta and believes the Class has fulfilled all its obligations in this matter and consider it closed."

December 17, 1989 - The Special Meeting is held at the Larchmont YC. Ten active members attend, along with 70 proxies mailed beforehand. All items on the proxy are voted in favor of.

December 24, 1989 - Meril sends Tomlin a letter arguing that his interpretation of IYRU Appeals Case 123 is wrong, and details the basis for his original request that the Class and measurer comply with USYRU Rule 70.4.

December 29, 1989 - Tomlin tells Meril in a letter that the Class Association has no jurisdiction to decide whether *Hawk* was sailed within Class Rules at the Nationals.

January 17, 1990 - 124 days after the completion of the last race at the Nationals, Al Meril files a formal protest against *Hawk*. He alleges that *Hawk* was in violation of the Class Specifications during the Nationals in Chicago and that the failure of the Race Committee to call a hearing under USYRU Rule 70.4 (b), entitles him under Rule 69 (a) that he has the right to request redress.

January 20, 1990 - The Shields National Protest Committee is notified of a protest -

Hawk (#245) vs. *Blazing Scalpels* (#28).

January 30, 1990 - John Hardy sends a letter to Jay Higgins, 1989 Chicago Nationals Regatta Chairman acknowledging receipt of the protest and "feels the Protest Committee should disallow the protest due to the failure of (Yacht #28), Dr. Meril to fly the protest flag or to satisfy the requirements of USYRU Rule 68.

February 21, 1990 - The Shields Nationals Protest Committee determines that "the requirements under Rule 68 - Protests By Yachts - has been met." They notify both parties of the hearing at the Columbia YC in Chicago on March 31, 1990.

March 31, 1990 - The Protest hearing is held, the Protest Committee stating that the time limits for protests according to Rules 68.4 (a) and 68.6 (a) has been met. Only *Blazing Scalpels* (#28) is represented.

April 3, 1990 - The Protest Committee determines that more evidence is necessary and contacts and receives letters from Class President Don Tomlin, Fleet Captain Jim Moore and John Hardy. They receive *Hawk's* documentation, builders certificate, and a letter from Hardy telling them how long the boat has been racing with her "illegal" modifications.

May 24, 1990 - The Shields Nationals Protest Committee notifies both parties of their decision (see previous page).

May 30, 1990 - Al Meril asks the Protest Committee for communications between the Committee and John Hardy and the Committee and Jim Moore, which were not supplied to him.

June 18, 1990 - The Committee faxes both letters that Meril did not receive as well as a copy of *Hawk's* entry form for the regatta.

June 20, 1990 - Al Meril faxes and the next day mails a request that the hearing be reopened to permit response to the new material that they sent him.

July 12, 1990 - Al Meril writes Protest Committee Chairman Lester Henning, having heard no response from the previous letter, urging them to respond to his request.

July 17, 1990 - The Shields Nationals Protest Committee sends Meril a fax notifying him of its decision not to re-open the hearing.

July 26, 1990 - Al Meril files an appeal with the Appeals Committee of the Lake Michigan Sail Racing Federation and the Appeals Committee of the USYRU. In his summation, "*Blazing Scalpels* requests the Appeals Committee to overturn the decision of the Protest Committee, and to disqualify *Hawk* in the Regatta."



1990 Shields National Championship Regatta

Manhasset Bay Yacht Club, Port Washington, New York,
September 9-15, 1990



DIRECTIONS:

From Massachusetts

Rte. 95 South to Rte. 295 Throgs Neck Bridge Exit - Over Throgs Neck Bridge to Cross Island Parkway South - Exit to Long Island Expressway (Rte. 495 East) - Exit #36 (Port Washington-Searingtown Road) - proceed North on Searingtown Road which becomes Port Washington Blvd. - Turn left on Main Street (Post Office on right corner) - Continue to Manhasset Bay Yacht Club on right.

From Laguardia Airport

Exit to Long Island East (Grand Central Parkway East) - Proceed to Long Island Expressway East - Follow directions above from Long Island Expressway to Manhasset Bay Yacht Club.

From Kennedy Airport

Belt Parkway East to exit marked Whitestone Bridge (Do not go to Eastern Long Island) - Exit to Long Island Expressway East - Follow directions above from Long Island Expressway to Manhasset Bay Yacht Club.

ENTRY FEE:

The entry fee for the 1990 Nationals will be \$300. Please make checks payable to Shields Fleet #2. For more information and an entry application, contact: John E. Hardy c/o Hyde Insurance, P.O. Box 751, 5 Channel Drive, Port Washington, NY 11050 (516) 883-6300. The entry fee does not include either lunch or dinner costs. Box lunches are available for \$5 per person, per day. Dinner prices are listed on the schedule.



SAIL AND BOAT MEASUREMENT:

Sail and boat measurement will be performed on the second floor of MBYC. David Mack is the Chairman of this committee. Local sails will be measured on September 8th to allow ample time for additional measuring on September 9 and 10. Anticipate boat measuring to take place all week with insight from National Measurer Gary Lash as to specific items of importance.

LAUNCHING:

Lager Yachts (516/767-0141) will launch, haul, step, and unstep the mast for \$150 if the owner is present. This facility is adjacent to MBYC. Moorings will be available at MBYC for all competitors with free launch service to and from the boats. Boats can be hauled and launched at high tide - so plan accordingly. High tide: 9/9 14:45, 9/10 15:39, 9/11 16:39, 9/12 17:59, 9/13 19:52, 9/14 08:41.

BORROWED BOATS:

Larchmont Yacht Club and Seawanhaka Yacht Club will be providing the majority of the borrowed boats. Don Tomlin and Robert Copp are in charge of this committee. Boats

will be delivered to MBYC the week of 9/3 thru 9/7, they will be hauled, videotaped for prior damage and available for wet sanding, repair, etc. Lager Yachts will haul and launch the boats. Those individuals who want their borrowed boats hauled before racing will pay \$100 for the "Round Trip." We will draw boats in two categories: those that want their boats hauled and those who do not. USYRU borrowed boat insurance will be mandatory.

HOUSING AND REGISTRATION:

Manhasset Bay Yacht Club (516/767-2150) has some rooms available on a first-come, first-serve basis. Contact Club Manager Derek Dalrymple. Liz Bevilacqua (516/627-7570) is coordinating the remainder of the housing in the Port Washington/Manhasset vicinity.

Registration will commence September 9th. Visiting skippers and crews will receive ID cards authorizing the use of the club facilities as well as billing purposes for food and beverages not included in the scheduled activities. For the Shields Nationals participants, drink prices will be fixed for the week. Those individuals with membership in yachts clubs that have reciprocity with MBYC will be able to avail themselves of that benefit.

SCHEDULE OF EVENTS:

SUNDAY, SEPTEMBER 9

0900-1800 Welcome, Registration, Housing Assignments,
Borrowed Boats and Sail Measurement
0900-2100 Boat Hauling and Cleaning

MONDAY, SEPTEMBER 10

0900-1800 Welcome, Registration, Housing Assignments
0900-1200 Borrowed Boats Inspection and Sail Measurement
0900-2100 Boat Hauling and Cleaning
1100- Skippers Briefing and Borrower's Agreements Due
1400 Practice Race
1600-1800 Sail Measurement
1700-1800 Welcome Cocktail Party at Manhasset Bay Yacht Club
1800- Annual Meeting

TUESDAY, SEPTEMBER 11

1100- First Race of Championship, Lunch on the Water
Second Race of Championship
1800- Cash Bar at Manhasset Bay Yacht Club
1900-2300 Trip to New York City around Statue of Liberty by boat. Open Bar, Dinner/Live Music Included (\$30.00 per person/dress casual)

WEDNESDAY, SEPTEMBER 12

1100- Third Race of Championship, Lunch on the Water
Fourth Race of Championship
1800- Cash Bar at Manhasset Bay Yacht Club
1900- Dinner at Manhasset Bay Yacht Club
(\$20.00 per person/dress casual)

THURSDAY, SEPTEMBER 13

1100- Fifth Race of Championship
Lunch available at Manhasset Bay Yacht Club
1800- Cookout at Manhasset Bay Yacht Club (\$15.00 per person/dress casual)

FRIDAY, SEPTEMBER 14

1100- Sixth Race of Championship, Lunch available at Manhasset Bay Yacht Club
1600-1800 Inspection of Borrowed Boats
1800 Cash Bar at Manhasset Bay Yacht Club
1900 Awards Dinner at Manhasset Bay Yacht Club (\$30.00 per person/dress jacket & tie)

SATURDAY, SEPTEMBER 15

0800-1000 Inspection of Borrowed Boats

Three In a Row for Tomlinson

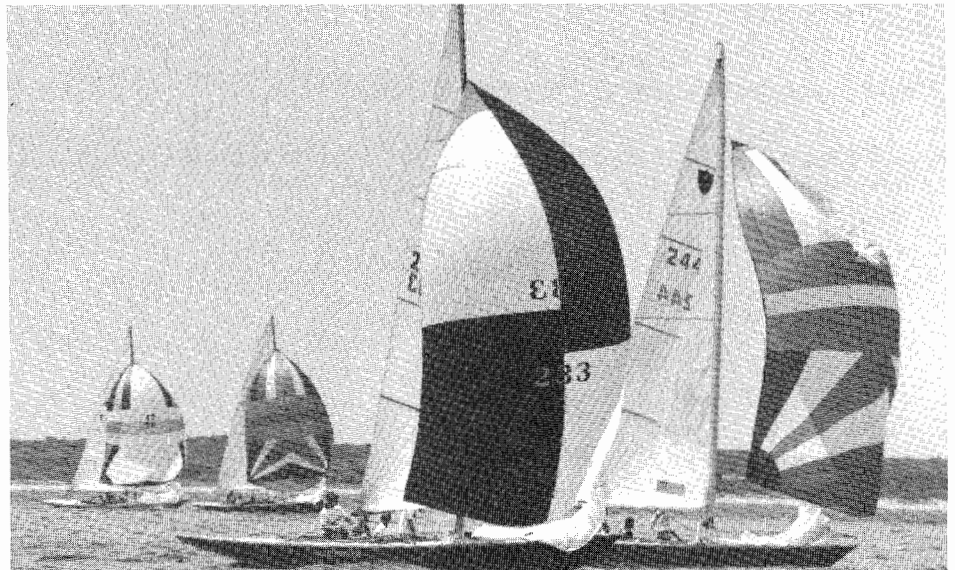
by Bob Whittemore

EDGARTOWN, MA—A small (nine boats) but competitive fleet participated in the New England Championships held July 12-14 during the 67th Edgartown Yacht Club Regatta on Martha's Vineyard. The Yacht Club went all out for the hundreds of sailors hosting Calypso and Mexican nights. Mother Nature was equally gracious; the wind and weather conditions were ideal. Variations throughout the three days challenged the ability of the competitors in all six races.

The first race, a windward/leeward, started off in very light air, progressed to a drifter and ended up in a 20-knot breeze. Joe Tomlinson of Marion in *Red Rover* (#233) and Nancy Highet of Edgartown in *Deja Vu* (#11) worked themselves into the top positions during the drifting conditions. With the onset of increasing winds associated with a weather front, Highet's upper shroud broke forcing her to retire from the race. Tomlinson easily won the race followed by Bob Whittemore of Edgartown in *Enchantress* (#244).

The afternoon race, another windward/leeward, was sailed in a blustery nor'easter, packing 20 to 25 knots of breeze. Despite the wind velocity, six boats rounded the weather mark grouped together. On the leeward leg everyone enjoyed great surfing conditions under spinnaker (Yes, Shields were surfing). Gordon Vineyard of Marion in *Nimrod* (#235) and Bill Weeks of Edgartown in *Alexa* (#42) were the first boats to gybe onto port and arrive first at the leeward mark. They continued to lead the fleet around the course and finished first and second, respectively.

Day 2 started off in lumpy seas with a 15-knot northeast wind. The fleet raced its first Olympic course of the series with Graham Quinn of Marion in *Hot Spur* (#145) several boatlengths ahead after the triangle. However,



Joe Tomlinson (#233) and Bob Whittemore (#244) do battle in a fickle Edgartown breeze.

GEOFFIANA KINGSBURY PHOTO

positions changed on the next three legs as Quinn went to the right, the breeze shifted left, and he dropped to sixth. Billy Weeks edged out Bob Donahue and Joyce Lewis of Edgartown in *Plum* (#79) for first place.

Flatter seas and less wind greeted the sailors for the afternoon race during the second day. Another Olympic course was raced with Tomlinson getting clear at the start and rounding the weather mark first. He had a four- to five-boat lead after reach number two and as the fleet went up the second beat, Tomlinson favored the right side while the rest of the pack chose to split and went left. The left paid off with the biggest beneficiary being Whittemore who moved into first place. He maintained the top position for the remainder of the race and received the gun followed by Weeks. Tomlinson later ended up with a DQ after a mark-rounding incident with Gordon Vineyard.

With four different winners going into the final day of racing, the overall trophy was very much up for grabs. Weeks was tied with Whittemore for first, while Vineyard and Tomlinson were third and fourth. However, if the throwout was factored in, Tomlinson would be tied with Whittemore for first. A great get-together at Edgartown fleet member

Walter Eberstadt's house on Friday night put the battle on the back-burner for a few hours, but everyone was back out on the water Saturday.

Two final windward/leewards were held in a gentle southerly breeze. Whereas numerous boats had battled in the previous four races for the top positions, Races 5 and 6 were dominated by Vineyard, Tomlinson, and Whittemore. Vineyard showed good downwind speed and won Race 5 closely followed by Tomlinson and Whittemore. With one race remaining, Vineyard had now jumped into the lead but needed to beat Tomlinson and either beat Whittemore or finish right behind him to hold on. The race became a classic three-boat battle the whole way around and Tomlinson held off Whittemore to the finish, while Whittemore ended up just nipping Vineyard at the finish.

The racing was extremely competitive throughout the six races but Joe Tomlinson's five best finishes won him the Shields New England Championship for the third consecutive year. His Marion rival Gordon Vineyard finished two points back, just one quarter-point ahead of Bob Whittemore of Edgartown in third. Joe was sailing with Bob Puffer, Chris Woreortor, Carter Clark, and Ted Fisher. **S**

FINAL STANDINGS:

Boat	Skipper	Fleet	Races	1	2	3	4	5	6	Total (w/throwout)
1. #233	Joe Tomlinson	Marion		1	3	3 (DSQ)	2	1		9.50
2. #235	Gordon Vineyard	Marion		4	1	(5)	3	1	3	11.50
3. #244	Bob Whittemore	Edgartown		2	(4)	4	1	3	2	11.75
4. #42	Bill Weeks	Edgartown		6	2	1	2	9 (DNS)		19.75
5. #79	Bob Donahue/Joyce Lewis	Edgartown		(7)	5	2	5	4	6	22.00
6. #227	David Brown	Edgartown		3	(7)	7	4	6	5	25.00
7. #145	Graham Quinn	Marion		5	6	6	6	5 (DNS)		28.00
8. #128	Hal Scott	Edgartown		(DNS)	DNS	8	DNS	8	4	42.00
9. #11	Nancy Highet	Edgartown		(WD)	DNS	DNS	7	7	DNS	47.00

AROUND THE WORLD



—There are 15 Shields fleets around the country; from California, Connecticut, Illinois, Maine, Massachusetts, New York, Rhode Island, and Texas. This section is entirely devoted to what's going on in the fleets. We haven't made contact with everyone out there in "Shieldsdom," but we will. And if you don't see a Shields regatta or event you sailed in listed here, don't get mad. Get even and send it in.

FLEET 11

Spring Brings New Growth to #11

This spring brought new life to the Texas branch of the Shields racing fraternity. New fleet members Peter Gerard and Forrest Germany, who purchased #53 from fleet ownership, and Doyle Sherman, #184, have started a virtual renaissance in our fleet. Jim Craig, who had been "retired, of counsel" for several years has totally refurbished #98 and is actively racing again. The level of competition at a given club race has been raised significantly, with 5 to 8 boats out regularly. Another semi-new fleet member, David Card, won his first

Shields race during our Summer Series, defeating familiar names like Craig and Tears.

The fleet hosted the extremely successful Armadillo Cup in May (see story), followed by our Nationals Qualification Series which is in progress. At the turn, Sherman is currently first, Tears is second, and Gary Brown is third. Eight boats are being raced regularly.

Last Sunday, the fleet attended a "Get Smarter Seminar," held by Tactician Rob Johnstone and trimmer Steven Craig from the current J/24 National Champion, *Grand Slam*. Professor Rick Tears also shared in the faculty duties by sharing many of his "Secrets of Shields Speed." Rob enlightened us on matters

tactical, and the group then spent the afternoon on the lake in intensive drills. Everyone agreed that it was a most worthwhile program. Proceeds will help support "Team Slammer" in their appearance at the J/24 Worlds in Ireland in July.

Fleet 11 members enjoyed 12:34:56, 7-8-90 together, (a most unique point in time!), looking forward to participation in the Nationals at Manhasset Bay, continuing growth of our fleet, and the development of the quality of competition.

Garry Brown
Fleet Captain

FLEETS 1, 2, & 5

Long Island Sound Shields District Championship

Larchmont Yacht Club, NY - 21 boats
June 23-24, 1990

FINAL RESULTS:

Boat	Skipper	Fleet	Races 1	2	3	Total
1. #80	Vic Onet	Larchmont	2	1	2	4.75
2. #222	Dick Ronan	Larchmont	4	2	3	9.00
3. #76	Robert Copp	Seawanhaka	6	4	1	10.75
4. #26	Don Tomlin	Larchmont	3	3	6	12.00
5. #221	Mike Carr	Larchmont	7	5	4	16.00
6. #25	Fred Werblow	Larchmont	1	6	13	19.75
7. #77	Trevor Pardee	Seawanhaka	11	7	7	25.00
8. #106	Beth Haley	Larchmont	9	8	8	25.00
9. #142	Hoke Simpson	Larchmont	12	13	5	30.00
10. #57	Steve Erlanger	Seawanhaka	8	14	10	32.00

Pollyann Trophy

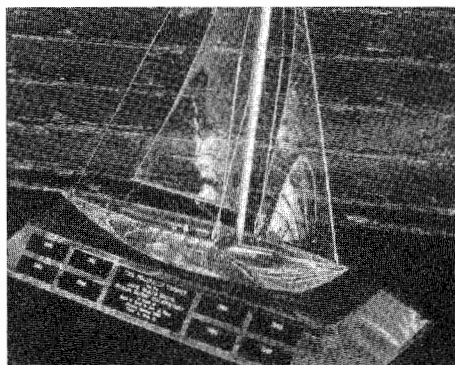
The Pollyann Trophy, a beautiful crystal rendition of a Shields, rigging and all, was donated this year by Victor Onet in honor of

his daughters Paula and Ann. The Deed of Gift reads:

"The intent of this trophy is to reward participation and excellence in four separate events which are listed herein.

"The Pollyann Trophy shall be awarded to the Shields Class Yacht which has competed in the Long Island Sound District Championship, Larchmont Race Week, Manhasset Bay Race Week, the LYC Columbus Day Regatta and

which has achieved the best cumulative score for races sailed in those events. The yacht must be entered and compete in each regatta and receive an official score for that regatta. The Low Point scoring system, Appendix 5.2 of the 1989-1992 racing rules, shall apply except that each yacht's total score will be the sum of her scores for all races, excluding her two worst



scores in accordance with Rule 74.5 (c)."

After the districts and Larchmont Race Week, the overall standings show Vic just ahead of Dick Ronan: **1.** (#80) Vic Onet, NAYS (26.75) **2.** (#220) Dick Ronan, Larchmont (27.50) **3.** (#221) Mike Carr, Larchmont (38.00) **4.** (#25) Fred Werblow, Larchmont (47.75) **5.** (#26) Don Tomlin, Larchmont (47.75).

Larchmont Race Week

Larchmont Yacht Club, NY—15 boats
July 14, 15, 20, 21, 22

LARCHMONT, NY—Good breezes prevailed for most of Race Week this year, and the

Shields class was the largest one-design group represented. The first weekend had a 12-14 knot easterly while Sunday a strong southwest-erly gave the fleet a wild ride around a 12-mile olympic course. The following weekend wasn't quite the blow out of the first weekend, deteri-

orating on Saturday to a light 5-8 knot breeze. For the final race, a number of boats were in contention but Dick Ronan held on to his early series lead for the win.

FINAL RESULTS:

Boat	Skipper	Fleet	Races 1	2	3	4	5	Total
1. #220	Dick Ronan	Larchmont	1	1	5	6	6	18.50
2. #221	Mike Carr	Larchmont	3	6	3	2	8	22.00
3. #80	Vic Onet	NAYS	5	2	9	3	3	22.00
4. #245	John Hardy/Ched Proctor	Manhasset Bay	2	3	1	12	5	22.75
5. #25	Fred Werblow	Larchmont	8	11	2	5	2	28.00
6. #113	Mark Ames	Larchmont	4	5	11	1	10	30.75
7. #26	Don Tomlin	Larchmont	9	9	4	13	1	33.75
8. #106	Bill Rich	Larchmont	10	7	10	4	7	38.00
9. #117	Francesca DelGurcio	Larchmont	6	8	6	9	9	38.00
10. #183	Edward Yocum	Larchmont	7	4	12	11	11	45.00

FLEET 9

Volvo Newport Regatta

Newport, Rhode Island—14 boats
July 20-22, 1990

NEWPORT, RI—For the past two years, the winner of the Volvo Newport Regatta has been an interloper from outside Narragansett Bay waters. Last year Peter Bromby and crew from Bermuda, an invitee of Fleet 9 and Ida Lewis Yacht Club, took away the trophy. This year Wayne Kennedy of Fleet 4 sailing No. 231 completely dominated all local opposition, taking

the gun in four of the five races. As Kennedy's yacht, *Pandemonium*, flew around the courses set deep into Narragansett Bay, the competition between Chris Withers, Bonnie Shore and her visiting co-captain from Texas, Al Meril, and Gary Lash with co-captain Steve Crowley was fierce and settled only in the last race. Conditions on the Bay varied with strong winds the first day and light and variable winds thereafter. The last race, besides being the decisive race for second, third, and fourth positions, included a monstrous fifty-degree windshift. This wind shift was met with Stubbie's howls of

jubilation heard all over the race course as both Turner Scott and Earl Stubbs' yachts were on the right side of that shift.

This year's Newport Volvo Regatta was bigger than ever with 17 classes, 340 boats, and approximately 1500 sailors joining in on the fine weather and keen competition. Next year's Volvo is the venue for the New England Championship. As this year proved, Newport Fleet 9 and Volvo are very accommodating to their guests.

Turner Scott
National Secretary

FINAL RESULTS:

Boat	Skipper	Fleet	Races 1	2	3	4	5	Total
1. #231	Wayne Kennedy	Marblehead	1	1	4	1	1	7.00
2. #163	Chris Withers	Newport	2	5	6	2	5	20.00
3. #32	Al Meril/Bonnie Shore	Dallas	5	2	5	3	6	21.00
4. #169	Gary Lash/Bill Crowley	Newport	3	3	3	7	7	23.00
5. #92	Turner Scott	Newport	13	4	8	5	2	32.00
6. #59	Earl Stubbs	Newport	4	6	11	8	3	32.00
7. #21	Jim Estes	Newport	6	9	2	6	PMS	38.00
8. #15	Howard Burdick/John Allen	Newport	7	12	1	10	9	38.75
9. #23	Bryce Muir	Newport	9	7	7	4	PMS	42.00
10. #155	Larry Ahearn	Newport	14	11	9	12	4	50.00

Measurer's Report...

This is being written in advance of the return of the mail ballots sent to the membership on July 9, 1990. The reasons for these changes and additions to the design specifications were noted in the memos from Chris Withers and me that accompanied the ballots. It does not need to be reiterated here. However, it should be stated that this ballot was sent as a direct result of the protest that followed the Nationals Regatta in Chicago last year.

In a cover letter to John Hardy and Al Meril that was mailed with the decision of the Protest Committee, Lester Henning, Chairman of the 1989 Shields Nationals Protest Committee stated, "It is truly unfortunate that your fine Nationals Regatta was marred by this incident, however hopefully the benefit will be to see your Shields National and Local Associations become more attentive to the regulation of your One Design Specifications, Regatta's Notice of Race and Sailing Instructions."

In a postscript to the decision (see Page 4), Henning further comments: "This protest is an unfortunate result of a National Association which did not take action to properly regulate themselves or their regattas. Hopefully, due the publicity this protest has garnered, positive steps will be taken in the future to insure that


the Class Rules are properly understood and enforced uniformly especially at the National level through the regulation and review of Notice of Race and Sailing Instructions. This is supported in much of the documentation submitted to the protest committee that the Shields Specifications and the assurance of compliance to those specifications is regulated by the National Association, local fleets and its members in a complacent and cavalier manner. This is manifested by the National Shields Association as well as the local Shields Associations having done little to assure compliance with the Class Specifications by virtue of the fact that many Shields yachts are equipped with one or more of the controls (modifications) which were ultimately ruled "in variance with the Class Specifications." This by no means is an excuse for not abiding by the Shields Specifications but this attitude lends itself to wide interpretation of what the specifications actually describe. It is interesting that the Shields One Design National Association is now considering adopting some of the equipment they just declared not within the specifications."

Henning's comments do not relate to a recent occurrence in the class. In the early and mid-70s, the Newport fleet had an "enforcer." Except for some brief activity when Newport last hosted the Nationals, we have had little or no discussion and no fleet involvement upholding the Class Rules since our "enforcer" sold his boat in 1977. We have measured sails annually but this is the first year in my fifteen years in Fleet 9 when I've even known who

our local measurer was! I do not know if our fleet is unique. Based on what I've heard over the last nine months, it appears the Newport fleet has remained rather less hi-tech and has not seen some of the, shall we say, "innovations" that have occurred elsewhere. My guess is we're not unique.

For the National Regatta in Manhasset, the measurement burden rests with the local fleet measurers. Though the local fleet captain signs off on the skippers' qualifications to sail, the local measurer is being asked to sign off on a yacht that has been inspected, meets the Class Rules and Specifications, and is a registered yacht. I will be sending a letter to all fleet captains and measurers within the next two weeks reminding them of this relative change to the Class Rules passed in December.

In other matters, the Measurer has ruled on two requests from members. One relates to using STA/MASTER turnbuckles for the upper and lower shrouds. This is approved but not encouraged. The other request is to treat shroud size as shown on Official Plan 2 as minimums. This was not approved. The complete rulings relating to these requests are on file and available from the class secretary.

Finally, the masochistic side of my personality forces me to ask the membership for matters that should be considered by the full membership at the Annual Meeting in Manhasset. Hope to hear from you soon. 

Gary Lash
National Measurer

Boatbuilders Corner

This spring we have received numerous inquiries on the following item; whether or not it is possible to detect a weak chainplate structure before one loses the mast and damages the deck?


It is possible on some Shields that have the following criteria. If the under-deck area of fiberglass is not painted and the top of the inner hull liner is about one inch below the surface of the deck, one could look at the color of the laminate (fiberglass) in the 90-degree joint of the hull and deck. If there is excessive stress and fatigue the polyester resin will change color from a golden beige to a milky white.

On those boats that have been painted under-deck, the only other indication might be

cracks in the fiberglass. Inspect the hull/deck joint two feet front and back of the shrouds, and with an ice pick or pocket knife blade, compare the texture. You will probably notice as you survey the area of the chainplate, the additional plies of fiberglass reinforcing mat and woven roving. On the Chris Craft boats #21 to #190 they used additional plies, concentrating in just the 12" to 14" chainplate area.

In the Cape Cod-built boats the chainplate reinforcement consists of large 38" panels that originate at the waterline and go up the hull and onto the deck. If the inside area and the bolts and nuts look in fine shape, there is one final inspection that might indicate problems. Stand at the stern quarter with your eye level with the toe rail and sight the hull and toe rail for abnormalities (bumps or rises). Do not sight the vinyl rubrail or the teak toe rail if there are splices that are not perfectly fair.

When Cornie Shields and Rod and Olin Stephens did the engineering in 1962, we all

had planned to have a main shroud and a forward and aft lower shroud. This made a fairly large chainplate, which distributed the load evenly over quite a large area. Shortly after the boat was built and the prototype sailed, they chose to have only a single lower shroud. This concentrated the strain in about a 12" to 14" area of the deck. We reinforced this area to sustain these concentrated loads. However, in recent years sailors and sailmakers have found the boat has much greater speed by putting more strain on the rigging and bending the mast to suit the weather and sailing conditions. The Shields have survived this increase and load. However, it is important that boat owners and skippers keep careful attention to these areas, hopefully to correct any defect before damage does occur. 

Gordon L. Goodwin
Cape Cod Shipbuilding

Short Tacks

Blue Book Revisions

As some of you may have already received, the revisions of the Blue Book are out! All the revisions were passed by a majority of the mail vote, and are therefore immediately considered part of the Blue Book. New pages for your Blue Books will be issued and mailed as soon as possible, definitely in ample time to have changes made before the Nationals. If you have any questions about the changes, your man in action to contact is National Measurer Gary Lash.

Manhasset Bay Challenge Cup Update

Ida Lewis Yacht Club will be hosting the Manhasset Bay Challenge Cup this year and it is turning into a major event on the Shields racing calendar. Yacht clubs from all over the U.S. and potential entries from Bermuda and Canada are the proof in the pudding. The Deed of Trust calls for five races to be sailed and should go 2-2-1 over the three-day event, September 21-23. Modified Gold Cup courses will be used by the Ida Lewis Race Committee.

The Challenge Cup is the oldest yachting trophy competed for annually (not quite as old as the "auld mug" but certainly sailed for many more times). Last year Ida Lewis Commodore Doug Shore won the trophy in Etchells 22s and this year he has decided not to compete and will be running the Race Committee. With the Cup headed back to Manhasset Bay, as it does every 10 years, there is no onus on the winner to host the next year. That enables any

USYRU member club or international club recognized by their national authority, whether it be on paper or simply landlocked, to come and race. Daily trophies as well as overall prizes will be awarded.

The social events are "staggering" as event organizer Tina McKinley relayed. Liquor sponsors have been found for all three evening get-togethers and there will be lots and lots of food for all, including a full-on breakfast Friday morning at registration.

It's not too late to enter! Contact Tina McKinley at USYRU, 401/849-5200 or write to her at Box 209, Newport, RI 02840. Come for some excellent Newport hospitality, some outstanding and competitive racing, and the peace and good breezes that Newport offers in the fall.

Advertising Anyone?

Advertising. It has become a part of our daily lives, *almost* everywhere we go in this great big world. Coca Cola, Big Macs, Chevrolet, apple pie, and all that wonderful !?#*! stuff. The question is: Are we ready for it in the *Masthead*? That is a question that will be raised at the Annual Meeting at Manhasset Bay before the Nationals begin. This is an important issue and it deserves serious consideration.

We were going to go ahead and solicit advertising for this issue of the *Masthead* as numerous inquiries from people that build and supply our boats, not McDonalds and Chevrolet, had come in. But not all the comments we received about running ads in the *Masthead* have been positive. So come ready to talk about it at the meeting and be prepared to express your feelings.

Advertising can unquestionably help defray some of the costs involved in producing this publication, as well as providing useful, up-to-

date information from the people that keep our boats afloat and sailing. The question is: Does a true corinthian class like the Shields really need to succumb to 4-color, B&W, camera ready, full bleed, etc. Think about it.

Pictures Anyone?

Many of the marvelous pictures throughout the *Masthead* have been loaned to us at no cost by some "World Class Shields Photographers." We greatly appreciate their efforts and their generosity in letting us use them. If you are interested in purchasing one of these or looking at others, there are two people to contact. The pictures of the New England Championships were taken by Georgiana Kingsbury and her address is 48 Crescent Drive, Ridgefield, Conn. 06877 (tel.) 203/438-1601. The shots of the Armadillo Cup can be obtained by contacting Gary Brown in Dallas, Texas 214/324-0472. Thank you both for your contributions.

We Need Your Contributions!

For anyone who has ever put together a newsletter, or for that matter, something as simple as a research paper back in college (It wasn't that long ago, was it?), you begin to realize that there is always more information that can be accumulated and written about. Well, the Shields Class is definitely not a research paper, but there is no question that extracting information from around "Shieldsdom" is just as difficult as trying to sneak a book through the library door detector. We need your help! The *Masthead* is your forum to express news and views from all four corners of the class. I've looked back in past *Masthead's* and I've seen this plea echoed by each of my predecessors. So let's hear from you!



CALENDAR

July 26-29

Marblehead Race Week, Marblehead, MA
Contact - MRA Secretary, Elli Thayer 617/631-0058

August 3-5

Buzzards Bay Regatta, Beverly Yacht Club, Marion, MA
Contact - Race Committee, Beverly Yacht Club 508/748-0540

August 18-19, 24-26

Manhasset Bay Race Week, Manhasset Bay Yacht Club, NY
Contact - Regatta Chairman, Roger Shope 516/767-1156

September 9-14

NATIONALS, Manhasset Bay Yacht Club, NY
Contact - John Hardy 516/883-6300

September 21-23

Manhasset Bay Challenge Cup, Ida Lewis Yacht Club, Newport, RI
Contact - Regatta Chairman, Tina McKinley 401/849-5200

October 6-8

Columbus Day Regatta, Larchmont Yacht Club, NY
Contact - Regatta Chairman, Paul Lennon 914/834-2440

Boat Emporium

This is the current list of available Shields as we know it and is published solely for your convenience. If you would like your boat listed, include (1) builder (2) color (3) 15 words about the details (sails, new gear, price, etc.) and (4) contact name, phone number, and address. When and if your boat is sold, please let us know so we can delete it. Please note that some of these boats may have already been sold.

#21 - Black Awlgrip hull w/gold cove stripe and name, grey Micron CSC bottom, two sail credits, fully equipped for racing, excellent condition; Asking \$12,500. Contact Jim Estes, Newport 401/846-3300.

#64 - Cape Cod; blue Awlgrip; completely renovated w/new bottom, topside, deck paint, teak, halyards, compass, boom, spinnaker pole, etc. New Shields at half the cost. \$15,000. Contact Mike Grinnell, Manhasset Bay at (W) 800/338-5101 or (H) 516/767-2261.

#111 - Dark green; Chris-Craft, up-to-date for racing, trailer included. Asking \$11,800.

Contact John Seldtmose during the day at 212/514-9001.

#123 - Gold hull; 1981 National Champion. \$7,500 (Is this the best buy of the decade?). Contact Steve Polkabra, Monterey, CA 408/373-2728 or 408/375-5403.

#124 - White hull; Epon bilge pump; two aquameter compasses; current sails including '90 North jib; outstanding race record; includes new white Triad trailer. Asking \$17,000. Contact Scott Coverley (W) 800/223-6697 or (H) 516/883-9829.

#137 - White Imron topsides, maroon boot stripe, black bottom; maroon coated spars, 3 sail credits, needs some work. \$10,000, including steel storage cradle. Contact Dan Marantz, Manhasset Bay (H) 516/944-6276 or (W) 516/944-3511.

#148 - White hull; 10 sails, incl. '87 Sobstad main, 3 '86 Sobstad sails, '84 Shore main and jib, '83 Shore spinnaker, bilge pump. \$9,000. Contact Larry Hall, 101 Front St., Marion, MA 02738 (H) 508/748-0909 or (W) 508/748-1160.

#151 - 1968, teak trim, fully equipped for racing and enjoyable sailing. Can be delivered.

Asking \$14,000. Call 508/347-3190.

#166 - Chris Craft; red hull w/white cove stripe, micron bottom; race ready in pristine condition; '90 North jib, all North sails; a steal at \$15,000. Contact Ken Casser, Manhasset Bay (H) 516/365-4508 or (W) 516/420-1199.

#193 - Hinckley built '72; greenish-blue hull; 2 full sets of new North sails. \$10,000, negotiable. Contact Nancy Morrison, Monterey fleet 415/354-4517.

#205 - White hull; \$17,500. Contact Joan Smith, Marion, MA 508/997-8849.

#233 - Red (new Awlgrip); excellent race history (Buzzards Bay Regatta, N.E. Champion); new Shore main & jib; new VC 17 bottom paint; best used Shields available; \$20,000 firm. Contact Mary Tomlinson, 1 West Dr., Marion, MA 02738 (H) 508/748-1412.

#225 - Available from Cape Cod Shipbuilding. Also have two new boats built this winter. Contact Gordon Goodwin 508/295-3550.



**Shields Masthead
Tim Robinson
5 John Clarke Road
Newport, Rhode Island 02840**

Bulk Rate
U.S. Postage
PAID
Npt, RI 02840
Permit #255

*John Brandisi
3 Belmont Street
White Plains, NY 10605*