

SHIELDS CLASS SAILING ASSOCIATION

SECTION VI

RULES GOVERNING THE NATIONAL CHAMPIONSHIP REGATTA

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1.0 By-Laws Governing the National Regatta

1.1 *Sanction*

A National Championship Regatta (the "Regatta"), which is a sanctioned regatta, shall be sponsored annually by the Association in accordance with the provisions of this section of the Shields Class Rule Book. (See Sec III - Class Sanction)

1.2 *Duties of Committee*

The Regatta shall be managed by the National Championship Committee appointed pursuant to paragraph 6.4 of the By-Laws under the supervision of the Governing Board. The Committee shall report the results of the Regatta to the Secretary within 20 days thereafter.

1.3 *Eligibility*

(a) Corinthian Intent of the Regatta - The Shields Class Sailing Association upholds the meaning, sense and spirit of Article II of the Constitution, "To promote Corinthian racing of Shields Class yachts." Therefore, any "professional" who does not regularly race a Shields shall be ineligible to participate in the National Championship Regatta either as helmsman or crew member unless he has met the criteria of subsection 1.3 (c) below.

(b) For the purposes of the Shields Class, the term "professional" is defined as:

- (1) someone who is employed within the boating industry, and
- (2) is not a regular helmsman or crew member of a yacht, and
- (3) who appears for the National Regatta with qualifications and experience superior to those of the helmsman or crew member he replaces, or
- (4) who may directly or indirectly benefit financially from a yacht's successful performance in the Regatta.

Note: The intent of this provision is to ensure that the National Regatta is maintained as an event for the enjoyment of sailors who compete in Shields regularly during the season. The objective is to eliminate bringing in "professionals" who participate in Shields sailing only for the National Regatta.

(c) Except as provided in subsections (d) and (e), no one shall be eligible to enter the Regatta unless:

- (1) he is an Active Member as helmsman/skipper or an Associate Member as crew,
- (2) he is a member of a Fleet or has otherwise satisfied such requirements as may have been established by a Fleet for active participation therein;
- (3) he has participated in a series of sanctioned races for the purpose of ascertaining the persons to be certified by a Fleet as having qualified to enter the Regatta. A Fleet's qualifying series for the National Championship Regatta shall consist of a minimum of 10 (ten) sanctioned races. Exception to this 10-race minimum may only be granted by the Governing Board, and
- (4) the Yacht sailed by him in such a series is a Registered Yacht.

- (d) The winner of the National Championship Regatta shall be eligible to enter the next succeeding National Championship Regatta without meeting the requirements of subsections 1.3 (c)(3),(4) as long as the other requirements of subsection (c) are satisfied.
- (e) The foregoing requirements may be waived by the Committee but only in favor of an Active Member who is not a member of a Fleet or for personnel representing an institution which is not a member of a Fleet.
- (f) All entrants shall satisfy the entry requirements, including payment of the entry fee, established by the Committee.

1.4 *Yachts*

- (a) Only Registered Yachts shall be used.
- (b) All Fleets are required to submit a report to the Governing Board that provides in detail the results of their qualifying series of all Registered Yachts. This report is due by the date that entries close for the National Championship Regatta, and
- (c) Fleet Measurers shall be required to certify that each Yacht entered in the National Regatta from his/her Fleet conforms to the Specifications. Further, Yachts entered in the National Regatta may be inspected and subjected to any measurement deemed necessary by the National Measurer.
- (d) Yachts shall be uniform to the extent of being bottom painted and wet sailed.
- (e) The National Championship Committee and the host fleet shall provide one (1) boat per each active fleet for the use of the highest scoring active association member of that fleet who has not brought his or her own boat to the National Championship Regatta.
- (f) Yachts shall be eligible for the National Championship Regatta as follows:
 - (1) An entrant may use a Registered Yacht that he owns, co-owns, charters, co-charters or regularly helms, and that the entrant, and each co-skipper if an entrant has one or more co-skippers, has satisfied the requirements of subsection 1.3.
 - (2) Subject to prior review and approval of the arrangement by the Class Executive Committee, an entrant may by private arrangement borrow, charter or co-skipper a Registered Yacht other than the Registered Yacht the entrant raced in satisfying the requirements of subsection 1.3(c)(3). The application to the Executive Committee for permission so to borrow, charter or co-skipper such a Registered Yacht shall specify the names and qualification data of the entrant, and of each co-skipper if an entrant has one or more co-skippers, and the sails they propose to use. The Executive Committee may grant its approval subject to whatever conditions it deems appropriate to preserve the Corinthian spirit of the event and avoid prejudice to other competitors.

- (3) The Executive Committee will not ordinarily approve a request to borrow or charter a yacht from the Fleet which is hosting the National Regatta if such an arrangement would decrease the pool of well-rigged and competitive borrowed yachts available to entrants who qualify to be offered the use of a borrowed yacht under subsections 1.3(d)(e). Nor will the Executive Committee approve a request that would give a competitive advantage through unfair pooling of equipment and sails.
- (4) Borrowed yachts offered under subsections 1.4(d) shall be assigned to entrants at random by means of a drawing.
- (5) An entrant who accepts the use of a borrowed yacht under subsections 1.3(d)(e) will not be permitted the use of the sails of such borrowed yacht or otherwise alter the eligibility requirements of these By-Laws.
- (6) Any contestant using a borrowed yacht shall be responsible for all loss or damage to the Yacht or its equipment, and the Yacht shall be returned to its owner in the same condition and arrangement it was in when borrowed.

1.5 Sails

- (a) An entrant may race in the National Regatta using only one mainsail, one jib and one spinnaker ("primary spinnaker"), except as provided in this subsection or as otherwise permitted by the Committee for good cause. An entrant may carry aboard while racing a second spinnaker (a "backup spinnaker") which the entrant may use only if there is such serious damage to the primary spinnaker that further use might render it useless in the Regatta. An entrant must have damage to the primary spinnaker verified by the Committee upon completion of the day's racing in which the backup spinnaker is first used.
- (b) All sails used by an entrant in the National Regatta, except for the backup spinnaker, must have been used by the entrant and by each co-skipper, if an entrant has one or more co-skippers (unless this requirement is waived by the Executive Committee), in at least ten (10) sanctioned Shields races in the calendar year of and before the National Regatta.
- (c) All sails used by an entrant in the National Regatta, including the backup spinnaker, must have been acquired by the Registered Yacht such that the entrant, and each co-skipper if the entrant has one or more co-skippers has (unless this requirement is waived by the Executive Committee):
 - (1) satisfied the requirements of subsection 1.3(c)(3);
 - (2) must have been acquired by that Registered Yacht in compliance with the Basic Rules Governing Sail Acquisition (Sec V Sails, 1.0 Sail Acquisition);
 - (3) shall be subject to measurement.
- (d) The backup spinnaker must be clearly marked to identify it as a backup spinnaker. The procedure for measurement shall be determined by the National Measurer.
- (e) As of January, 1999, at the time of measurement of sails, each competitor will be required to produce the Sail Inventory Card for his Yacht.
(See Appendix 3)

2.0 Rules Governing the Running of the National Championship Regatta

2.1 *Sailing Rules*

Except as otherwise specified in this Section VI, Shields Class Rule Book, or in the Sailing Instructions, the rules of the United States Sailing Association shall govern.

2.2 *Crew Numbers*

The number of persons aboard a Yacht shall be not less than three. Each Yacht shall be required to carry, throughout all races, the same number of persons on board as at the start of the first race.

2.3 *Scoring*

- (a) The United States Sailing Association's low-point scoring system shall be used, modified such that a Yacht which fails to start, fails to finish or withdraws prior to a protest hearing, shall receive one point more than the number of entrants, and a Yacht which is disqualified shall receive two points more than the total number of Yachts entered in the Regatta. The Committee may prescribe special rules for scoring Yachts which fail to start or finish because of breakdown or assisting in a rescue.
- (b) In the case of a tie, the Yacht which defeated the other more often shall be deemed the winner. If a tie still remains, the Yacht which has the most first places shall be deemed the winner or, if a tie still exists, the most second places and so on until the tie is broken. If a tie still remains, the Yacht which defeated the other in the last race shall be deemed the winner.

2.4 *Courses*

- (a) The courses shall be Olympic, modified Gold Cup or windward-leeward of the types described as "O", "G" or "W" in the standard instructions of the United States Sailing Association, or courses substantially similar thereto. Courses shall be published in the sailing instructions.
- (b) The minimum length of the course sailed shall be six miles.
- (c) The time limit of each race shall be three hours, subject to such further limitations as may be established by the Committee.
- (d) There shall be not more than six nor less than four races. Four races completed shall constitute a regatta. If more races are sailed, the final standing for each Yacht will exclude the highest number of points it received in a single race.

2.5 *Sailing Restrictions - Hiking*

Extraordinary means of hiking are prohibited in the National Championship Regatta.

(See Sec III - Basic Rules, 5.3 Sailing Restrictions - Hiking)

2.6 Regatta Guidelines

The following guidelines for the Regatta are to be followed where practicable:

- (a) It should not be held in the territory of the same Fleet in two consecutive years.
- (b) It should be held on open water as free as possible from headlands, shoals and obstructions.
- (c) It should be held where an active Fleet can assist with arrangements.
- (d) It should be held either during the month of August or September.
- (e) It should be scheduled over three or four days. The number of races per day shall be determined by the National Championship Committee in coordination with the race committee.

3.0 Selection of Venue for the National Championship Regatta

- 3.1 The site of future National Championship Regatta shall be determined by a vote of all active Fleets based on proposals of those Fleets that wish to hold the event.
- 3.2 The responsibility for arranging and providing suitable facilities, prizes and entertainment rests with the Fleet holding the event.
- 3.3 A Fleet wishing to host the National Championship Regatta shall submit a "Request for Proposal" (RFP) to the National Governing Board no later than June 1, two years prior to the year of the requested Regatta. (See section on RFP which follows.)
- 3.4 The National Governing Board shall submit all RFP documents to each active Fleet. Each active Fleet will have one (1) vote to express its choice of venue. This vote must be in writing and must be received by the National Governing Board by July 15, two years prior to the requested Regatta.
- 3.5 The National Governing Board shall be entitled to cast one (1) vote to express its choice should an equal number of votes be cast for more than one proposal.
- 3.6 The National Governing Board may reopen the the RFP process even after an award has been made if, in its opinion, there is sufficient reason to do so.
- 3.7 The winning RFP shall be announced at the annual Shields National Meeting two years prior to the year of the requested Regatta.

4.0 Outline for Request for Proposal

The Organizing Committee of any local Fleet wishing to host a National Championship Regatta must provide a submission covering the following subjects:

Venue-The waters on which the series is to be held.

Inclusion of the date proposed for the Regatta complying with class rules.

Sailing Conditions -A brief description of the usual sailing conditions found during the month proposed for the National Championship Regatta.

Shore Facilities - A brief description of the following facilities:

- (a) Suitable boat launch and hauling-out facilities/equipment.
- (b) Suitable mast stepping and hauling-out facilities/equipment.
- (c) Sufficient and convenient docking and/or mooring facilities.
- (d) Launch boat transportation, if appropriate.
- (e) Trailer park and storage.
- (f) Yacht and sail measurement area.
- (g) Registration area.
- (h) Signal mast.
- (I) Skippers' meeting area.
- (j) Jury and protest rooms.
- (k) Official notice board.

Sponsoring Yacht Club - If appropriate, include information about the sponsoring Yacht Club, its interest, its involvement, its facilities and its support staff.

Race Committee and Race Committee Boat(s)- A description of the availability of a Race Committee boat and chase/marker boat(s). In addition, include a description of the Race Committee and its qualifications.

Loaner Boats - A roster of loaner boats, their numbers and owners, including a brief commentary of the condition of each. The insurance coverage of these boats should be carefully described.

Housing Accommodations - A brief description of available personal as well as commercial accommodations.

Provisioning Accommodations - A brief description of chandlers, sail lofts, riggers, boat yards, etc.

Financial Impact -A description of estimated participant entry fees and other costs (including fees for launching, mooring and storing, etc.), and any participant traveling incentives, if appropriate. In addition, local Fleet budgets for programs, activities and events such as meals, parties and other items like trophies.

Entertainment - A broad description of planned entertainment. In addition, any potential activities for non-racing companions is useful.

History - A record of the dates of prior National Championship Regattas held in this venue.

5.0 CHAMPIONSHIP AWARDS

To Be Presented Annually at the Shields National Championship Regatta

Shields National Championship Trophy

Sterling silver Chippendale tray donated by Cornelius Shields and awarded each year to the winner of the Shields National Championship Regatta.

Cornelius Shields Memorial Prize

Shields half-model donated by the Western Long Island Sound Fleet No. I and the Larchmont Yacht Club in 1982 in memory of Cornelius Shields and awarded at the Shields National Championship Regatta to that skipper who achieves the greatest improvement in his standing from the previous Shields National Championship Regatta.

Shields Class National Championship Institutional Trophy

Pewter Revere bowl donated in 1984 by Christopher Withers, Captain, USN, ret., of the Narragansett Bay Fleet No. 9, and awarded annually for the best performance by an institutional crew in the Shields National Championship Regatta.

Senior Skipper Award (Moore Trophy)

Pewter tray donated in 1981 by James B. Moore, Jr., of the Manhasset Bay Fleet No. 2 and awarded for the best performance among the five oldest skippers in the Shields National Championship Regatta.

Junior Skipper Award

Pewter Chippendale tray donated in 1981 by James B. Moore, Jr., of the Manhasset Bay Fleet No. 2 and awarded for the best performance among the five youngest skippers in the Shields National Championship Regatta.

Take A Bow Trophy

Fully rigged bow section of a Shields Yacht mounted on a teak door. It was donated in 1985 by the Commodore and membership of Monterey Peninsula Yacht Club, and later refurbished by Brian Ladouceur, Graham Quinn and the crew of Shields No. 46, of the Buzzards Bay Fleet No. 10. It is awarded each year to an individual or individuals selected by a special committee to reward and celebrate dubious achievement during the Shields National Championship Regatta.

James B. Moore, Jr. Memorial Prize

In recognition of James B. Moore, Jr.'s invaluable service to the Association as President, as Founder of Fleet No. 2 and in numerous other capacities, the Long Island Sound District, consisting of Fleets Nos. 1 (Western Long Island Sound), 2 (Manhasset Bay) and 5 (Seawanhaka Corinthian Yacht Club), instituted in 1991 a prize to be awarded each year to the crew of the winning yacht to recognize their efforts in attaining that goal.

Keeper Trophies

The winners of these championship awards shall have their names engraved on the permanent trophies and shall receive an appropriate keeper trophy provided at the expense of the Regatta Committee.

Log of Winners of Perpetual Trophies

The Regatta Committee shall prepare a form (See 6.0 Log of Winners of Perpetual Trophies) listing the recipients of all permanent trophies and forward it to the Shields Class Secretary. The Secretary shall provide that information to the Regatta Committee for the following year to assist them in retrieving the trophies for the National Regatta.

6.0 Log of Winners of Perpetual Trophies - National Championship Regatta

Fleet

Date

1. Shields National Championship Trophy

Name:

Address:

Telephone:

Signature:

2. Cornelius Shields Memorial Trophy

Name:

Address:

Telephone:

Signature:

3. Shields Class National Championship Institutional Trophy

Name:

Address:

Telephone:

Signature:

4. Senior Skipper Award

Name:

Address:

Telephone:

Signature:

5. Junior Skipper Award

Name:

Address:

Telephone:

Signature:

6. Take A Bow Trophy

Name:

Address:

Telephone:

Signature:

7. James B. Moore, Jr. Memorial Prize

Historically, this prize has consisted of keepers for each crew member. There is no need to record the recipients here except for information purposes.

7.0 Sample Sailing Instructions - National Championship Regatta

1. RULES

The regatta will be governed by the 1993-1996 International Yacht Racing Rules ("IYRR"), including US SAILING prescriptions, the Class Book of the Shields Class Sailing Association, the Notice of Race (except as any of those are altered by these Sailing Instructions) and by these Sailing Instructions.

If, at any time from the beginning of registration through the conclusion of the awards ceremony, there is a serious breach of good manners of sportsmanship by a skipper or crew member, the jury may, after a hearing, disqualify from the regatta or any portion thereof the yacht with which the offender was associated. Posting notice of such a hearing on the protest notice board shall fulfill the notice requirement of rule 70.2.

Yachts shall not discharge trash of any kind into [local waters]. The penalty for infringing this instruction shall be disqualification from all races sailed that day. This modifies rule 74.4.

2. ENTRY & ELIGIBILITY

Eligible yachts may be entered by completing registration with the regatta organizing authority.

3. NOTICE TO COMPETITORS

Notices, including those concerning protests, will be posted on the regatta notice board located [site of notice board].

4. CHANGES IN SAILING INSTRUCTIONS

Any change in the Sailing Instructions, including the schedule, will be posted before 0900 on the day it will take effect.

5. SIGNALS MADE ASHORE

Signals made ashore will be displayed from the [site of signal mast]. Code flag "AP", Answering Pennant, with two guns (one gun when lowered) means "The races are postponed. Do not leave the harbor area." The time of the warning signal will be posted before the lowering of "AP"

6. SCHEDULE OF RACES

	First Warning Signal	Races
Sunday, August 30	1330	Practice
Monday, August 31	1030	#1 & #2
Tuesday, September 1	1030	#3 & #4
Wednesday, September 2	1030	#5 & #6
Thursday, September 3	Make up if necessary	

7. COMPETITORS' MEETING

There will be a Competitors' Meeting at [time] on [date], [site of meeting].

8. RACING AREA

The racing area will be [site of racing area]. Two chart reproductions of the racing area are enclosed. The restrictions noted on these chart reproductions are not applicable to this regatta.

9. THE COURSE

The diagrams and descriptions below describe the courses, including the approximate angle between legs and the order of rounding. The diagrams illustrate port roundings. When marks are to be rounded to starboard, a green flag will be displayed from the committee boat.

The identifying letter of the course to be sailed will be displayed from the committee boat, along with the approximate compass bearing and distance from the starting mark to the windward mark.

For course W only, a number indicating the number of laps or partial laps, e.g., 2 1/2 will also be displayed.

Illustration of courses

O-Triangle, windward, leeward and windward (Olympic)
G-Triangle, windward and leeward (Gold Cup)
T-Triangle and windward
W-Windward, offset mark and leeward

10. MARKS

A stand-off mark attached to a starting or finishing boat is a part of the boat.

The marks of the course (except for the offset mark in course W) will be orange inflatable tetrahedrons. The offset mark in course W and "new marks" (see paragraph 13) will be yellow cylinders.

11. THE START

Races will be started in accordance with IYRR 4.3(a) System 2.

A yacht shall start no later than 10 minutes after her starting signal.

The flying of a black flag accompanied by one sound signal prior to the preparatory signal will signify that the "sudden death" rule is in effect: when, during the one minute before her starting signal, any part of a yacht's hull, crew or equipment is within the triangle formed by the ends of the starting line and the windward mark, the yacht shall be disqualified from that race, including any subsequent re-starting or re-sailing of that race. This modifies IYRR 7.2(b), I I (a), I I (c) and 70.1 (a). When the black flag rule is in effect, IYRR 7.1 (Individual Recall) shall not apply. The race committee will display the sail numbers of disqualified yachts.

The starting line will be between a staff on the committee boat from which an orange flag is displayed and the nearby racing mark.

12. RECALLS

Individual recalls will be signaled in accordance with IYRR 7. 1.

13. CHANGE OF COURSE AFTER THE START

When changing the course after the start, the race committee will set a new mark and remove the original mark as soon as practicable. Also, any mark to be rounded after the new mark will be relocated when that is necessary to maintain the original course configuration.

A change of course will be signaled near a mark by a boat which will display code flag "C" and the approximate compass bearing to the next mark and sound a horn periodically. The change will be signaled before the leading yacht has begun the leg toward the next mark, although the next mark may not be in position at that time.

When in a subsequent change of course a new mark is to be replaced, it will be replaced with an original mark.

14. THE FINISH

The finish line will be between a staff on a boat from which an orange flag is displayed and the nearby course mark.

15. TIME LIMIT

Any race in which no yacht rounds the first windward mark within one hour or finishes within 3 hours of the start will be abandoned. If a yacht finishes within the 3-hour limit, the time limit for all other yachts will be 30 minutes after the finish of the first yacht. Yachts not finishing within the time limit will be scored "Did not finish".

16. SAFETY

A yacht that retires from a race shall notify the race committee either before leaving the course area or, if that is impossible, immediately after arriving ashore.

17. SCORING

The scoring system of Section VI, paragraph 8.8 of the Class Book will be used. Four races constitute a series. If five or more races are sailed, the highest score will be dropped.

18. ALTERNATIVE PENALTIES

After finishing and within protest time [see paragraph 19. 1 (b)], a yacht that has acknowledged infringing a rule of Part tV and made turns while racing shall notify either the boat displaying a yellow flag near the finish line or the jury ashore, giving the sail number(s) of the other yacht(s) involved.

19. PROTESTS

19.1 A yacht intending to protest shall do so in compliance with IYRR 68 with the following modifications:

- (a) After finishing or retiring, the protesting yacht shall notify the boat displaying a yellow flag near the finish line, giving the sail number of the protested yacht.
- (b) The protesting yacht shall deliver a written protest to the protest desk within one hour of the time the committee boat reaches its berth. Protest forms will be available at the protest desk.

19.2 The sail numbers of yachts known to be involved in protests will be posted on the notice board after the last race of the day. This posting shall constitute notice of a hearing. Hearings may begin 30 minutes after the return of the committee boat.

8.0 Calculation for the Cornelius Shields Memorial Trophy

This trophy is to be awarded to the skipper that shows the most improvement from one National Championship Regatta to the next.

The suggested method of calculating the score for awarding this trophy is as follows:

STEP I

Identify the skippers that sailed in both regattas.

STEP II

Convert the official low-point scores to high-point scores. (Number of entries plus one times number of races less low-point score.)

Example: 1983

$$\begin{array}{r}
 32 \text{ entries} \\
 \underline{+1} \\
 33 \\
 \underline{\times 5} \\
 165 \\
 \text{Withers' Low-Point Score} \quad -12 \\
 \text{Withers' High-Point Score} \quad 153
 \end{array}$$

For a series with a set number of participants, high-point scoring gives exactly the same placement as low-point scoring. The reason for using high-point is so that the number of participants in the regatta will be reflected in the scoring. For instance, under low-point scoring, the tenth boat in a 30-boat fleet gets the same score as the tenth boat in a ten-boat fleet. This is not true in high-point scoring.

STEP III

Determine the perfect score. That is: what a boat's score would have been if it won all of the races.

Example: 1983

$$\begin{array}{r}
 32.00 \text{ entries} \\
 \\
 32 \quad \text{One Race Score} \\
 \underline{\times 5} \quad \text{races} \\
 160 \quad \text{Perfect Five Race Score}
 \end{array}$$

STEP IV

Calculate each boat's score as a percentage of the perfect score.

Example: 1983

$$\begin{array}{r}
 \text{Withers' High-Point Score} \quad 153/ \\
 \text{divided by Perfect Score} \quad \underline{160} \\
 \text{\% of Perfect} \quad .956\%
 \end{array}$$

STEP V

Divide current year's improvement in the percent-of-perfect score by the prior year's to determine percent improvement.

Example: 1983

$$\begin{array}{r}
 \text{Withers' 1983} \quad .956 \\
 - \text{Withers' 1982} \quad - \underline{.712} \\
 \text{Withers' Improvement} \quad .244/ \\
 \text{divided by 1982} \quad .712 \\
 \\
 \text{Withers' \% Improvement} \quad +34.2\%
 \end{array}$$

1982 SHIELDS NATIONAL CHAMPIONSHIP
NARRAGANSETT BAY FLEET 9

FINAL RESULTS

POSITION	SKIPPER	FINISHES*	POINTS**
1	TEARS	5-5-2-.75-4-26	16.75
2	DELAND	17-2-6-6-3-3	20.00
3	LASH	7-15-12-3-2-8	32.00
4	COLMAN	10 - 3 - 3 - 38 - 8 - 13	37.00
5	WAKEMAN, JR.	12-174-7-7-11	41.00
6	MERIL	14-.75-13-2-12-27	41.75
7	CLEMSON/PORATH	25-12-7-15-6-4	44.00
8	GRINNELL	19-24-8-4-10-5	46.00
9	POLKABLA	18-21-17-5-9-.75	49.75
10	STUBBS	6-4-15-12-16-21	53.00
11	CONVERSE	4-14-18-8-17-12	55.00
12	VATHERS	3-18-5-16-14-28	56.00
13	STONE	28-8-9-11-.75-29	56.75
14	SHORE/REAGAN	.75-37-.75-10-38-17	65.50
15	NOURJM	15-20-16-20-13-6	70.00
16	PAECH	23-13-14-17-11-37	78.00
17	SIMPSON	24-6-24-13-26-14	81.00
18	CROWLEY, JR.	21-25-19-14-5-24	83.00
19	BRYAN	9-9-10-24-38-31	83.00
20	DFXON	16-23 11-19-115-22	83.00
21	HADLEY	11-16-38-9-37-20	93.00
22	NELSON	27-37-20-24-24-2	97.00
23	HUNTER	38-7-27-31-23-9	97.00
24	HIGGINS	29-11-30-22-29-7	98.00
25	NOBLE/NOBLE	30-10-25-37-19-18	102.00
26	GELINAS	37-37-23-18-18-10	106.00
27	WILKINS	13-27-21-26-20-34	107.00
28	TOMLIN/KEOGH	8-30-32-27-21-25	111.00
29	JENKINS	20-28-22-25-25-33	120.00
30	ATCHLEY	34-19-29-29-27-16	120.00
31	PLONUS	22-38-38-23-22-23	128.00
32	MONTGOMERIE	26-22-37-37-37-15	137.00
33	GRAZIANO	32-26-28-30-28-30	142.00
34	RICH	33-29-31-32-37-19	144.00
35	MOORE	2-37-37-37-37-37	150.00
36	KLEPER	31-37-26-28-37-32	154.00

DNF OR DNS 33; DSQ = 34
TOTAL POINTS LESS THROW OUT OF WORST RACE

1983 SHIELDS NATIONAL CHAMPIONSHIP
WESTERN LONG ISLAND SOUND FLEET I

FINAL RESULTS

POSITION	FINALSKIPPER	FIMSHES*	POINTS**
1	VATHERS	.75-.75-9-22-.75-.75	12.00
2	WILLOCKS	3-4-5-34-6-3	21.00
3	STUBBS	7-3-10-2-5	27.00
4	COONS/ONET	8-7-4-4--4	27.00
5	RICH	10-8-2-10-2-6	28.00
6	GRINNELL	5-12-14-3-5-14	39.00
7	BRYAN	12-10-8-8-7-7	40.00
8	MIERIL	6-34-.75-34-3-2	45.75
9	JONESfrORGESON	33-2-22-11-8-8	51.00
10	TEARS	2-5-6-34-4-34	51.00
11	COPP	11-15-11-7-10-18	54.00
12	RUSSELL	13-20-34-.75-15-9	57.75
13	DONAHUE/LEWIS	33-11-19-9-14-11	64.00
14	WERBLOW	9-22-17-5-20-15	66.00
15	KILROY	18-6-3-19-22-21	67.00
16	COVERLEY	17-19-7-13-19-12	68.00
17	PORATH	14-13-13-12-24-24	76.00
18	JORDAN	22-21-34-6-17-13	79.00
19	WILKINS	20-9-1,5-20-21-34	85.00
20	DIXON	15-33-12-14-25-19	85.00
21	ROBINSON	16-33-16-33-11-10	86.00
22	CROWLEY	4-14-33-33-13-25	89.00
23	KEOGH[FOMLIN	25-26-20-33-18-17	106.00
24	LADOUCEUR	24-16-25-16-30-26	107.00
25	PROSSER	26-27-18-18-27-23	112.00
26	MOORE	23-25-34-33-16-16	113.00
27	RUNDQUIST/KENNEDY	21-18-23-33-33-20	115.00
28	SIMPSON	19-23-26-33-23-28	119.00
29	CARLTON	28-33-24-28-21-22	123.00
30	CROZIER	30-24-27-15-29-29	124.00
31	HIGGINS	29-28-28-17-26-27	126.00
32	HALLGRING	27-17-21-33-33-33	131.00

DNF OR DNS 33; DSQ = 34
TOTAL POINTS LESS THROW OUT OF WORST RACE

1983 Calculations for Awarding the Cornelius Shields Memorial Trophy
(blank)

1983

Calculations for Awarding
the
Cornelius Shields Memorial Trophy

1982

1983

Skipper	Position	1982		1983		Perfect	Improvement	Rank
		Low -Point Score	High-Point Score	Low -Point Score	High-Point Score			
Perfect Score		3.75	181.25	3.75	161.25	1		
Tears	1	16.75	168.25	51	114	0.928	Neg.	0.74
Meril	6	41.75	143.25	45.75	119	0.79	Neg.	0.74
Porath	7	44	141	76	89	0.778	Neg.	0.551
Grinnell	8	46	139	39	126	0.767	(+) 1.8	0.781
Stubbs	10	53	132	27	138	0.728	(+) 17.6	0.856
Withers	12	56	129	12	153	0.712	(+) 33.1	0.948
Simpson	17	81	104	119	46	0.574	Neg	0.285
Dixon	20	83	102	85	80	0.563	Neg	0.496
Higgins	24	98	87	126	39	0.48	Neg	0.242
Wilkins	27	107	78	85	80	0.43	15.3	0.496
Tornlin/Keogh	28	111	74	106	59	0.408	Neg.	0.366
Rich	35	144	41	28	137	0.226	(+) 276.1	0.85
Moore*	36			113	52	26		0.322

Adjustments

* Moore ineligible for Trophy because in 1982 base year, he only finished one race.

9.0 PAST SHIELDS CLASS NATIONAL CHAMPIONS

YEAR	CHAMPION	FLEET	HOST FLEET
1965	Patrick O'Neal	W. Long IIs. Sound	Greenwich
1966	David Smalley	W. Long IIs. Sound	W. Long IIs. Sound
1967	Richard Sykes James Sykes	W. Long IIs. Sound	Seawanhanka
1968	Richard Sykes James Sykes	W. Long IIs. Sound	Seawanhanka
1969	Patrick O'Neal	W. Long IIs. Sound	W. Long IIs. Sound
1970	Lance McCabe	Southern California	W. Long IIs. Sound
1971	George Brazill Joseph O'Hora	W. Long IIs. Sound	W. Long IIs. Sound
1972	Joseph O'Hora George Brazil	W. Long IIs. Sound	Narragansett Bay
1973	Arthur Knapp, Jr.	W. Long IIs. Sound	W. Long IIs. Sound
1974	Martin Plonus	Chicago	Chicago
1975	Richard Clark	Monterey Bay	Monterey Bay
1976	Gordon Benjamin Bonnie Shore	Narragansett Bay	Narragansett Bay
1977	Frank Scully	Marblehead	Marblehead
1978	Richard Clark	Monterey Bay	W. Long IIs. Sound
1979	Al Merll	Dallas	Buzzards Bay
1980	Mike Deland	Buzzards Bay	Martha's Vineyard
1981	Chris Withers	Narragansett Bay	Dallas
1982	Rick Tears	Dallas	Narragansett Bay
1983	Chris Withers	Narragansett Bay	W. Long IIs. Sound
1984	Mike Polkabl	Monterey Bay	Monterey Bay
1985	Earle Stubbs	Narragansett Bay	No. Mass. Bay
1986	Dave McClintock	Narragansett Bay	Buzzards Bay
1987	Mike Deland	Buzzards Bay	Martha's Vineyard
1988	Victor M. Onet, Jr.	Seawanhaka	Seawanhaka
1989	Ched Proctor John Hardy	Manhasset Bay	Chicago
1990	Ched Proctor John Hardy	Manhasset Bay	Manhasset Bay
1991	Ched Proctor John Hardy	Manhasset Bay	Narragansett Bay
1992	Wayne Kennedy Nick Burke	Marblehead	Buzzards Bay
1993	Ched Proctor/ John Hardy	Manhasset Bay	Dallas
1994	Ched Proctor/ John Hardy	Manhasset Bay	W. Long IIs. Sound
1995	Ched Proctor/ John Hardy	Manhasset Bay	Martha's Vineyard
1996	Ched Proctor/ John Hardy	Manhasset Bay	Marblehead
1997	Joe Shultz-Heik/ Theierry De La Villuchet	W. Long IIs. Sound	Narragansett Bay
1998	Joe Shultz-Heik/ Theierry De La Villuchet	W. Long IIs. Sound	Chicago Yacht Club