

## 1981 National Championship Regatta

**Chris Withers New National Champ!**

Chris Withers of Narragansett Bay fleet #9 sailed a fine, consistent series to win the 1981 National Championship at Rush Creek Yacht Club in Texas. Fourteen boats representing eight fleets participated in the six race regatta (one throwout permitted). The second place was ultimately won by former champion Martin Plonus of Chicago. Local talent Jim Craig placed third despite a severe breakdown which gave him no alternative but to change boats after the second race.

The winds on Lake Ray Hubbard were those of "normal" lake conditions. For those sailors unaccustomed to the flat, tideless waters and the frustrations of oscillating winds, a variety of tactical changes were sometimes necessary. Withers and his "hot shot crew," Bonnie Shore and Charlie Shoemaker of Narragansett Bay, and Greg Ellis of Dallas, seemed to make all those necessary alterations. Their just reward, four seconds and one third place finish in the races scored.

The series began with a beautiful northerly of 15 to 18 knots of breeze which generated a high level of eagerness amongst the competitors. The two Dallas skippers, Jim Craig and Bill Nolden asserted their authority by seizing first places in the morning and afternoon races, respectively. This resulted in some lighthearted speculation concerning the validity of the much touted "local knowledge."

A change in the weather resulted in light winds on the second day of sailing. That morning Martin Plonus displayed a potent mix of sailing skill and patience to achieve his first of two first place finishes. The west coast contender, Chic Hudson exhibited his racing prowess by wrapping up the second day with a win of his own.

The one race scheduled on the third day of the regatta was held in near perfect conditions with a moderate southerly breeze. The competitive zeal was evident as Phil Audet of Marblehead took the lead on the first leg, but Tim Bryan of Edgartown managed to work his way past Audet and Withers on the final leg to receive the finishing gun.

Due to fine sailing and the high integrity of the one-design class, the competitors were faced with a narrow point margin at the start of the sixth and final race. Withers was secure with his four seconds while five other skippers battled for the second and third place trophies. These five boats and Withers occupied the first six positions in the fleet as they rounded the first weather mark. Craig took an early lead and maintained it with Withers, Plonus and the rest of the fleet in



Withers #14 and Hudson #112 battling it out in the third race.  
photo by David Hunt

hot pursuit. Going for the finish, Plonus took a flier establishing the lead over Craig and winning his second first of the regatta with Craig second and Withers third place finishers.

The regatta was superb! Jim Craig, the Regatta Chairman, earned the respect of the Shields sailors present not only for his sailing ability and gentlemanly attitude, but for his organization and generosity which helped to make the Nationals a success. The Race Committee, under the able direction of Jim Anderson directed a very professional series. Manning Grinnan and the judges supervised the races and settled disputes in an efficient, justly manner. The marvelous efforts made by Mrs. Berry, the wizard of housing, and Caroline Swafford for the culinary delights in which we all indulged can not be left unacknowledged.

Thank you everyone at Rush Creek, your hospitality is surely as big as Texas!

Race Results See Page 8

# Shields Masthead

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Vice President

## President's Letter

Cornelius Shields was a great innovator and competitor in business and sports, but most of all he was a grand human being who inspired all who knew him. I know that the entire Shields Association joins me in expressing sympathy to Corny's family. We share the loss.

Thanks to all in Dallas who put on a first rate National Championship in September. Jody Bryan, newly appointed Editor of the MASTHEAD, reports in detail on the event in this issue.

Most heartfelt thanks to Mike Deland and his team who have delivered a healthy, enthusiastic and solvent National Shields Association to the new officers. We will do our best to meet the standards established.

We will continue to publish four issues of the MASTHEAD annually, and hope to use it as a forum to thrash out a number of the technical questions remaining to be resolved.

I am looking forward to seeing many of you this next year. Let us all work together to uphold Corny's standards and make it a good year for the Shields Class.

Jim Cannon  
President



## In Memorium . . . Cornelius Shields, Sr.

Earlier this fall just as his grandchildren's new Shields was being hauled for the winter after a successful season of racing, Corny Shields was stricken. Several hours later after the gleaming "Shields green" boat, which he had nurtured during its construction and from which he had derived so much vicarious pleasure, was safely bedded down for the winter, he peacefully passed on. . .

We will not likely again see the equal of this modest, gracious and generous gentleman. The competitive fires burned deeply, driving him to success in whatever venture he focused his talents. Yet his successes were always tempered by his care and affection for others. His greatest joys were not his own triumphs but the pleasure he brought to others.

His sailing victories and contributions to yachting are legendary, spanning many years and classes. Founder of the Interclub dinghy, the International One-Design Class and the Class we know so very well; winner of the first Mallory Cup and numerous international events; largely responsible for the revival of the America's Cup in 12 meters . . . the list goes on and on.

The "Gray Fox of Long Island Sound" was equally adept at reading the shifts in the business world. He joined his brother Paul to found Shields and Company in 1923. After coincidentally announcing its membership on the New York Stock Exchange on "Black Thursday," October 24, 1929, Shields and Company acquired eight "distressed" firms during the next two years and emerged from the Depression as a leading financial institution. He characteristically understated the company's 1928 preparatory belt tightening: "By no means did we foresee the full size of the storm that was moving

down upon the American economy—rather we experienced a small puff and reacted to it in the most natural manner, by shortening sail." Corny did not miss many "puffs," either afloat or ashore, during his remarkable career.

As much as he loved sailing and thrived on winning, his priorities were never "out of phase." He sold his first Interclub to buy an engagement ring for his bride-to-be. While he acknowledged that the Mallory Cup was his most pleasurable win, he derived greater pleasure still when his son Corny, Jr. later won it and his daughter Aileen won the Adams Cup—a family accomplishment unlikely to be equalled.

We as Shields sailors have much to thank him for. He personally donated nearly 100 Shields to colleges and other institutions, thereby exposing thousands to the joys of sailing a "mini" twelve meter. Again, he understated his role: "One of the things that pleases me most is the acceptance of the Shields Class sloop at colleges and universities. . ." As one who advocated racing the America's Cup in one-design boats, it is no surprise that his greatest pride in the Shields is that "the class is dedicated to the one-design principle which insures even racing for all. . ."

We shall miss this honorable yachtsman, gentleman and friend who gave us and so many others so much joy. We can do him no greater tribute than to race happily his Shields, always striving to win fairly but always mindful of how we might help others share our pleasure. The legacy he has left is a challenge to us all. . .

Michael R. Deland

**To purchase a new Shields contact:**  
Gordon Goodwin  
Cape Cod Shipbuilding  
Wareham, MA 02571  
617-295-3550

## A Note From Our Former President

The excellent National Championship Regatta hosted by the Dallas Fleet vividly demonstrates the nationwide strength of the Shields Class. In venturing to Texas to test the vagaries of Lake Ray Hubbard, representatives from across the country predictably enjoyed warm hospitality and extremely competitive sailing. (The only fleets missing were all busy facing Shields. The Naval Academy and other institutions had launched their fall series while Manhasset was defending the venerable Challenge Cup and Seawanhaka hosting an International Team Race.)

Chris Withers could not be a more popular new National Champion—competitive, yet gracious gentleman that he is. Jim Craig and his hard-working Committee enhanced the Rush Creek Yacht Club's growing reputation for sponsoring well-organized national and international regattas and earned the thanks of Shields sailors countrywide.

During the last three years your officers have attempted to strengthen the organizational structure of the Class. Thanks to the enthusiastic and tireless efforts of Bryan McSweeney and Nick Baker much has been accomplished. Our gratitude also goes to Joan Tiffany who in editing the MASTHEAD set a high standard to emulate. The proposed Technical Amendments, enclosed with this mailing, are largely the work of Class Measurer, Ed Brainard.

I urge you to study the proposals which are set forth in the enclosed minutes of the annual meeting. The proposals will be further refined by the new governing board, after considering any additional comments you may have, and then circulated to the membership for a formal vote. We should keep in mind Corny Shields' motivation in creating the Class: to build a responsive boat which, governed by the strictest of one-design standards, would truly test the skills of skippers and crew and in addition "protect an owner's investment." The fact that Shields built nearly 20 years ago are every bit as competitive as their identical 1981 sisters, adds further testimony to his vision. The market for used Shields has never been stronger. Those of us who purchased Shields years ago have not only reaped the enjoyment of sailing these lovely craft, but have also seen our investment appreciate substantially. By preserving the one-design integrity of the Class, I'm convinced that new boats, despite inevitably escalating construction costs, will prove to be an equally pleasurable and sound investment.

The Shields richly deserves its reputation as one of the country's premier *one-design* boats. It is a natural for those increasing number of sailors who

seek a boat in which they can be competitive year after year without expending vast sums on sails and gear. With only a bit more imagination and support from each of us, Corny's creation will become an even more popular Class.

As a "new watch" of national officers is set and Jim Cannon and his capable crew take charge, I could not be more confident about the future course of the Class.

Respectfully submitted,  
Michael Deland

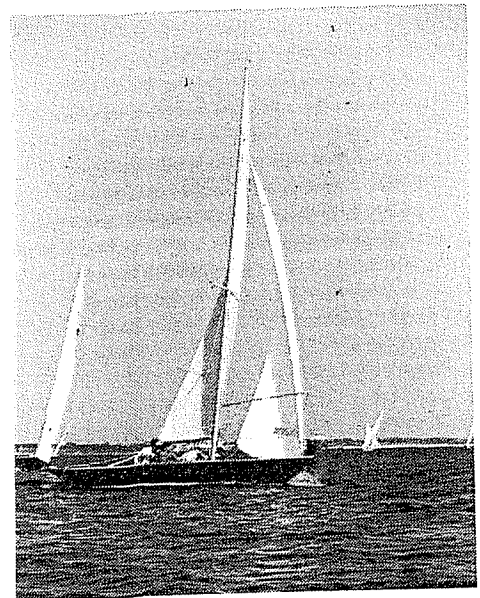
## An Appeal For Associate Members

All bilge boys, winch winders, kite fillers, sailing widows, and other members of the Shields Class are most cordially invited to show their support of this national organization by sending in their checks in the amount of \$15.00 payable to the NATIONAL SHIELDS CLASS ASSOCIATION.

Membership benefits include mailings of the "SHIELDS MASTHEAD" and being listed as an individual member on the membership roster which is printed for inclusion in the Class Handbook.

Make checks payable to: NATIONAL SHIELDS CLASS SAILING ASSOCIATION and mail to:

Walter Eberstadt  
1035 Fifth Ave., Apt. 16B  
New York, N.Y. 10028



Jim Craig and his crew at the windward mark.  
photo by David Hunt

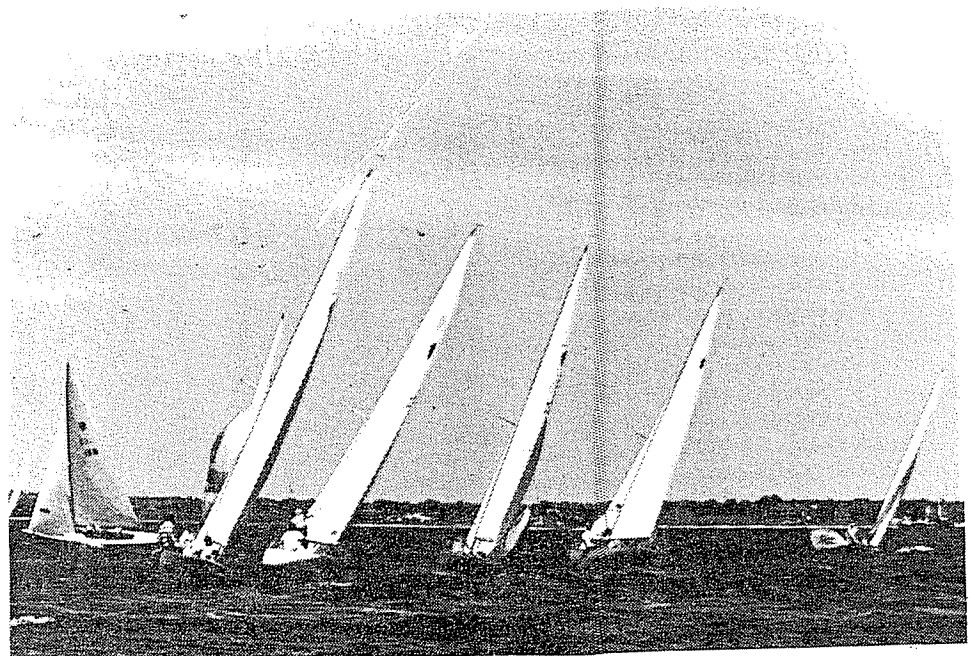
### Class Blue Book

Updated data sheets of 1981 officers, members, and boat roster are to be inserted into your Shields Class Book.

### This Christmas Wear A Shields!

Neckties with the Shields silhouette are still available in a variety of colors: antique gold on brown; white on dark green; light blue on maroon; and gold on navy. Prices are as follows: four for \$50, three for \$39, two for \$27, and one for \$14. Order through your fleet secretary or directly through Bryan McSweeney. Fleet orders encouraged!

Bryan McSweeney  
3 Main St.  
Marion, MA 02738



The fleet after rounding the leeward mark.  
photo by David Hunt

## Minutes of the Annual Meeting

# National Shields Class Sailing Association

Rush Creek Yacht Club—Heath, Texas 10 September 1981

### I. Opening Remarks of Class President — Michael R. Deland

Mr. Deland opened the meeting by thanking, on behalf of the National Officers and the entire Class, Jim Craig, the National Regatta Chairman, and his hardworking Committee and the Rush Creek Yacht Club for sponsoring such a successful National Regatta. It was a first class effort and event and the Class is grateful.

Mr. Deland then commented on the proposed Amendments to the Specifications. He stated that they represented an attempt by the National Officers to update the specifications to comport with several sensible improvements recently made in other classes and to legalize certain changes made by individual owners, while preserving the one-design integrity of the Class. He then thanked the National Measurer Edward Bralnard, who after consultation with the other officers, interested class members and sailmakers, was responsible for preparing the proposals.

Mr. Deland added that while several of the items were straight-forward, others were more complicated and needed refinement to insure that they reflected the long-term interests of the Association. He stressed that it was not the intent of the Officers to "railroad" any change through the meeting and therefore any item which appeared to be controversial, or in need of further refinement, would be "tabled" and referred to the new Technical Committee for further study. He asked that a "Sense of the Meeting" be obtained on those items to aid the Committee in its deliberations.

Finally, Mr. Deland commented on the need to add new boats to the Class. He noted that the demand for used Shields has never been greater, reflecting what seems to be a growing national interest in a tightly controlled, high-quality, one-design Class. Given this trend, neither the Class nor the current builder, Cape Cod Shipbuilding Company, has been particularly imaginative or aggressive in marketing new Shields. He urged that the new officers place high priority in examining how to effectively build, market and sell new Shields without jeopardizing the high quality product we now all enjoy.

### II. Reading of the Minutes of the Prior Annual Meeting—Secretary Bryan McSweeney

The minutes of the prior meeting were published in last fall's "Masthead" which was distributed to the Class. Therefore, upon motion duly  
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made and seconded, it was unanimously VOTED to waive the reading of the Minutes of the 1980 Annual Meeting.

### III. Treasurer's Report

In the absence of Treasurer Baker, President Deland presented the report of the Treasurer. Upon motion duly made and seconded it was unanimously VOTED to approve the report as presented.

### IV. Report of the Nominating Committee

Gordon Benjamin, Chairman of the Nominating Committee, presented the following slate for election of Officers of the Class for 1981-1982:

For:

President	James H. Cannon
Secretary	Nicholas J. Baker
Treasurer	Walter Eberstadt
Measurer	Dana W. Atchley, Jr.

Vice Presidents:

Central	Dennis M. Kleper
Long Island Sound	James B. Moore, Jr.

Northeast	F.N. Clemson, Jr.
Service Academy/Institutional	
Capt. Christopher Withers USN (Ret.)	
Southwest	Al Meril
West	Robert Coffin

Upon motion duly made and seconded it was unanimously VOTED to elect the slate as presented for a one year term.

### V. Proposed Amendments to Specifications

Fleet Number One questioned whether adequate notice had been provided to the membership concerning the proposed amendments. It was determined that the notice did comply with the provisions of the Bylaws. However, President Deland recommended that in order to insure that the entire fleet membership felt it had adequate opportunity to review the proposals that they not be brought to a formal vote but that a Sense of the Meeting be obtained on each to assist in further deliberations.

1. Cunningham: 9(e) pg. III-8. A measurement tolerance of  $\pm .5$  inches for Cunningham measurement should be added. The specification would then read "... $6 \pm .5$  inches." It was the unanimous Sense of the Meeting that the proposal be adopted as written.

2. Mainsails are not being fabricated with the proper Class Insignia: Pg. III-6, 8(b). The following language should be substituted: "The Class Insignia shall be shown on both sides of the mainsail at a level approximately two-thirds of the height

of the sail above the boom. The Insignia shall consist of a black "S" 15 inches in height on a red shield 20 inches high, as shown on plan 1. Any variations regarding the size, shape and placement of the Insignia are not permitted, but local fleet bylaws may allow variation in the color of the Insignia provided that the colors used clearly show an "S" against a contrasting background."

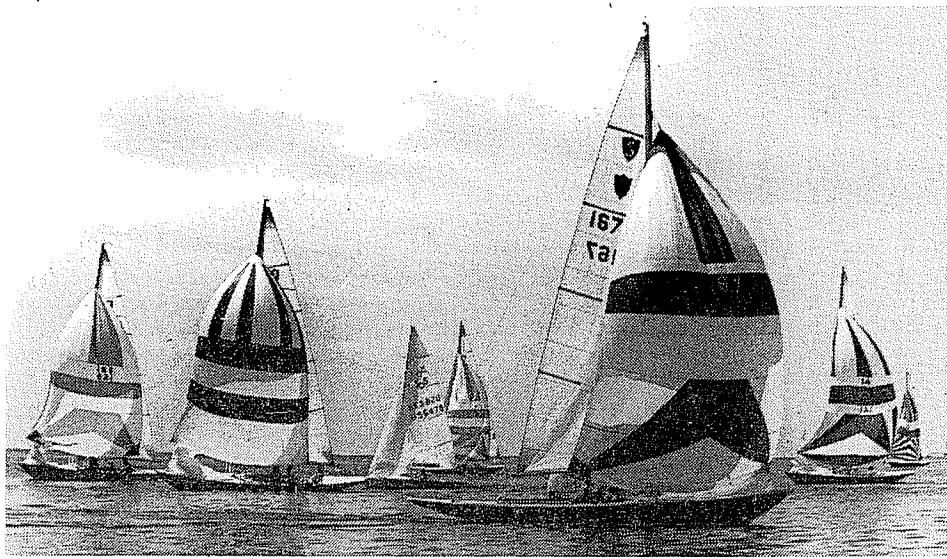
After much discussion it was the unanimous Sense of the Meeting that:

a) in order to preserve the one-design integrity, a single Insignia as specified be used nationwide and that local variations *not* be permitted except as specified in clause (c) below; b) that a grandfather clause be added which would permit the continued use of different Insignia on *existing* mainsails; and c) that any prior or future winner of the Shields National Championship be awarded the lifetime right to have a "gold shield" on his or her mainsail in lieu of the red. Such "gold shield" must be of the same dimensions as the red and have an identical black "S."

3. Sail measurement marking: pg. III-11, 12(e). The stated method of marking sails does not insure compliance with the restrictions on sail purchase. Control can be maintained by the National Measurer providing 3 special round colored labels with the Shields symbol which can be permanently affixed to a boat's qualifying three sails. An owner could only use the three marked sails and extra labels to put on other sails would not be available. This color coded system would enable improper use of sails to be easily identified. Paragraph 12(e) should thus read: "Approved sails are to be coded annually by a label provided by the National Measurer."

After considerable discussion it was the Sense of the Meeting that while the intent of the proposed amendment was laudable, it would be too cumbersome to administer nationally and that therefore it be *tabled* for further study. Those present made several related recommendations for further study: a) since the number of qualifying races for the National Championship varies widely from fleet to fleet, local fleets should permit the use of "old" sails in any qualifying races in excess of the nationally required minimum. The intent of this suggestion is to permit sails which have received the same amount of use to qualify for the Nationals. b) That the National Measurer provide local fleet measurers with a set of sten-

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An "action" shot of the Buzzards Bay Regatta  
photo by Dottie Crossley

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clis and that they be required to mark each sail with the boat number and the year of purchase.

4. Spinnaker cloth, multiple ply sail construction, Mylar or Kevlar: pg. III-6, 8(e). A "gray goods" statement to make sure that too light a fabric is not used should be included and a sentence added to prevent multiple ply sails. The use of Mylar and Kevlar, due to its cost and handling problems, should be prohibited. This decision should be reviewed in 1983 as development of these materials continues. Paragraph 8(e) should be amended to read: "All sails shall be of woven fabric. Mainsails and jibs shall be of dacron or other similar polyester fabric with a minimum weight of 6.5 ounces per yard. No multiple ply sail construction is permitted. Mylar and Kevlar sailcloth are not permitted. Spinnakers shall be of nylon fabric with a minimum weight of .75 ounces per yard ("gray goods" less filler). A yard shall have the standard clothmaker's dimension of 28.5 inches by 36 inches.

The unanimous Sense of the Meeting was that this amendment be adopted as written.

5. Headboards: pg. III-7 8(h). Add paragraph "k": Laminated headboard construction width at the head shall be measured horizontally from the fold in the bolt rope to the maximum width of the fabric at the leach. The leach shall make a faired curve to this point of measurement.

There was discussion regarding the fold in the bolt rope and how it is or is not measured. It was the Sense of the Meeting that the amendment needs to be more precisely drafted and therefore should be referred to the Technical Committee.

6. Headboard measurement: See Sail Plan: Change headboard measure-

ment to 0-1½" for vertical height. Eliminate "min." which is presently part of the subject figure.

The unanimous Sense of the Meeting was that this amendment, which is intended to permit the use of "stock" headboards by sailmakers, be adopted as written.

7. Mainsail window: pg. III-8, 9(g). Add language to permit tell-tail windows and limit all windows to a total area of 4ft.<sup>2</sup>. Paragraph 9(g) should be amended to read: "A window and tell-tail windows are permitted. The maximum area of all windows shall not exceed 4 square feet."

The unanimous Sense of the Meeting was that this amendment be adopted as written.

8. Jib window: pg. III-9, 10(b). Add language to permit tell-tail windows and limit all windows to a total area of 4 square feet. Paragraph 10(b) should be amended to read: "A window and tell-tail windows are permitted. The maximum area of all windows shall not exceed 4 square feet."

The unanimous Sense of the Meeting was that this amendment be adopted as written.

9. Measurement of jib foot: pg. III-9, 10(a)(ii). Insert language to clarify the measurement of fabric below the foot of the jib, allowing 12 lb. tension. The following sentence shall be inserted after the first sentence of the sub-paragraph. "When tension of 12 lbs. maximum is applied to the tack and clew."

The unanimous Sense of the Meeting was that this amendment be adopted as written.

10. Seizing of jib head, intermediate jib luff rope seizing: pg. III-9, 10(d). Insert language to require a permanent seizing of jib head and means for "intermediate seizing of the luff rope." Paragraph 10(d) shall be amended as follows: "Luff ropes are prohibited. There shall be a 5/32-inch

wire inside the luff tape, and such wire shall be permanently attached to the sail at the head and the tack and between the head and the tack at a minimum of two intermediate points. The clamping action of luff snaps shall constitute intermediate seizing of the luff rope."

The Sense of the Meeting was to endorse the intent of this amendment but that it be referred to the Technical Committee to refine the language.

11. Main traveller: pg. III-17 Appendix C: Add another paragraph to exclude the "Harding" Mainsheet arrangement. Steps should be taken to encourage uniformity within our one-design class. Paragraph 6 should be added to Appendix C as follows: "No other traveller and mainsheet configuration shall be permitted."

The Sense of the Meeting was that "Harding" traveller systems currently in use be grandfathered for use in fleet races, but not permitted to be used in the National Championships.

12. Spinnaker measurement: III-10. Spinnakers should not be heated for measurement purposes. The following paragraph (b)(iv) shall be added: "Spinnakers shall be at room temperature for at least two hours before measurement."

It was the Sense of the Meeting that this amendment be referred to the Technical Committee for further language clarification.

13. Mainsail foot measurements: pg. III-7, 9(a)(ii). The following sentence shall be added to the paragraph. Tensions in excess of stated measure-tension may be used when applied thirty minutes before sail measurement.

It was the unanimous Sense of the Meeting to endorse the intent of this proposal but the "thirty minute" time limit needs further study by the Technical Committee.

14. Main boom: pg. III-5, 6(p). The following new paragraph shall be added: "Internal outhaul and jiffy reefing is permitted in the main boom. The mainsail outhaul shall not use more than 5:1 mechanical advantage. Jiffy reefing tack hooks may be attached to the main boom at the gooseneck."

It was the Sense of the Meeting to permit the use of internal outhauls and jiffy reefing. The only limitation that should be placed on their use is in a National Regatta in which all boats did not have similar gear. If this were the case, then no boat would be permitted to use the gear. The Technical Committee should make a specific recommendation regarding permissible hardware, its placement and any known modifications.

15. Twing lines: pg. III-5, 6(q). The following new paragraph shall be added: "Twing lines are permitted for

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the spinnaker. The 'Twing' line deck fittings shall not be used for other sail lines."

It was the unanimous Sense of the Meeting that "Twing" lines be approved but that the Technical Committee make recommendations concerning the placement and type of fittings in order to insure national consistency. 16. Equipment: pg. III-6, 7(g). The following new paragraph shall be added: "No electrically powered equipment, including electronic instrumentation is permitted."

It was the Sense of the Meeting that this amendment pass as written except that the use of "running lights" be permitted. It was also recommended that automatic electric bilge pumps be permitted while the boats are at a mooring unattended.

17. Mast black band: See Official Plan-2 "Fittings and Rigging Plan." Cape Cod Ship's black banding for newer boats does not comply with the current plans. The Specifications drawings should be modified to insure consistency.

Cape Cod Shipbuilding must comply with the Specifications as written. The Technical Committee shall meet with representatives of Cape Cod to identify and establish procedures for correcting any past errors and to insure that all new boats are in compliance.

18. Hulls-Antifouling Paint: pg. III-3, 4(m). The following new paragraph shall be added: "Exfoliating antifouling paints must be used on all hull areas below the boot top. Such areas must be covered with the antifouling paint during the racing season."

It was the Sense of the Meeting that this amendment be adopted. It was suggested that provisions for routine sanding and cleaning be made and that the National and local measurers be given the authority to require repainting. It was noted that Fleet 4 currently permits boats to be raced without bottom paint. It was felt that this should not be permitted due to the substantial cleaning costs.

19. Rub rails: pg. III-2, 4(b). Some owners are using wood or no rub rails and this can change the performance of the yacht. Therefore the following sentence should be added to the above paragraph. "Vinyl rails must be used."

There was much discussion on this amendment and while it was felt that although vinyl rails serve a purpose they become brittle with time, often get broken, and are expensive and difficult to repair properly. It was pointed out by various proxy letters and by some of those present that some boats have no rub rail and are holding up well, while others with teak rails instead of vinyl rails look fine and are easier to repair

and install. It was the unanimous Sense of the Meeting that this amendment needs more study and that it be referred to the Technical Committee with a recommendation that existing boats be "grandfathered" if a requirement for vinyl rails is adopted.

#### VI. 1982 and 1983 National Regatta

It has been previously agreed by the National Governing Board to accept the request of the Larchmont and Manhasset Bay Fleets to host the 1982 Nationals. However, those Fleets graciously agreed to defer for one year in order for the 1982 Regatta to be held in Newport since it could not be held there in 1983 due to America's Cup congestion.

It was the unanimous Sense of the Meeting to recommend to the Incoming Governing Board that the 1982 Nationals be held in Newport and that they be hosted by the Larchmont and Manhasset Bay Fleets in 1983. Both the Chicago and Monterey fleets have expressed a desire to hold the Regatta and it is recommended that their written requests be considered upon receipt at the 1982 National Meeting.

The meeting was evenly divided on whether the Regatta should be

shifted to August as has been requested by both Newport and Long Island Sound.

There being no further business it was VOTED to adjourn.

Bryan J. McSweeney, Secretary

## New Shields

Two new boats are being built by Gordon Goodwin this winter. Dennis Dixon of the Edgartown fleet, and Bruce and Wendy Nourjian of Buzzards Bay are the proud owners of a new Shields. Welcome aboard!

### Editor's Note:

I want to encourage all of you to participate in making the MASTHEAD an informative publication. Please send me any photos or bits of news for possible publication.

Help make the MASTHEAD a success! J.B.

## TREASURER'S REPORT

Statement of Income & Expenses  
(9-10-80 to 9-30-81)

CASH ON HAND: September 10, 1980		\$2801.95
INCOME:	Late 1980 Dues	\$95.00
	1981 Dues	3630.00
	Sale of Neckties	1189.50
	Sale of Classbooks	40.00
	Bank Interest	76.41
		<u>5030.91</u>
		7832.86
EXPENSES:	Printing—MASTHEAD	1215.26
	Printing—Other	574.56
	Postage, Master List & Labels	644.27
	Administrative Expenses	137.99
	1980 Regatta	106.90
	USYRU Membership	100.00
	Neckties	2425.54
	Bank Charges	32.00
		<u>5236.52</u>
		\$2596.34
CASH ON HAND: September 30, 1981		<u><u>2596.34</u></u>
PROFIT (LOSS)		(205.61)

# Comments on National Association Membership

1. 1981 was unquestionably a year of increased membership participation, especially in the Associate, Institutional, and Sponsor category.
2. Thanks to Chris Withers, Institutional Vice President from Narragansett Bay, we had a 500% increase in this one area alone.
3. Thanks are also extended to those five sponsors who have helped the class financially this past year and are listed on the Membership Roster in the Class Data Section of the Association Handbook.
4. It should be pointed out that seven fleets collected dues from Associate members this year, a wonderful increase over prior years. Martha's Vineyard (2 years), Dallas (3 years) and Monterey (4 years) have been contributing Associate members dues all along and deserve special commendation for this support. It is hoped that all fleets will actively solicit voluntary contributions in the future from their crews and friends of the Class.
5. In the Active membership area, it must be noted that in the future all fleets will be asked to bill the individual members of their fleets, and *not* the boats. This past year at least twelve boats listed more than one owner or co-skipper—and paid but \$20.00 for the boat. In order to be listed on the Membership Roster in the future, individuals must pay either their Active or Associate dues.

## National Shields Class Sailing Association MEMBERSHIP REPORT September 30th, 1981

Fleet	1978	1979	1980	1981
1. W.L.I. Sound	13	12	13	14 (0)
2. Manhasset Bay	13	17	16	16 (4)
3. Chicago	16	16	14	19 (0)
4. Northern Mass. Bay	19	17	18	18 (0)
5. Seawanhaka	13	15	15	14 (6)
6. Southern California	Inactive	Inactive	Inactive	Inactive
7. San Francisco	Inactive	Inactive	Inactive	Inactive
8. Martha's Vineyard	5	9	10 (2)	10 (6)
9. Narragansett Bay	12	11	7	14 (6)
10. Buzzards Bay	15	16	18	17 (3)
11. Dallas	11	15 (1)	13 (2)	11 (2)
12. Monterey Bay	14 (5)	11 (8)	13 (9)	14 (9)
Unaffiliated	0 (1)	0 (1)	2 (2)	3 (3)
Institutional	1 (0)	1 (0)	1 (0)	5 (0)
Sponsors	--	--	3	5

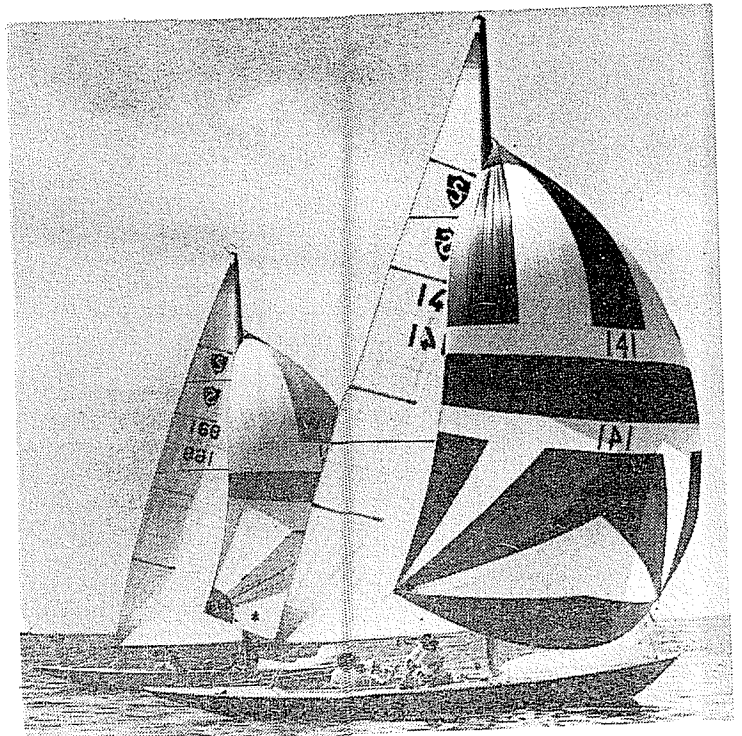
NOTE: Associate members shown inside parenthesis

### TOTAL MEMBERSHIP BY YEARS:

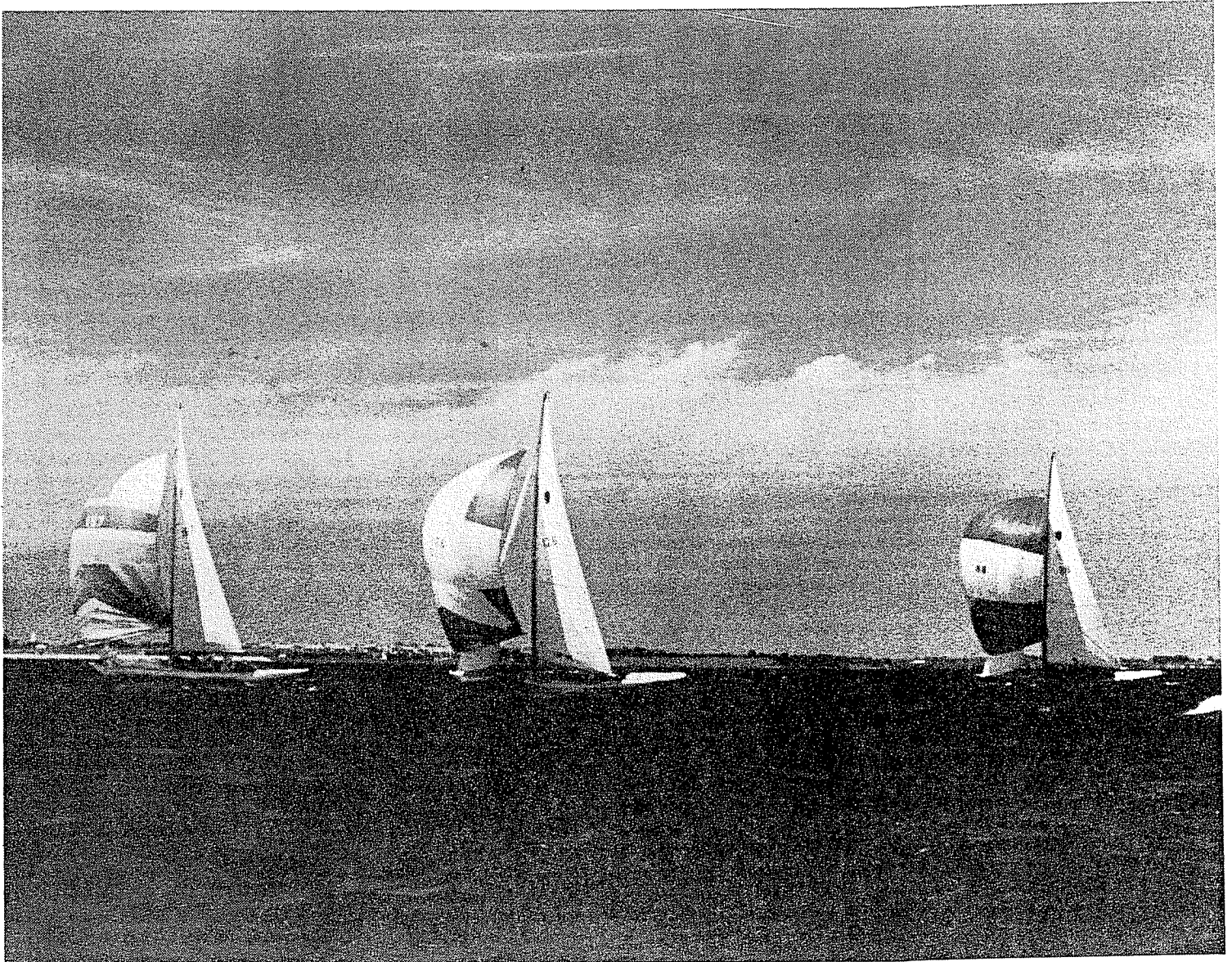
YEAR	ACTIVE	ASSOCIATE	INSTITUTIONAL	SPONSOR
1975	151	18	2	0
1976	149	5	2	0
1977	148	9	2	0
1978	131	6	1	0
1979	139	10	1	0
1980	139	15	1	3
1981	150	39	5	5



Fleet Shot at the Nationals  
photo by David Hunt



Den Hadley and Mike Deland making the most of what they've got at Buzzards Bay.  
photo by Dottie Crossley



Benjamin, Klepper and Higgins during the Nationals.

photo by David Hunt

## 1981 REGATTA RESULTS

Skipper/Fleet/Place per race (one throw-out)	total score				
<b>1. Chris Withers/Narragansett Bay</b> 2-2-2-11-2-3	11	<b>5. Tim Bryan/Martha's Vineyard</b> 6-7-8-3-1-6	22 3/4	<b>10. Dwight Harris/ Western Long Island Sound</b> 7-5-13-13-3-12	40
<b>2. Martin Plonus/Chicago</b> 4-4-1-8-6-1	15 1/2	<b>6. Bill Nolden/Dallas</b> 3-1-12-6-7-DSQ	28 3/4	<b>11. Phil Audet/Northern Mass. Bay</b> 5-13-10-9-5-13	42
<b>3. Jim Craig/Dallas</b> 1-8-5-4-8-2	19 3/4	<b>7. Dennis Klepper/Chicago</b> 9-10-6-5-WD-4	34	<b>12. Jay Higgins/Chicago</b> 10-9-11-7-12-10	47
<b>4. Gordon Benjamin Narragansett Bay</b> DSQ-6-4-2-4-5	21	<b>8. Chic Hudson/Monterey Bay</b> 8-DSQ-3-1-WD-8	34 3/4	<b>13. Dana Atchley/Martha's Vineyard</b> 12-12-7-10-10-9	48
		<b>9. Mike Deland/Buzzards Bay</b> WD-3-9-12-9-7	40	<b>14. Bryan McSweeney/Buzzards Bay</b> 11-11-14-14-11-11	53