

MASTHEAD

THE OFFICIAL PUBLICATION OF THE SHIELDS CLASS NATIONAL SAILING ASSOCIATION
WWW.SHIELDSCLASS.COM

SPRING 2010

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WELCOME SHIELDS SAILORS TO OUR SPRING 2010 ISSUE

As a close second to racing Shields, our crew's best psychic energizer is preparing our boat for a new season. Many days at the yard seem to produce little change, yet not much beats the final coat of boot topping and pulling off that masking tape.

With that in mind, I'd like to call your attention to our ever improving "shieldsclass.com" website. Not only can we check out Maintenance & Speed Tips, but now YOU can add your suggestions to our store of knowledge by submitting great thoughts to our venerable and diligent webmaster/National Measurer, Richard Robbins.

Speaking of Richard, we all owe our thanks to his Technical Committee, Andy Burton, Com Crocker, Bill Berry, Schuyler Benson, Kim Roberts, Kris Martincic and Bam Miller for their careful

consideration of the multitude of issues involved in sorting through the latest sailing advances and the application thereof to boat safety and handling.

Thanks also, to our new Treasurer, Fred Werblow, Secretary Andy Burton, and the six VP's who make up our Board of Directors. They are all working to keep the Shields class strong and at the forefront of one-design sailing.

Last of all, thanks to Chris Wick, Bob Banas, and everyone involved with the upcoming Nationals in Mystic, Connecticut. Their early preparations bode well for all Shields racers and we are anticipating a 'world class' event.

Mike Schwartz,
Shields 130



SHIELDS NATIONAL CLASS ASSOCIATION DUES

ATTN: TREASURER,
FRED WERBLOW

2010 DUES WILL REMAIN AT
\$35 PER YACHT,
\$15 PER SKIPPER AND
\$10 PER ASSOCIATE

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The Shields Start, Photo by Shirley Wick

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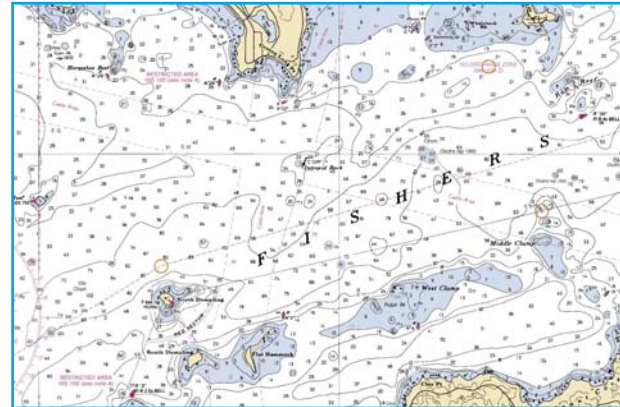
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THE WATERS OF THE 2010 SHIELDS NATIONALS

By Michael Cavanaugh - Race Committee Chairman

One of the Masons Island elder statesman and lifelong yachtsman once described Long Island Sound to me as a giant bathtub that empties and fills every five and a half hours. That large volume of ocean has to pass through two relatively narrow areas north and south of Fisher's Island, NY. Northerly, it is on Fisher's Island Sound where you will find spectacular sailing by virtue of stunning scenery, proximity to numerous harbours and seaside restaurants, and a swift tide that keeps things ever interesting.

Thousands of years of voluminous flow through tight quarters has created an area of unusual bathymetry dotted with reefs and islands that make an Eldridge a mere reference. Welcome to the site of the 2010 Shields Nationals. The warm and friendly people of Masons Island Yacht Club welcome fleets nationwide to a playground we call home. Sailors will want to study their charts to get a feel for what to expect.



The area of the race courses will be south-westerly of Masons Island on the west side of Fishers Island Sound where the water opens up for clean and clear windward leeward courses. This is the spot most area clubs start and finish races. Zoom out and you will find this area central and close to the Larchmont and Newport Fleets. In summary, this year's Shields Nationals is ideally located for some serious sailing hosted by a sincerely warm and hospitable club.

The Masons Island YC promises tightly run racing offshore with open doors onshore. Competitors and their families will be greeted with many options for fun, food and water on our beautiful shores. The view from the club deck offers the open Atlantic with Block Island 20 miles out, Watch Hill, RI to the left and Fishers Island to the right. Sister clubs and neighborly marinas have teamed with us to make certain this will be a Nationals Regatta and your September travel destination to remember. We look forward to meeting you!



MIYC Clubhouse, Photo by Shirley Wick

SHIELDS AREA UPDATE

WESTERN L.I. SOUND, NY FLEET #1

Greetings from Larchmont! Fleet One's 2010 year is already underway beginning with our annual fleet dinner in January. In addition to stories and jibes (all in good fun of course!) from last year's season, crews began looking ahead after visiting guests from Mason's Island YC stood up to plug the 2010 Nationals at Mystic. The award table for the 2009 season also looked especially attractive with the National Championship Trophy proudly on display. If the large attendance at the dinner is a predictor of summer participation, 2010 looks to be another great season for Shields sailing on Western Long Island Sound.

Our racing season kicks off officially in May with the Memorial Day weekend regatta followed by weekly Saturday YRA afternoon racing. Other highlights from the upcoming season include Districts with Fleet 5 in Oyster Bay, Larchmont Race Week, several holiday weekend regattas, and the Sailing World NOOD regatta September 11-12. Looking forward to seeing you on the water.

Fair winds,
John Mawe /Com Crocker
Fleet Captains

CHICAGO, IL FLEET #3

Chicago's Strictly Sail Expo was held January 28th to 31st, and in keeping with a Fleet #3 tradition, a real live Shields was on display. You can't tell by the picture, but several dozen Skippers & crew were on hand to push our agenda. More than 30 sailing enthusiasts signed up for our follow-up Pizza Party at Belmont Harbor on February 11th. We make an effort to get a berth during spring racing for everyone interested. The great response we received was somewhat unexpected, considering the smaller show and general state of the economy. If winter gets you down, race 2 (or more) Shields and call us in the morning!

Mike Schwartz



NEWPORT BEACH FLEET #6

Shields Fleet 6 races all year long, in large part due to the wonderful sail donations we receive from generous Shields owners from other fleets. Thank you!

Of course, our year-round sunny and warm weather also help to keep us on the water. Come and join us! We would love to make sure that ANY Shields sailor, owner or crew, get to sail in Newport Beach while they are in Southern California. With a little notice we can either enter one of the plethora of regattas that take place each weekend in our area, or we can put on an event ourselves. Or, if you find yourself in town on short notice, shoot us an e-mail at the last minute.

(jthartley@yahoo.com) Since our club has over 100 members, we can nearly guarantee you a skipper, particularly if you've got some great sailing stories to share.

This summer Shields will be racing in Newport Beach three to four nights a week. These are inside the harbor buoy races, spinnakers not allowed. But there's a reason for that. The quarters are tight and the racing is both tactical and exciting. Once again, we hope to see you here!

Jane Hartley/Jonathan Weissman
Shields Fleet Co-Captains

EDGARTOWN, MA SHIELDS FLEET # 8

We are starting slowly to think about the upcoming season on the Vineyard. Island pace seems to be a little slower than elsewhere. We expect nine boats actively raced this summer. Our Annual Regatta is July 15 - 17 and all are welcome. We will provide housing for those interested. Attached is a picture of one of last year's regatta results.

Jeff Randall
jr@jlassoc.com



Bill Berry realizing Shields don't make good submarines.

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Shields Class



Sailing Association

Measurer's Corner

FACILITATING SELF RESCUE IN A SHIELDS

By Richard Robbins, National Measurer and the Shields Class Technical Committee

The Shields Technical Committee has been working on issues that would facilitate the “self rescue” of a Shields yacht. The sinkings that the committee is aware of (two in 2009) occurred during spinnaker runs. The safe handling of a Shields spinnaker in high winds or seas is left to another discussion; this discussion will be concerned with the outfitting and preparation of the yacht and conformance with *Class Rules* to facilitate “self-rescue”.



Black Pearl on the bottom of the Choptank, October 10, 2009. (See <http://www.shieldsclass.com/measurer/blackpearl.pdf> for full discussion)

The issues of flotation is not new to the Shields class. Flotation was designed into the boat as is evidenced by the photograph from 1963 where 12 persons (includes the photographer) stood on a flooded boat (see the article *From the Builder*). The Shields Technical committee has spent time this off-season looking at the issue of flotation and the related issue of facilitating

self-rescue. Part of our research involved conversations with Cape Cod Shipbuilding (the current builder) and memos dating from 1963 and 1983.

A Shields yacht will float indefinitely if fully swamped **as long as the flotation tanks do not flood**. There are four flotation tanks on a Shields (forward, aft and two side tanks). The Technical Committee looked at a variety of ideas including adding flotation (foam or bladders) and rejected modifications as too expensive in favor of insuring the integrity of the flotation tanks. **IT IS CLEAR THAT THE INTEGRITY OF THE FLOTATION TANKS IS THE KEY TO GIVING THE CREW TIME TO FACILITATE SELF-RESCUE.**

The following Class Rules applies to maintaining the integrity of the yacht's flotation and the safety of the crew. This includes the Technical Committee's recommendation and approval by the Governing Board changing the Optional Equipment section of the rules to make it clear that **devices to facilitate self-rescue are permitted** (i.e. extra buckets, pumps and flotation bags).

SECTION IV: 1.7 PERFORATIONS - BULKHEADS

Perforations in the fore and aft bulkheads are permitted. Such perforations shall be made watertight while racing. One or two small holes not to exceed 3/8 inch in diameter may be drilled as close as possible to the top of the aft bulkhead to accommodate lines for trimming the backstay.

SECTION IV: 1.8 BULKHEAD HATCHES

While racing, fore and aft bulkhead hatches shall be in place. When in place, fore and aft bulkhead hatches shall be fully seated and secured against gaskets of soft rubber or its equivalent. Hasps of other devices may be replaced or altered to hold hatches in place more securely.

SECTION IV: 2.8 BACKSTAY GLAND

A sheave to turn the backstay pennant is permitted. Sheave must be gasketed to be as watertight as practical.

SECTION IV: 9.2 LIFEJACKETS

One U.S. Coast Guard approved life jacket of suitable size for each person aboard plus at least one U.S. Coast Guard approved throwable device carried in an accessible place.

SECTION IV: 9.5 PUMP (MANDATORY EQUIPMENT)

A pump and a sturdy 5 gallon (or two 2 1/2 gallon) bucket(s) suitable for bailing must be carried on board at all times.

SECTION IV: 10.1 BILGE PUMPS (OPTIONAL EQUIPMENT)

Bilge pumps permanently mounted to the hull, portable hand pumps, additional buckets and other devices to facilitate self-rescue are permitted. One through-hull perforation above the waterline or one through-deck perforation is permitted for the exhaust of the pumps. Watertight perforations through bulkheads for the run of the hoses and handles are permitted. The location of the pumps, the run of the hoses and the perforations mentioned herein are optional.

SECTION IV: 10.9 ELECTRONIC DEVICES (OPTIONAL EQUIPMENT)

VHF radios ... are permitted. Such devices shall not be used to communicate (transmit) individually with another party who is located ashore or on another vessel except in case of an emergency.

Before a Shields yacht is launched its flotation tanks should be made as watertight as possible. See the article From the Builder for items to check and repair. The Technical Committee recommends and the Class Rules allow the securing method for the hatches to be upgraded to bolt circle. The aft tank has lines penetrating it so it can never be fully watertight but the penetration for the backstay on the deck should "be as watertight as practical". The preferred and recommended fitting for the backstay turning block is the part manufactured by Cape Cod Shipbuilding called "Backstay Deck Casting chrome plated bronze w/ sheave". The penetrations for the backstay controls shall be "one or two small holes not to exceed 3/8 inch in diameter... drilled as close as possible to the top of the aft bulkhead". **Any other holes in the aft tank should be sealed.**

Bucket(s) and pump(s) should be accessible. A fixed bilge pump that is underwater is of limited use; a portable pump or bucket that is secured under the deck may not be safely retrieved when the boat is full of water. Consider storing "self-rescue" equipment where it can easily be accessed and does not require crew to go under the deck in a flooded yacht to retrieve equipment.

A yacht with her flotation not in good shape can sink in less than a minute after a full flooding. It is recommended that personal flotation devices ("lifejackets") should be worn while racing and certainly when conditions so dictate.

There has been some discussion in the Technical Committee that in a moderate sea state the crew may not be able to bail a fully flooded Shields. If the sea state does not allow the yacht to be bailed, a tow to calmer water may be helpful. In all cases, a yacht that can maintain flotation for several hours gives the crew time to either "self-rescue" or rescue with assistance.

Hopefully you will never need to "self rescue" a Shields but even the best crews can encounter a flooded cockpit in a competitive situation. If the boat has been properly prepared you should have enough time to stabilize the situation, access the buckets and pumps, remove the water from the cockpit and get back to the race!

2009 SHIELDS NATIONAL CHAMPIONSHIP REGATTA

CHICAGO YACHT CLUB, SEPTEMBER 16-19

By PC Pete Bailey

After hosting the 2008 Shields Nationals at Tred Avon, which the National Fleet is still talking about, three Tred Avon skippers towed their beautiful Shields all the way to Chicago to compete again. Eighteen boats attended from Chicago Yacht Club, Tred Avon Yacht Club, Larchmont Yacht Club (New York), Ida Lewis Yacht Club (Newport), and Beverly Yacht Club (Marion, Mass.), including two past National Champions. Practice day featured 15-20 Kt. Winds with 5-7' waves. With the wind out of the Northeast, there's 300 miles of fetch to build these seas and pile them up at the bottom of Lake Michigan like a big washing machine. It was scary, but you slowly get used to it.

The breeze had fallen out considerably by Race Day One, and the Tred Avon Team jumped out to an amazing start in the first race of three. John Shannahan's Old Paint finished in 1st, Pete Bailey's Freedom in 3rd, and Harry Seeman's Sensation in 4th. Wow! The first night's bar talk had some buzz about the TAYC Team. Freedom had their day on Race Day Two, chalking up a second overall with a 2nd and a 4th. Shannahan's Old Paint, with TAYC star, Austin Kana, at the helm, was the most consistent for the three days of racing, finishing 5th overall, which won them a trophy. Pete Bailey's Freedom finished 8th, and Harry Seeman's Sensation finished 14th. The two past National Champions finished 3rd and 4th. Pete managed to win the "Cornelius Shields Memorial Most Improved Skipper" Trophy, and the "Moore Trophy" for winning Senior Skipper.

John Shannahan's crew included his son, Gray, Austin Kana, and Jay Dayton. Harry Seeman's crew consisted of Doug Campbell, Donnie Elliott, and Eric Wagner. Joining Pete Bailey were Bob Dunning, Mark Palamaris, John Cornette, and Jamie Brohawn. All raved about the great racing, the beautiful setting, the "clear" water, the wonderful hospitality, the great camaraderie, and the overall incredible experience. Yea TAYC!

FROM THE BUILDER

With the recent swamping & sinking of Shields in Edgartown & Oxford we have received numerous inquiries about floatation. We'd like to take this opportunity to share general seaworthy/air tank information with all Shields owners. The floatation system in the Shields consists of 4 air tanks; one in the bow, one in the stern & 2 in the floor. When the Shields buoyancy was initially tested during design development, a Shields was tied to our dock swamped for 8 hours & never sank. This photo of the testing was taken in 1963. The tanks held air & kept the deck above water level. New Shields are built with the same buoyancy to prevent sinking. However, over time damage can occur to the air tanks that can cause a neglected boat to sink if swamped.

Air tanks in Cape Cod built boats can be easily tested. An air tank test kit can be purchased through us that includes the tools needed to test, drain & install new tank test plugs. Each floor air tank comes with a threaded tank test plug. To test, find the tank test plug in the bilge, remove it with an allen wrench. If there is a slight inrush or outrush of air, the tank may be tight. If no air exchange is noticed, put pressure in the tank (1 to 2 P.S.I.) by the use of an air compressor, or bicycle pump. Build up pressure in the tank and hold it for 5 to 10 minutes. If there is still

pressure, the tank may be tight. It is possible that the pressure is closing a crack shut, so multiple tests may be necessary. If pressure is lost, build back pressure and listen for air escaping to locate the leak. Sometimes the leak is too small to detect by ear and a 50-50 solution of water and a liquid dish detergent can be made to help find the leak. Apply this solution with a rag or small paint brush around the areas you suspect are leaking. Large bubbles will indicate the location of the leaks. Common causes of air tank failure are:

- Teak Handrail & Toerail fastenings over time can elongate the hole in the fiberglass, or replacement teak trim was improperly installed/bedded.
- The athwartships teak floorboard support that holds the turning button is fastened to the 2 floor air tanks & the fastenings can elongate the hole in the fiber glass over time.
- Water if left to freeze in the bilge over the winter can put cracks in the floor air tanks.
- Air tank hatches with 2 hook style hatch latches on each hatch. This system does not prevent water from pouring in during a swamping. It is imperative that Shields with the 2 latches per hatch be upgraded with 4 new wing nut style latches per hatch.
- All hatches need good gaskets in order to create an air tight seal.
- Most aft tanks have an adjustable backstay and an ungasketed hole where the backstay lines go through the bulkhead. These holes allow water to enter the aft airtank.

Some owners have inquired about buoyancy bags; In order to put enough buoyancy bags in the Shields to keep

it floating, they must take up the same amount of space as the 4 existing air tanks. Repairing damaged air tanks as opposed to modifying with air bags or foam is the only permanent solution. An air bag can be punctured by a toerail screw and foam will saturate when wet. Once you have



View of the floor air tanks after the floorboards were removed.

The floorboard crosspiece. These 2 fastenings over time need maintenance.



determined there is a leak, get it repaired by a professional. Once the leak is repaired, re-test as you may find smaller leaks. Plastic inspection ports are not recommended in any of the air tanks. This adds one more hole in the air tank where leaks could occur & plastic inspection ports fail under pressure.

We can't stress enough how important it is to focus on regular air tank maintenance like replacing spent hatch gaskets, replacing any damaged hatch latches & testing the air tanks regularly. Always comply with class rules for carrying the required safety equipment should the worst scenario become a reality. When installing new hardware keep air tank integrity in mind; use gasketed thru-hulls and properly drill, tap & bed all fastenings.

Chris Craft applied only bonding material to the 2 floor tanks in the most fore & aft sections, they were not fiberglassed. After years of use, the bonding is now failing. On Cape Cod built Shields this area is fiberglassed. Chris Craft also did not fiberglass the tops of the bulkheads to the underside of the deck. Cape Cod built Shields are assembled so the entire bulkhead is fiberglassed to the hull & deck. Cape Cod built Shields can have air tank failures as well, see the common causes list above. Regardless of whether your boat was built by Cape Cod or Chris Craft we have successfully tested & repaired these air tanks. The Chris Craft air tank repair just takes more labor hours. The below photos are of a recent Chris Craft built Shields air tank repair.

Over the past year it has become increasingly obvious that owners/skippers need to take responsibility for testing & maintaining the Shields air tanks. Everyone wants a fast boat but safety should be our number one priority.

The Goodwin's

SHIELDS NATIONAL CHAMPIONSHIP 2009

By PC Jay Dayton

It was with great pleasure that I boarded a plane to Chicago in the middle of September to support my fellow TAYC Shields racers at the Shields National Championship. Because we weren't taking our boat Black Pearl to race, I thought that I would be watching from a spectator boat and perhaps, if lucky enough, might get to sail one day. As luck might have it, John Shannahan was very light on crew, with only his son Gray, himself and Austin Kana to race the 3 day series, so John asked if I might race with them on Old Paint and I graciously accepted.

Over the next 3 days we experienced everything from very light breezes on the first day to 15 to 16 knots on the last day, but also characteristic large, steep waves that are part of sailing on Lake Michigan. The challenge became keeping the boat moving fast through large waves without adequate breeze to give the power to do so.

On the first day, in very light breezes, we got off to what we thought was an awful start on the right end of the line, which forced us to go right up the windward leg when the rest of the fleet went left. It wasn't until we were well up this leg that the breeze filled in on our side and died on the left. At the finish, we got a first, Pete Bailey on Freedom got 3rd and Harry Seemans aboard Sensation got 4th. Things were looking up for TAYC!

As the races progressed, we realized that we were very fast upwind, but needed to work on our downwind speed. We had an absolute blast on board our boat, with some hilarious conversations and fun sailing. Additionally, we thoroughly enjoyed all of the on-shore festivities and gracious hospitality offered by Chicago Yacht Club and Kevin Teborek, the Nationals Chairmen. An excerpt from John Shannahan says it all: "It happened on the port tack in bumpy water on a beautiful late summer day out on the Lake. Two sailboats were tracking in clear lanes, long ones off Chicago's downtown skyline. Yes, there was a collision but not of the stb/port variety. It was more like an intellectual and muscular impact involving strongly willed rum drinking, blues loving, comedy central characters. Here two boatloads of grown men were silent in their intent on a Saturday morning drag race. At about the fifteenth minute it ended when Robin Monk sent his main man below to see what was the matter; as if there were a crab pot on the keel! Dan gestured and pointed out the problem and it was Old Paint! A few moments later Robin tacked his gold studded sail away, giving up the battle and with it my fifteen month marathon phase of learning how to make this boat go upwind ended. At least in breezes 15 knots and under! Within the hour the 2009 Shields National Championship had ended with Shields Class President H.L. DaVore first, Laser Class rock star Kevin Teborek second, Ida Lewis Yacht Club Team, and former Shields National Champion Robin Monk in third, my heavy air hero Bill "Hulk Hogan" Berry in fourth and the crew of Old Paint from TAYC in Oxford, Maryland, fifth."

Through all 3 days of racing we remained in 5th place and were ecstatic to bring home the 5th place trophy. A fantastic experience, not to be missed!!!

MAYDAY ABOARD BLACK PEARL

By Allison Periconi



SATURDAY, OCTOBER 10TH IS A DAY THAT THE FIVE OF US ABOARD *BLACK PEARL* WILL NOT SOON FORGET. IT WAS THE LAST DAY OF THE 2009 FALL SERIES. JAY DAYTON, RICHARD SLAUGHTER, ARNIE BOUGHNER, NEW MEMBER BRADEN LOVELESS AND I WERE HOPING FOR A COUPLE OF GOOD FINISHES TO BOOST OUR SPOT IN THE STANDINGS. PLUS, IT WAS BRADEN'S BIRTHDAY!

We headed out to the race course in the Choptank with a building 15 knot breeze. There was a strong chop and we were all getting wet with spray. I can recall Arnie commenting that "Man, the water is cold!" By the time we rounded the first windward mark it was probably blowing 18-20 knots and gusting higher. We proceeded to the offset mark, set the spinnaker and stayed on starboard tack long enough to settle down and get everything straight. We then gybed onto port tack and headed towards the leeward mark.

Once again, it took a few minutes to get ourselves situated and settled in to this point of sail. We were screaming downwind! The winds were definitely up even more and we were surfing down the building waves. We took a couple of small knock-downs as the gusts tried to round *Pearl* up but we managed to recover each time. Jay was letting out some of his signature, "Woo-hoo's!" At one point the chute folded momentarily and when it slammed back full again, the

topping lift snapped. We elected to use the jib halyard as a temporary pole lift and that switch was made quickly and successfully.

As we approached the leeward mark, we started preparing early to get our jib up and take down the spinnaker. However, we were going to need to remove the jib halyard from the pole and put it back on the sail. This required some ease on the guy but there was extreme pressure on the pole and the jaw would not fully retract. We attempted to ease the down guy but unfortunately the moment it was uncleated, we were hit with a huge gust. The pole skied, the chute went out further and oscillated leeward which sent us into an immediate, full-on broach. As we lay on our side waiting for the keel to right us, the waves threw tremendous amounts of water into the cockpit filling her to the seats in one swift movement. We tried frantically to blow the spin halyard and begin to pump and bail. Before we could do so, another huge wave of water came pouring in and she was filled to just below the cockpit combings. At this point it was obvious that we were in danger of sinking.

When the stern began to go under, Jay grabbed his handheld submersible VHF radio and began issuing Maydays as we all started treading in the 60-65 degree water. Fortunately, *Black Pearl* settled upright in the mud leaving Jay, Richard, Arnie and me a few feet of mast to cling to. Braden had been swept away from the boat with a floating floor board to hang on to. (Happy Birthday!) Hearing the Mayday on channel 71, Harry Seemans and the Clark brothers dropped their sails and came to our aid, plucking Braden out of the river. It was too difficult for them to get any closer to us, though.

At the same time, the Race Committee boat Alexa was making its way towards us. They threw out an orange hippity hop allowing us to grab its line and be pulled to

their boat. Needless to say, we were all very cold and exhausted from the pounding waves and being overboard in full foul weather gear. The event happened so quickly that none of us had a chance to put on life preservers but luckily, we were now all safe. The RC did an excellent job of retrieving us, getting us into dry clothes and patching up our only injury... a gash under Arnie's eye from the swim ladder on the platform of the power boat. Many, many thanks go out to the RC crew of Tom and Alexa Seip, Rollin Brown, Linda Laramy, Emily Knut-Hansen and the crews of Harry Seemans' and the Clark brothers' boats.

Plans were made for salvage and recovery efforts to happen the next day with assistance from TowJamm. Two divers went down and derigged the boat underwater. Six air bags were then used to bring her back to the surface. Pumps were used to get out all the water and she was towed back to the Club. She went down at about noon on Saturday and 24 hours later she was back up again.

Luckily, *Black Pearl* sustained only some minor damage. We all got our bags back, minus a few working cell phones, and even the cooler came back still fully stocked! I don't think the seriousness of that event really hit me until that night and into the coming days.

I am still wondering to myself, "Did that really just happen?" There are moments that I will probably never forget... the pressure on my lungs as my core contracted to keep warm in the water, Jay's voice issuing the Maydays, the look in Braden's eyes as he was washed further from the boat and the sad sight of leaving Pearl behind when we headed back to the Club. I think we all learned a lot that day about sailing... and about ourselves.



SHIELDS AREA UPDATE

Continued from page 3

FLEET #9

Fleet 9 had a very productive 2009 racing season despite some weather issues that curtailed some Wednesday Night Racing. There was either, no wind, too much wind or thick fog. None the less Fleet 9 along with the Navy had had a strong showing of 40 boats registered in the Fleet for 2009.

We also had a tremendous turnout for our Annual Dinner and Awards Ceremony at the New York Yacht Club with over 140 persons comprised of boat owners, crew, family and Race Committee. At that meeting I, having served as Fleet Captain for 2 years, turned over the Helm to Peter Clark, and I am currently taking the position of Fleet Treasurer. Accordingly our current slate of officers is:

PETER CLARK - Fleet Captain
REED BAER - Executive Officer
KURT EDENBAUCH - Secretary
ANDY SEGAL - Treasurer
CHARLIE SHOEMAKER - At Large

I would like to congratulate Jay Gowell and Crew on *Fox* (232) as our overall Fleet Champion along with Jamie Hilton, *John Dory* (217), Tom Derecktor, *Gosling* (217) and Jeff Gladchum, *Coffee Grinder* (108) as our 1st, 2nd, and 3rd place Wednesday Night Series Winners

I am grateful that Fleet 9 flourished during my two years, despite the downturn in the economy. The credit goes to the assistance I received from my Fleet 9 Officers and all the Shields enthusiasts that make up the Fleet and our incredible Race Committee Staff.

Best of Luck to all in 2010.

Andy Segal
 Treasurer - Fleet 9

OVERALL RESULTS FLEET 9 2009

SEAN CASSEDY MEMORIAL TROPHY - SPRING SERIES 3 events sailed - Newport Regatta and 2 Aloha days.

1. 232, *Fox*, Jay Gowell
2. 245, *Hawk*, Charlie Shoemaker
3. 160, Robin Monk

TOLAND MEMORIAL CUP - SUMMER SERIES 2 events sailed - Winslow Cup and 1 Aloha day

1. 232, *Fox*, Jay Gowell
2. 245, *Hawk*, Charlie Shoemaker
3. 15, Ron Oord

KENDALL TROPHY - FALL SERIES 1 event sailed - 1 Aloha day

1. 245, *Hawk*, Charlie Shoemaker
2. 226, *Ultimate Pressure*, Pete Denton
3. 232, *Fox*, Jay Gowell

OVERALL WEEKEND WINNER - SPRING, SUMMER, FALL SERIES

Winner: 232, *Fox*, Jay Gowell

Aloha Cup

1. 232 *Fox*, Jay Gowell
2. 245, *Hawk*, Charlie Shoemaker
3. 15, *Icea*, Ron Oord

Wed. Evening Individual

217 Jamie Hilton, 74 Bill Shore, 232 Jay Gowell, 138 Wendy

Race Winners (9)

Lotz, 108 Jeff Gladchun, 201 Andy Burton, 59 Stubby, 17 Tom Direcktor, 226 Pete Denton

Wed. Night Spring Series

1. 217 *John Dory*, Jamie Hilton
2. 138 *Envy*, Wendy Lotz
3. 226, *Ultimate*, Pressure Peter Denton

Wed. Night Summer Series

1. 108 *Coffee Grinder*, Jeff Gladchun
2. 222, *Equus*, Bill Doyle and Jed Pearsall Equus
3. 217 *John Dory*, Jamie Hilton

Wed. Fall Series

1. 17 *Gosling*, Tom Derecktor
2. 217 *John Dory*, Jamie Hilton
3. 145 Ted Fischer

Wed. Night Mid-Fleet

Award winner:

15 Ron Oord

Concourse Award

(Prettiest boat):

258, Kip Curren

Timothy Dwyer Award—Most

Improved on Wed. evenings

Winner:

17, *Gosling*, Tom Derecktor

Beck Memorial Trophy

Top Ida Lewis boat, cumulative scores of both Wed Night and Weekend Series Winner: 245, *Hawk*, Charlie Shoemaker

**The Manice Trophy—
 Overall Fleet Champion**

Cumulative scores of both Wed. Night and Weekend Series Winner: 232, *Fox*, Jay Gowell

Chris Withers

Memorial Trophy

Top Navy Boat Wed. Series Winner: 163, *Ann*, Bernie Patterson

**John Robertson Memorial
 Trophy Overall Wed.**

Night Series

1. 217, *John Dory*, Jamie Hilton
2. 17, *Gosling*, Tom Derecktor,
3. 108, *Coffee Grinder*, Jeff Gladchun

MARION, MA FLEET #10

Fleet 10 is eagerly awaiting the start of another busy summer of sailing. Our fleet will race nearly every Wednesday evening (no spinnakers) and Saturday afternoon (with spinnakers) from June through August. With two races a day this means we have over 50 series races scheduled this summer! In addition we race in some special pursuit races run by the Beverly Yacht Club and some of us go to the Edgartown Regatta.

Most Fleet 10 Shields will also race August 6-8 in the Buzzards Bay Regatta hosted this year by the Beverly Yacht Club. This regatta is well run and classes from C420s to large PHRF handicapped racing yachts participate. There is usually plenty of wind. We invite all Shields sailors to compete. Fleet 10 will help you launch your boat and find housing. Go to the Buzzards Bay Regatta web site—www.buzzardsbayregatta.com—or contact George Gardner at gog4@tiac.net for details.

At the end of the season the Beverly Yacht Club holds a one-day event in regatta format to determine the overall Club Champion. The season winners from the PHRF, Shields, J80, J24, J22, Bullseye, H12 and other fleets compete in five to seven races. Previously sailed in Bullseyes, this year it will be raced in Shields and will provide Fleet 10 with a great opportunity to show off its boats.

George Gardner
Beverly Yacht Club
Marion, Massachusetts

MONTEREY, CA FLEET #12

Last years racing was very close and competitive. Stillwater won both Spring and Summer Series to take the overall Season Championship. Medora won the Fall Series and Harriet took second in both the Spring and Summer Series. October and Harriet tied for the Wednesday night Sunset Series! Yankee has a consistent crew and is improving in leaps and bounds. Carol raced most Wednesday nights and hopefully will be campaigned during our Series Races. We are looking to have both Storm and Barbara out on the water in 2010.

The fleet held their annual meeting on Wednesday evening, January 6th, followed by a fantastic candle light dinner at the club.

Garth Hobson, Steve Jackson and Bob Furney will serve as Fleet Captain, Vice Captain and Measurer respectively for another year. The fleet voted to host two Shields clinics in 2010, both will be on Saturdays, May 8th and June 12th. We also voted to host a Shields Match Race on Saturday, July 10th. This will be an owner on board event, so hired hands can be crew or skippers. Ryan McCrillis, Navigator on the B boat during New York Yacht Club's campaign to the America's Cup 2000, will give a seminar on match racing at the club on Tuesday evening, July 6th. Two Shields teams, TBD, will Team Race on Wednesday evening, July 12th, which should be fun event. Kate Conway, our High School Sailing Coach and sometimes Shields Skipper, will give a team-racing seminar on Tuesday evening, July 20th. Anyone interested in learning more about team racing may attend this event.

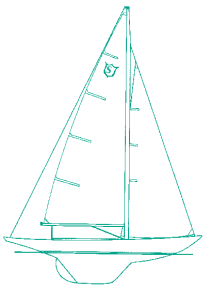
The fleet voted to make their boats available, as borrowed boats, for the Past Commodores Regatta as well as the Kelp Cup later in the year. Shields Nationals will be hosted by Mason's Island Yacht Club in Mystic, Connecticut, September 22 to 26, and the Monterey fleet will attempt to send a crew back East to compete.

Something that will affect all racers is that the Fleet voted to have infractions of Part 2 (when two boats meet) be exonerated with a 360 penalty vice a 720. This will make racing closer.

Garth Hobson
Monterey Peninsula Yacht Club
Monterey, California

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3225 WEST ST. JOSEPH
LANSING, MI 48917

WWW.SHIELDSCLASS.COM

SHIELDS AREA UPDATE

Continued from page 11

MYSTIC, CT FLEET #19

There is a tremendous amount of activity and excitement here at Mason's Island as we prepare for the Shields Nationals which will be held on September 22 to 25th. We are putting all of our energy into making this a spectacular event that will not disappoint. Keep an eye on the National webpage for further details.

Fleet 19 has grown by one boat so this season there will be seven of us on the starting line. Our regular season schedule has been finalized. There is a Thursday Evening Series beginning on June 27 at 1700 hours. Thursdays also happen to be picnic night at Mason's Island Yacht Club so we usually have 100+ spectators enjoying the racing action. Our Sunday Series consists of five dates with multiple races each day starting at 1230 hours.

The remaining summer weekends are filled in with local club regattas and charity events. Anyone visiting the Mystic area is invited to crew on one of our boats. A little experience in local waters might give you an edge when you come to the big event in September (H.L. DeVore raced with us one Thursday last



Shields Spinnakers, Photo by Sam Greenfield

season and look what it did for him in Chicago). If you're in town and interested in coming for a ride please give me a call- 860-536-2510.

I hope to see all of you in September.

Bob Banas, Fleet Captain, #210
Mason's Island Yacht Club
Mystic, Connecticut