



SHIELDS

ONE-DESIGN

BUILT BY

Cape Cod Shipbuilding Co.

Master builders of fine sailboats since 1899.

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Hull Construction

The Shields construction is the result of over 50 years of fiberglass boat building experience. The hull and deck molds are sprayed with gelcoat, and then hand-layed with fiberglass mat. The deck contains a modified acrylic linear foam core to enhance rigidity without problems of rot with wood or delamination with other core. The hull is solid fiberglass. The hull and deck are fiberglassed at the seam while still in the molds for strength and consistent lines. The liner and bulkheads are also fiberglassed into place creating the airtanks to assure watertight safety.

The fiberglass deadwood and lead keel are through-fastened to the hull with $\frac{3}{4}$ " silicon bronze bolts. The two main keel bolts accept the attachment of lifting eye nuts to enable a lifting sling to hoist the boat. The fiberglass rudder is molded around a $1\frac{1}{8}$ " shaft and is secured at the top by a bronze rudder port and at the bottom by a bronze casting bolted and faired into the keel.

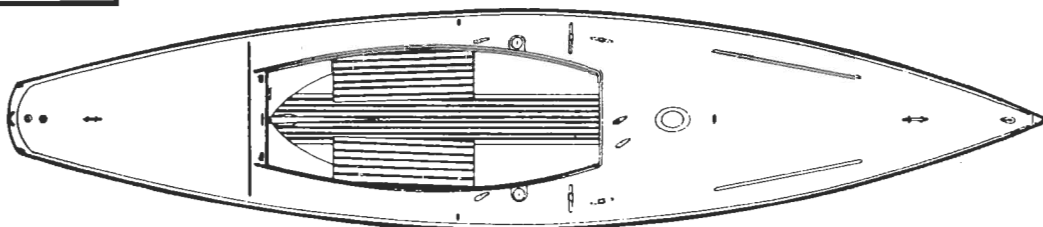


SAIL PLAN

Specifications

Length Overall	30' 2 1/2"
Length Waterline	20'
Beam	6' 5 1/4"
Sail Area	360 sq. ft.
Draft	4' 9"
Lead Keel	3080 lbs.
Displacement	4600 lbs.

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DECK PLAN

Standard Hardware and Equipment

- Custom chrome plated bow chock; Stainless steel mooring cleats, chainplates and turnbuckles.
- One pair Lewmar under-deck-drive jib sheet winches with cam cleats.
- One pair Lewmar halyard winches mounted on the teak winch post, which includes teak jam cleats.
- Two pair jib sheet tracks with Harken blocks.
- Cam cleat console for cunningham, spinnaker pole up-haul, and down-haul.
- Spinnaker sheet turning blocks.
- 8 part backstay & 4 part criss cross Harken traveler are both led forward to a fiberglass under deck shelf with cam cleats.
- Teak toe rail, hand rails, winch post with step, coamings, contoured seats, floor boards, and boom crutch.
- Vinyl rubrail.
- Port and Starboard flotation tanks under the seats & floor. Bow and stern watertight bulkheads with removable hatches.
- Varnished ash tiller with chrome plated bronze hardware.
- Gelcoated white hull and buff deck. Painted boot top & bottom paint.

See the price sheet for optional upgrades.

Zephyr Spars A Division of Cape Cod Shipbuilding Co.

The mast is extruded aluminum, tapered 7/8 rig with a clear lacquer finish. It comes complete with cast aluminum head and step, and other hardware of stainless steel and aluminum. Aerodynamic extruded aluminum spreaders are attached to stainless steel bases with four clevis pins. The three internal halyards are led through stainless steel sheave boxes with aluminum sheaves. New boats now come complete with a fixed stainless steel gooseneck.

The aluminum boom comes complete with 7 part internal outhaul, stainless steel mainsheet bails with

harken blocks, custom stainless steel plate for the mainsheet head knocker block & cam/boom vang attachment. The standard 4 part boom vang can be upgraded with a doubler as an option.

The Spinnaker Pole is 2" round aluminum tubing. The new light weight forespar ends allow for easy "on off" on the mast ring. Trip lines are also included. The standard boat comes with one bridle used for the down-haul. A second bridle for the up-haul is an available option.

Photo Credit: GAIL SCOTT-SLEEMAN





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History of Shields One-Design

Along with a few other firms, Cape Cod Shipbuilding Co. submitted a bid to build a new Sparkman & Stephens design. Cape Cod was not the least expensive, nor could the prototype be built in record speed, but it was E.L. Goodwin's knowledge and experience of building similar designs that won the contract to build the first Shields in April 1962.

Cornelius Shields, a dedicated believer in one-design racing, knew maritime cadets were learning to operate ships with no knowledge of the maneuverability of a sailboat. His concept was to create a strict one-design racing boat that would challenge the cadets. Corny turned to Olin Stephens of Sparkman & Stephens to design a vessel with the following specifics; moderately sized with low maintenance, open cockpit, a lead keel; built to take the rough Long Island Sound weather in the spring & fall, yet move swiftly in a light summer breeze.

In the weeks that followed Corny would take time away from the NYYC cruise on Columbia to discuss with Les Goodwin the work to be done. In fact, Corny and Les saw so much of each other, he gave Corny his own Cape Cod Shipbuilding parking space. They discussed such things as the bow casting, which took three patterns to perfect. The original bid also requested internal ballast. During their meetings, Les convinced Corny that the boat would be constructed better with an external lead keel. Repairs would be minimal if the boat were to run aground, as the lead would absorb the shock.

Completed in October, the prototype was sailed against the Cape Cod built 30' Atlantic as a sparring partner. The test was to see whether the new Shields could keep up with the older but lighter Atlantic, which she did. Improvements were made to the prototype, which included widening the waterways, for a safer drier cockpit. One of the two pairs of lower shrouds

were eliminated, as the mast remained straight with jumpers (also removed soon after). The raw interior of the prototype was also covered with a new hull liner, and the six-hour float test was done to prove she would float when full of water.

The original contract between Mr. Shields and Cape Cod Shipbuilding Co., was to build six boats for the United States Merchant Marine Academy, Kings Point, New York, and six boats for the New York State Maritime College at Fort Schuyler, New York. Once the order was completed, more Shields were built for private owners, as well as a fleet of six for the United States Naval Academy in Annapolis, MD, and a small fleet for the Newport War College, RI. In 1965 Corny purchased the molds and moved them to Chris Craft Corporation in Michigan. Shields with sail numbers 21 to 190 were built by Chris Craft Corporation. Many of them were donated by Mr. Shields to other service academies. Sail numbers 191 to 200 were built by Henry R. Hinckley & Company, and in 1974 the tooling returned to Cape Cod Shipbuilding Co. where sail number 201 and above have been built.

Through Corny and the class association, the concept of the Shields as a one-design is still strictly enforced. Without the need for expensive hardware upgrades or constantly changing sail inventories, sailors can focus on the sport. The class has allowed some minor changes without compromising the one-design characteristics of the class. Today there are active fleets in California, Texas, Illinois, New York, Rhode Island, Massachusetts, and Maine. Along with the service academies, this association of sailors keep the Shields one-design tradition on the water.

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