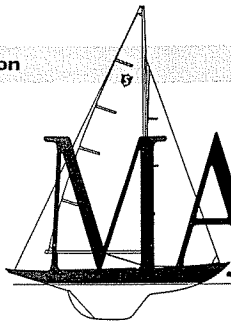


SHIELDS MASTHEAD



April 1990



This photo doesn't do justice to the very breezy conditions that predominated at last year's Armadillo Cup.

Get Your Armor Ready

The 1990 Dasypus Sexcinctus Cup is coming. Make any sense? Here's a quick hint. Last year, it sounded like this: "Proctor wins in convincing fashion. Pulls a horizon job on the whole fleet. Stymies the very foundation of Fleet 11..." Now, does it sound familiar? If it doesn't to any non-Texans, just ask any Shields sailor in Texas. It's time for the 1990 Armadillo Cup, and you can be sure there will be more than a few Shields sailors on Lake Ray Hubbard who'll have something to say about Ched Proctor putting chinks in their armor again. It's going to be a real showdown so book your flights, load up your trailers, and rustle your way to Dallas for the racing, barbecues, warm weather and festivities that made Texas famous! The 14th Annual Armadillo Cup is the unofficial opening of the 1990 Shields season: Thursday, May 4 through Sunday, May 6 at the Rush Creek Yacht Club. If you haven't made plans yet, don't despair, just hurry.

All you need to bring is your set of sails, and of course any little go-fast items that you think you might need. Fleet 11 will look after everything else. The host Rush Creek Yacht Club is a well-equipped facility with clubhouse, pool, showers, and launching facilities. There is extra crew available, and the local owners have the option to sail as crew or just to be an onlooker. Housing will be provided by the membership and the club is only 20 miles east of the Dallas/Fort Worth Airport, a 1/2 hour drive. The weather is usually quite warm in May (summery for us northern folk), and you can almost certainly count on a good breeze (hopefully, a little less than last year). Early arrivals are welcome, and with the Byron Nelson Pro Golf Tournament running concurrently and nearby Dallas a hub of activity, there is plenty to do for any non-sailors in your group.

The format is going to look like this.

Thursday, May 3:

1300 Boats available for practice (possible practice race)

1900 Fleet-hosted cocktail party
2030 No-host dinner at local restaurant "On the Border"

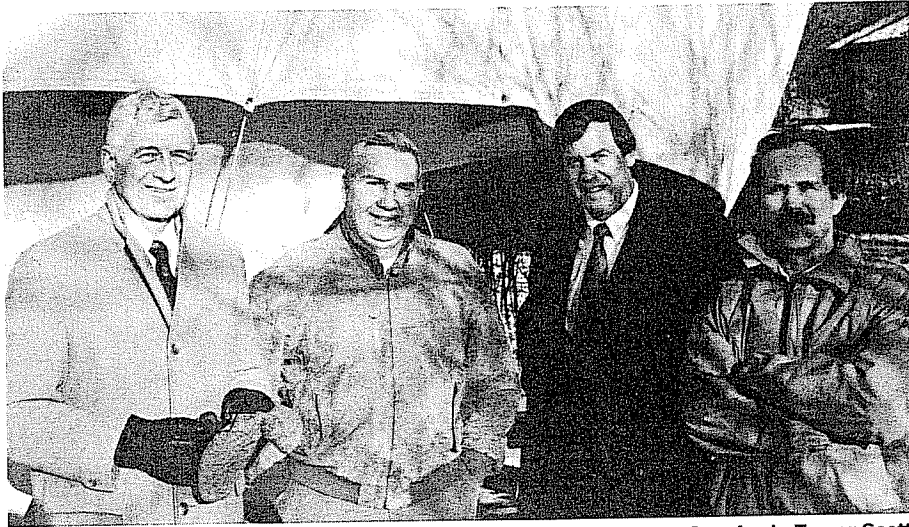
Friday, May 4:

0900-1030 Registration and boat draw at Rush Creek YC
1100 Skipper's Meeting at Rush Creek YC
1145 Lunch at Rush Creek YC
1325 Warning Gun, Race 1 (followed by Race 2)
1830 Texas-style barbecue at fleet member's home

Saturday, May 5:

0800 Continental breakfast at Rush Creek YC
1025 Warning Gun, Race 3 followed by lunch
1230 Lunch at Rush Creek YC
1325 Warning Gun, Race 4 (followed by Race 5)
1830 No-host cocktails/Dinner at Rush Creek YC/Open

(continued on page 4)



From left - Howard F. Burdick, Chris Withers, Gary Lash, Turner Scott.

The New National Officers

President: Chris Withers, Captain, U.S. Navy (Ret.), became active in the Shields Class in 1967 when he arrived in Newport as a student at the U.S. Naval War College and started racing their six Shields. The Shields name was well known to him as Eileen Shields, daughter of Cornelius, had been his junior sailing instructor in 1945 at the Manhasset Bay Yacht Club. Since those days, he has progressed to win eight Fleet 9 championships and two national championships, and currently sails the Navy's #163, *Ann*. His goal while president is to foster the strength of the class through communications. "We hope to get the Masthead out quarterly and keep everyone apprised of upcoming regattas and what is current. Hopefully, we can keep controversy to a minimum and devote our energies to further developing the class and making it stronger." Chris is married, with two sons and two daughters.

Secretary: Turner Scott, an active lawyer in Newport since 1978, never sailed until he bought his Shields (*Dancer*, #92) in 1982. A lacrosse player and former paratrooper (he spent four years jumping out of airplanes), Turner kicked around at the bottom of Fleet 9 for a few years before he decided to get smart—he arranged for experienced crew. In 1983, he took the job of Fleet 9 Captain because, he says, he had a real live office, a secretary, and a computer. He remained at that post up until 1989. As a word merchant (lawyer), he is particularly suited for the job of secretary - namely he still has his office, secretary, and the computer. Turner is married with one daughter, and still jumps out of airplanes for pleasure and military proficiency.

Treasurer: Howard F. Burdick, Captain, U.S. Navy (Ret.), has been sailing Shields #15, *Icea*, fitfully since 1984. He served 30 years in the Navy, mostly at sea, commanding destroyers and a cruiser around the world. His second career as director at Marine Safety International in Newport, consists of providing shiphandling training to shipping companies, pilot associations and the Navy with computer graphics simulators. As the treasurer of our class, his aim is "To support the class with sensitive easing and trimming of the purse strings - and keeping a steady strain." When not sailing on *Icea*, Howard can be found cruising and occasionally racing with his wife Jane on their C&C 29, *Moonsadow*.

Measurer: Gary Lash started his Shields career with Fleet 9 in Newport in 1975, crewing on several different boats until he and Steve Crowley bought #169, *Bomba Charger*, four years later. In addition to winning numerous local fleet races, he has won the New England championship four times and in 1982 the Manhasset Bay Challenge Cup, in Shields, in Marblehead. Gary has competed in three national regattas, placing third twice. Besides Shields, he has an extensive background in other one-design classes as well as numerous offshore events. When he trades in his deck shoes for wingtips, Gary is the Marketing Director and Property Manager for the Rhode Island Port Authority in Providence. He is married with a daughter and a son.

Masthead Editor: Tim Robinson had his first Shields experience racing intercollegiately at the Naval Academy and N.Y. Maritime for five years. He raced last year with Fleet 9, which included a class win at the Buzzards Bay Regatta on #45, *Red Eye*. Besides Shields, Tim has extensive sailing experience in other one-design classes and larger, offshore boats. As editor of the Masthead, he sees a continuation of past successes. "The Shields has such tradition and longevity. One-design sailing is the root of our sport, and few groups better exemplify this than the Shields." He pledges to put out the newsletter quarterly for the members and the class, as well as "to avoid the wrath of his superiors!" While he's not sailing, Tim is an assistant editor at *Sailing World* magazine.

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Measurer's Report...

was asked and agreed to be the National Measurer prior to the Nationals in Chicago. Based on what I've seen over the last few months, I wonder what I've gotten myself into. Vic Onet claims to have enjoyed his bit-part as measurer. In two years, I hope to be able to say the same although the position has recently involved more work than ever before.

Some people feel that the results in Chicago will be good for our class. I hope they are right. The results did force last year's Technical Committee to look at the Blue Book and look at a number of boats. It is no surprise that many of us are racing boats that are technically illegal. The book says that if it isn't stated, you can't do it. Anyone ever sailed with a Masthead fly? Guess what? Don Tomlin and Vic have done a lot of work cleaning up the Blue Book and revised copies are due out

within a few weeks. A number of matters do remain open and we will be working on these this year.


One thing I feel strongly about is the role of the National Measurer at our National championship. I do not believe the Measurer has the responsibility to pull out a magnifying glass and attack each boat entered. My understanding is that local fleet captains have a role to notify the National Regatta Committee of skippers that have qualified to sail. The same should hold true for local measurers and boats that qualify. I've seen the J/24s being measured at major regattas. No thanks!

Looking at the bigger picture, I've used my boat as a daysailer with my wife and two young kids as much as I've used it for racing. I enjoy both and that is why I bought a Shields. I have no desire to really jazz up my boat and try and make it an Etchells 22 or Soling. I'm also cheap and don't want to spend the money.

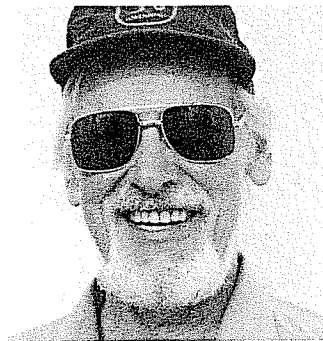
Don, Vic, and the Technical Committee did

a great job over the last two years and all of us in the class owe them our thanks. Vic has agreed to stay on the committee as has Dick Ronan from Larchmont. This will give us some consistency that may have been missing in the past. New kids on the block are Bob Berglund, Dan Hadley, and Bryce Muir from Newport, and Joey Tomlinson from Marion.

Should you want to contact me for any reason, you have several choices over the next two months. Choice #1 is most of the time: Rhode Island Port Authority, Quonset Point Industrial Park, 7 Belver Ave., North Kingstown, RI 02852, 401/277-3134. Choice #2 is some of the time: R.I. Department of Economic Development, 7 Jackson Walkway, Providence, RI 02903, 401/277-2601. Choice #3 is at home, listed on page two. Mail will get the most attention if it is sent to Choice #1. Thanks.

Respectfully,
Gary Lash 

Short Tacks



Fred Fix 1933-1990

Some of you will remember Fred Fix who was our measurer for the Shields Nationals in Chicago last year. It is with regret that I inform you that Fred passed away on March 3, 1990. To myself and all who sailed with him, he has left hundreds of memories that will forever become a part of who he will be.

Perhaps I will remember most how unselfishly Fred gave his skills to others so that they could experience the victories that he knew life had to offer. Such unselfishness is rarely found in a sailor today. With all due respect to this fine man, I tip my hat, and with all the credit these words might convey, I wish him happy journeys.

David Crookall
Captain, Fleet 3
Chicago, Ill

Manhasset Bay Challenge Cup

On September 21-23, the oldest yachting trophy competed for annually in the United States, the Manhasset Bay Challenge Cup, will be held in Shields on the waters of Narragansett Bay, R.I. Ida Lewis Yacht Club, the winner in Etchells 22s last year, will be host to the event. Inquiries are welcome from any yacht club wishing to contest their skills in this truly corinthian event. The names of past competitors read like a who's who of yachting: Shields, Hinman, Knapp, Cunningham, ... and other, more familiar ones like Onet, Withers, Lash, Thayer, and the list goes on. There are a number of great parties planned and boats are available on a first-come basis so don't wait. Contact Event Chairman Tina McKinley at USYRU, 401/849-5200 or write to her at Box 209, Newport, RI 02840.


Shields #28 vs. Shields #245

The saga of Mr. Meril vs. Mr. Hardy and Mr. Proctor is headed back to Chicago. Al Meril has filed a protest against #245, *Hawk*, basically stating that *Hawk* is an illegal Shields and that, under Rule 68, he has a right to protest her. The original committee then met and have agreed to hear the protest on March 31 at the Columbia Yacht Club. From there, a decision should be handed down, hopefully within a few days, and most likely in writing. Unfortunately, it doesn't end there as either party has the right to appeal the decision and that could take quite awhile (ahem... let's not forget the America's Cup). Stay tuned.



More light air at the Armadillo Cup.

Thank You!

The new officers and this Editor want to be the first to thank former editor Bill Rich for the time and devotion that he put into the previous three Mastheads. Bill set a new standard for quality in this publication and it will be hard to match. As a matter of fact, we're not even going to try. Bill apologized to me for not being able to put out the Masthead regularly, but as anyone who has ever done the task before will tell you, it takes some blood, sweat, and tears, and a fair amount of time, to put one together. I was rewarded with some of Bill's tireless effort when I talked with him on the phone; I got off well over an hour later! Undoubtedly, you will be seeing more of his work throughout the next two years. Here's a hearty Shields toast to Bill Rich. 

CALENDAR

May 4-6

Armadillo Cup Invitational, Rush Creek Yacht Club, Dallas, TX
 Contact - Regatta Chairman, Bob Broun 214/979-0940
 Fleet 11 Captain, Garry Brown 214/324-0472

May 27-28

Sail Newport Sailing Festival, ILYC/NYC
 Contact - Sail Newport, Nancy Helme 401/846-1983

July 11-14

Edgartown Regatta, Edgartown Yacht Club, Martha's Vineyard
 Contact - Race Committee, Edgartown Yacht Club 508/627-4361

July 14-21

Larchmont Race Week, Larchmont Yacht Club, NY
 Contact - Regatta Chairman, Paul Lennon 914/834-6861

July 20-22

Volvo Newport Regatta, Fort Adams, Newport, RI
 Contact - Sail Newport, Nancy Helme 401/846-1983

July 26-29

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

August 4-6

Buzzards Bay Regatta, Beverly Yacht Club, Marion, MA
 Contact - Barry Tirrell, Fleet 10 508/748-1160

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

Boat Emporium

This is a very abbreviated list of available Shields. Undoubtedly, there are others for sale. If you would like your boat listed, write down how you want it to read (don't forget a phone number), and we will happily publish it. You can also fax it to 401/848-5048 (Some of these boats may have already been sold.)

#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 Polkabila, Monterey, CA 408/373-2728 or 408/375-5403.

#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.

#193 -Greenish blue hull; Hinckley built '72, 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.

Cape Cod Shipbuilding - This winter, we have three Shields under construction. One has been sold to a new Shields sailor in Marion, Mass., leaving two available for sale. We also have one used Shields, #225, for sale in our yard here in Wareham, Mass. Masts and booms

are under construction, and we urge the fleet to purchase a spare to keep readily available so no sailing time is lost waiting for truck delivery. We at Cape Cod wish all Shields sailors a smooth sailing season. Gordon L. Goodwin, President, 508/295-3550.

1990 Armadillo Cup


(continued from page 1)

Sunday, May 6:

0800 Continental breakfast at Rush Creek YC
 0925 Warning, Race 6
 1230 Trophy presentation at Rush Creek YC

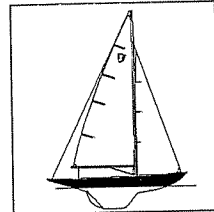
Yachts may register in advance by completing an entry form available from Regatta Chairman Robert C. Broun: 4412 Nashwood, Dallas, TX 75244, or by calling him during the day at 214/979-0940. Advanced registration to

be postmarked no later than April 16, 1990.

Currently, there are eight good boats available for charter. A nominal entry fee of \$100 entitles you to cocktails on Thursday, dinner on Friday, continental breakfast on Saturday and Sunday, and beer at Sunday's awards. There is also a \$35 insurance fee that goes with chartering a Shields and a refundable damage deposit of \$250. So head on down because, as they say down in Texas, "If you can't beat Proctor in the protest room, you've got to beat him on the water." 

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

BULK RATE
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Area Vice President
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Port Washington NY 11050