

THE OFFICIAL PUBLICATION OF THE SHIELDS CLASS SAILING ASSOCIATION

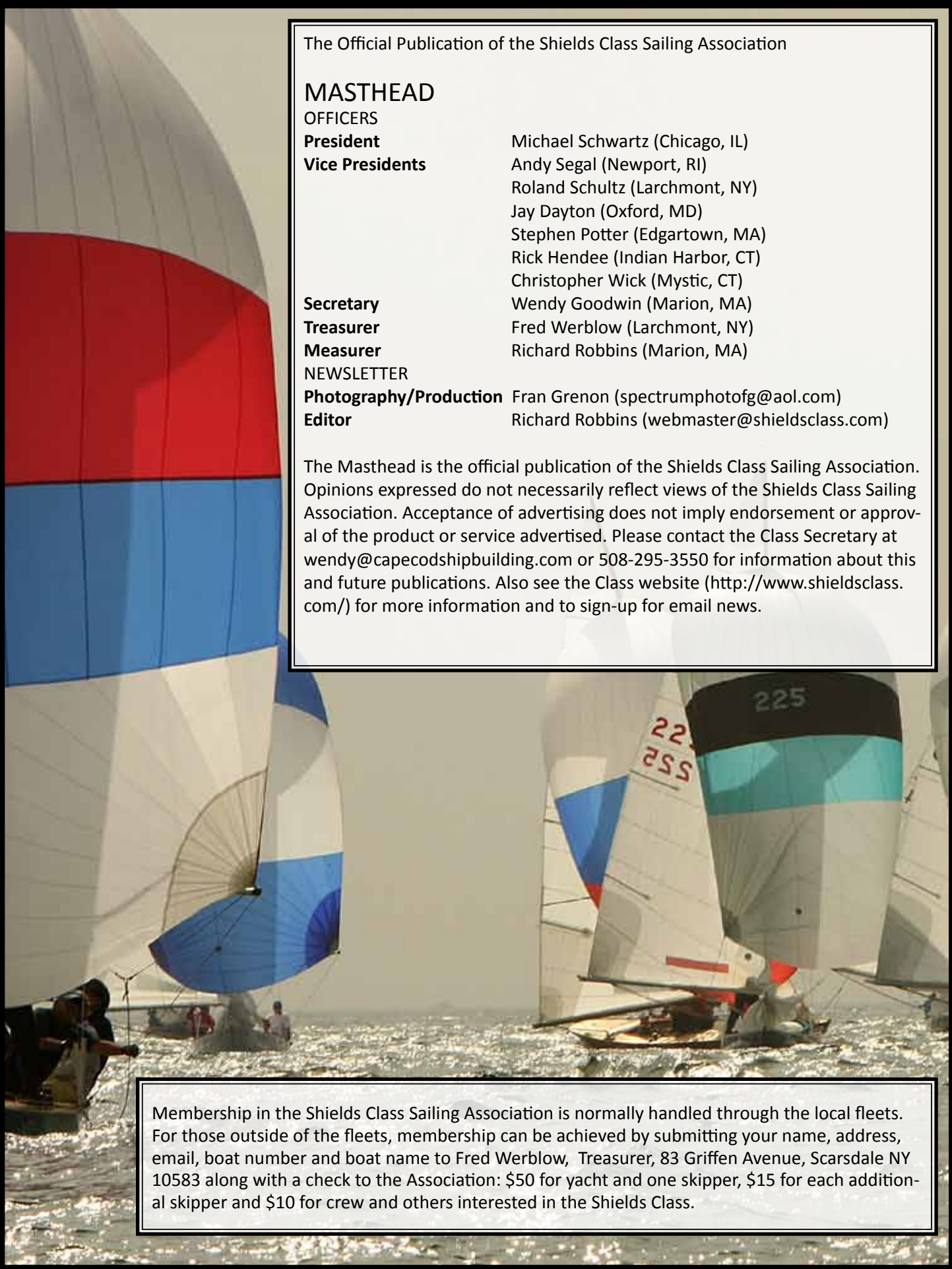
MASTHEAD

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SPRING 2012

**SHIELDS NATIONAL CHAMPIONSHIP REGATTA
@ BEVERLY YACHT CLUB, MARION MA.
SEPTEMBER 19 TO 22, 2012**





The Official Publication of the Shields Class Sailing Association

MASTHEAD

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Membership in the Shields Class Sailing Association is normally handled through the local fleets. For those outside of the fleets, membership can be achieved by submitting your name, address, email, boat number and boat name to Fred Werblow, Treasurer, 83 Griffen Avenue, Scarsdale NY 10583 along with a check to the Association: \$50 for yacht and one skipper, \$15 for each additional skipper and \$10 for crew and others interested in the Shields Class.

2012 Shields National Regatta

Dear Sailors:

Buzzards Bay Shields Fleet 10 invites you to participate in the 2012 Shields National Regatta from September 19th through September 22nd at the Beverly Yacht Club (see picture below) in Marion, Massachusetts. We have a seasoned and enthusiastic team of race managers and volunteers.

Chip Johns, a past Commodore of BYC and avid sailor, has signed on as our Principal Race Officer for the Regatta.

Chip has participated in national and international regattas both as a competitor and as a volunteer manager and has sailed extensively off-shore on his boat, *Margalo*, including a passage from Seattle to Marion through the Panama Canal. He will be assisted by an able team of skilled race volunteers. Tom Farquhar, also a past Commodore of BYC and experienced sailor, has agreed to be our Chief Judge. Tom is a former Herreshoff 12 ½ and Shields owner and has been a Judge and race officer for races all over the world. We are thrilled to have both Chip and Tom on our Regatta Committee.

Register early! Sailors who would like or need housing will be hosted in local homes and should consult the website for details. A wonderful schedule of after-race social events is being planned for the Regatta. Again, this year the Shields Association Annual Meeting will be held on Wednesday, September 19 after practice racing and followed by a cookout. The Regatta Dinner will be held at the Club on Friday evening, September 21. On Saturday after racing has ended and scoring completed, trophies will be awarded and food and refreshments will be available. Please peruse the Shields website <http://www.shieldsclass.com/2012> and in this newsletter for more details.

In addition Fleet 10 has a mini-regatta scheduled for Sunday, September 16 and invites you to participate and test the sailing conditions. We hope many of you will include this event in your plans for attendance at the Nationals. Join us! We look forward to a terrific regatta.

Joan and Ed Tiffany, 2012 National Regatta Co-Chairs
Ed and Joan Tiffany raced Shields actively in the 70's and 80's on #4 *Patience* and before that Joan raced on Shields #141 *Rebel* with Mike (the 1987 National Champion) and Frank Deland. Joan was previously Fleet 10 Captain and Chairman of the Nationals in Marion in 1979. Joan and Ed continue to enjoy sailing *Patience* and now race a Bullseye together.

George Gardner,
Fleet 10 Captain
#8, Goodnews
See "Who Sails a Shields" article on pg 4 for more on George



President's Message

Though I can't remember what I had for lunch, when I raced my last offshore boat I memorized the exact location of every one of my twelve bags of sails, every extra part, every emergency item, tool and light, and anything else that could be used for repair or in case of disaster. The contents of each of the many drawers and storage spaces were also committed to memory. Indeed too, I had a good idea of the price of each item.

I kept eight crew members' home, work and mother's phone numbers and used them often. I was lucky enough to have a crew member who liked food preparation, so I always knew where the food was, but rarely what surprises would sustain us for the weekend. (Try gazpacho on a nasty stormy night). The rest of the crew was good about pitching in for Spring maintenance but there was always PLENTY to go around.

In season, we raced every weekend, port to port, and often came home late Sunday night. Of course, holidays meant three days on the water and then there was always the week needed for the Mac.

Shields racing has been just a little different. On a typical Saturday Race Day, I enjoy a leisurely breakfast with my crew and many of the other Racing Fleet members. We grab bag lunches, weather gear if needed and jump into the dinghy. Gear stowed, we tie the dinghy to the mooring, raise the main and jib and we're off. Good days are two races with 1-1.5 mile windward legs and great days we do 3 races. We're usually in around 4PM in time for post-race rehash, lies and cocktails.

'Voyaging' is great fun, but Shields Racing has it all. Some of the features Shields guys are blessed with include fine racing with even competition, intense participation in every race from start to finish, and a boat that is solid, timeless and able in all conditions. Oh, and all this on a manageable timetable so as to keep us out of divorce court.

Spread the word.

We truly have the best of all worlds!

Michael Schwartz

Fleet #3, Chicago



Who Sails a Shields?

Jamie Hilton, Fleet 9 (Newport, RI)

#217, *John Dory*



With two great children, a job he loves and a home just 30 minutes from Newport, RI, Jamie is a businessman, dad, husband and top Shields sailor as well. Add this to duck hunting, salt-water fishing and downhill skiing and you have a busy

man. His oldest son, just home from Iraq, is an accomplished 420 skipper. Of course the rest of the family enjoys sailing as well.

As is the case with most of us, Jamie has sailed a few other boats. He skippered the 12 Meter “Courageous” from 2005 to 2009, winning two World Titles and three North American Championships. In 2008 he raced with two time Olympic Silver medalist and America’s Cup veteran Ian Walker on his Farr 40. “The starting line looked just like a Wednesday Night Shields Race”, says Jamie. In the 6 Meter World Cup held in Helsinki, a more Shields-like venue, he raced to a 1st Place in the Vintage Fleet. Best of all, Jamie will join Shields guys John Burnham and Paul Foley on the original S&S yawl “Dorade” in the 2012 Bermuda Race.

When I asked about any secret he’d like to share with the sailing community, “I’ve got to win a Shields National Championship once!” he answered. Good luck in Buzzards Bay, Jamie.



George Gardner, Fleet 10 (Marion, MA)

#8, *Good News*



George grew up sailing in Buzzards Bay in Beetle Cats and racing at the Mattapoisett Yacht Club. In college George sailed on the Princeton Sailing Team in dinghies, raced three times at the Naval Academy in their one design yawls for the McMillan Cup, regularly raced in the Larchmont frost-bite series using a boat lent by Arthur Knapp, and taught sailing at the Edgartown Yacht Club for two seasons. After college he raced a frost-bite dinghy in Marblehead and did a great deal of racing and cruising on bigger boats. He crewed in the 1962 Newport-Bermuda Race and has crewed on several Marion to Bermuda races. This year he will celebrate his 35th year racing his Shields #8, *Goodnews*. During a normal summer season, he competes in over 40 races.

With a Bachelor’s degree from Princeton University and a Ph.D. in Applied Mathematics from Brown University, George retired from his consulting career with Arthur D. Little, Inc. in the late 1990’s. Since then he has been busy keeping up with new computer technology and supporting racing at the Beverly Yacht Club, including a stint as co-chairman of the BYC Race Committee. George was in charge of Race Operations for the 2011 Marion to Bermuda Race (MBCYR) and is doing the same job for the upcoming 2013 race. He also enjoys downhill skiing.

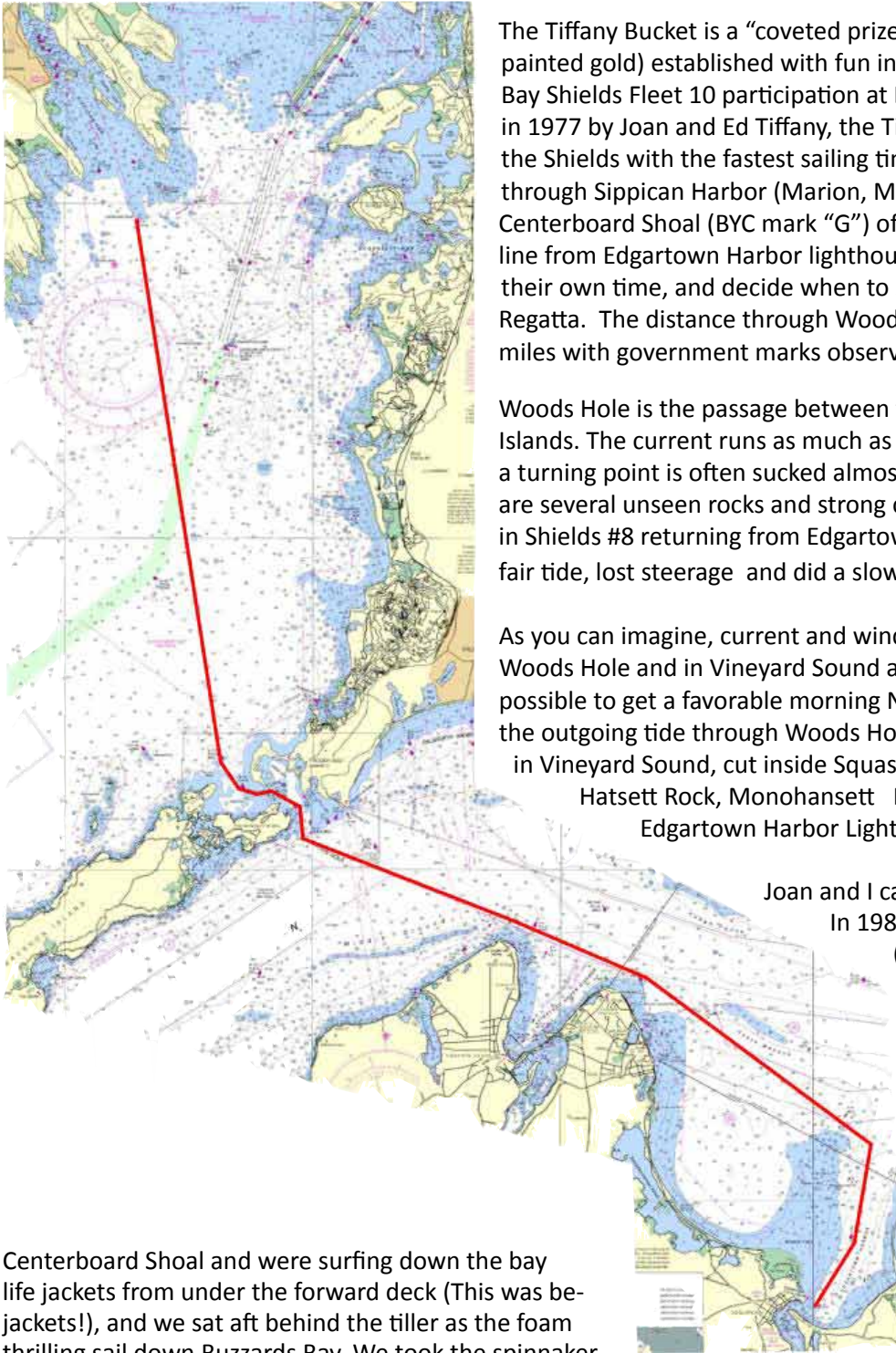
George has been around boats and top sailors since growing up in Mattapoisett. He has a wealth of sailing knowledge and is a great story teller; ask him about the early days of Shields racing or about adventures on Buzzards Bay.



Tiffany Bucket – Marion to Edgartown Shields Race

1982 Record of 2 Hours 42 Minutes

by Edwin Tiffany



The Tiffany Bucket is a “coveted prize” (a galvanized bucket carefully painted gold) established with fun in mind to encourage Buzzards Bay Shields Fleet 10 participation at Edgartown Regatta. Established in 1977 by Joan and Ed Tiffany, the Tiffany Bucket is awarded to the Shields with the fastest sailing time from the east west line through Sippican Harbor (Marion, MA) Lighted Red Buoy “2” (Fl R) at Centerboard Shoal (BYC mark “G”) off Bird Island to the extension of a line from Edgartown Harbor lighthouse through nun #8. Racers take their own time, and decide when to sail any time prior to Edgartown Regatta. The distance through Woods Hole to Edgartown is roughly 24 miles with government marks observed if you can sail the rhumb line.

Woods Hole is the passage between the mainland and the Elizabeth Islands. The current runs as much as 4 knots at its peak, a huge can at a turning point is often sucked almost completely under water, there are several unseen rocks and strong cross currents. George Gardner in Shields #8 returning from Edgartown, with light following air and fair tide, lost steerage and did a slow 360° turn in the hole.

As you can imagine, current and wind in Buzzards Bay, going through Woods Hole and in Vineyard Sound all are critical to success! It is possible to get a favorable morning Northerly or Northwesterly, ride the outgoing tide through Woods Hole, pick up the incoming tide in Vineyard Sound, cut inside Squash Meadow missing Allen Rock, Hatsett Rock, Monohansett Rock and MillRock to N8 off the Edgartown Harbor Light.

Joan and I can attest to this being possible.

In 1982 we started aboard “Patience”

(#4) a bit after Wendy Nourjian in “Tara” (#224) with her twin daughters Erica and Galen 13 years old, and Mike and Jane Deland in “Rebel” (#141) with crew (possibly Bob “Demo” Gleason and Jonathan Foote).

It was blowing 15 knots and increasing when we started.

We set the spinnaker at when Joan suggested I get the fore the days of wearable life curled over the bow for a down as we entered Woods

We set again briefly to catch

Centerboard Shoal and were surfing down the bay life jackets from under the forward deck (This was be-jackets!), and we sat aft behind the tiller as the foam thrilling sail down Buzzards Bay. We took the spinnaker Hole and watched Wendy surge ahead leaving the Hole.

up. By the time we got close to the Vineyard, “Patience” was heeled over and in familiar territory; we split with the other boats to cut inside Squash Meadow and left the tree stuck in the sand to mark a shoal close to starboard, and headed to “nun 8” to finish in 2:42. Wendy and Mike and Jane had wisely observed “R 2” Bell and were off to port finishing minutes after our time. Mike later recounted how Jane had been very curt approaching Edgartown Harbor and he had asked, “Jane are you mad at me?” Her reply, “No. I am not mad, just scared.” Erica remembers entering Edgartown Harbor and with great relief grabbing the first available mooring as by then winds were in excess of 25

with serious gusts and chop even in the harbor. It was a very fast memorable ride for all of us.

No one has yet surpassed the record set by the three boats that day. Other fast times include 1980 CA Ross Jr. – 3:07, 2009 Richard Robbins – 3:14, 1978 Brett Thacher – 3:15, 2002 Wayne Tirrell – 3:16 and 2008 Chris Memoli – 3:20. The slowest time any one has been willing to admit was in 1997 Walt Williams 6:01. The 2011 Tiffany Bucket was awarded to the power boat Gillie for delivering four Shields in 5:05. Dan Goodwin sent the following report as he was finishing a passage from Valdez to San Francisco, “The Gillie departed from CCSBC (Cape Cod Ship Building Company) in Wareham and passed the first buoy at approximately 1140. We then steamed to Woods Hole and realized that the fleet was working way too far to the west, and we better go back for them. We then picked up Rich Robbins and Jonathan Pope. Bill Berry had sailed through the Hole when we gave him one last chance for a tow, and he finally agreed. We were hooked up as fast as the Gillie could tow 4 Shields. My best estimate was we passed the finish buoy at 1645 - 5hrs and 5 minutes. If the fleet did not take the tow, they would have been in nasty thunderstorms.”

There is both a keeper and perpetual bucket hand “gilded” and “engraved” by Tiffany artisans working late into the day in Wings Cove (Marion). This summer will begin a fifth Tiffany Bucket recording of the winners. The Bucket represents some great sailing in a Shields!

A Word on Local Sailing Conditions

By Bill Saltonstall, Jr.

Graham Quinn (Harding Sails) found the following article by Bill Saltonstall in the files of the 1986 Shields Nationals. It was distributed to the participants. Bill is a world class sailor who owned and raced a Shields in the 1980's. Even though the article is more than 25 years old, its insights will prove useful for participants in the 2012 Shields Nationals.

Races will be held well clear of the shore in Buzzards Bay.

A few comments on local conditions may be helpful:

1. The approximately 5 foot local tide does not result in any strong current in the racing area. Generally, the current ebbs to the WSW and floods ENE. The current velocity gradient across the racing area is insignificant, although a maximum current of 0.3 or 0.4 knots may effect a long fetch or contribute to starting line problems in light air.
2. The local thermal on-shore wind direction is 215° to 225° magnetic. The prevailing summer wind direction is also 215° to 225° magnetic. The local sou'wester prevails because it is the result of either or both these common weather conditions. If the SW wind is due to the general weather pattern, it may well blow through the night. If it is due only to warm thermals over the land, look for it to fill in from the SSW in the morning, peak from the SW in the mid-afternoon, and die in the evening. Commonly, the start of the thermal on-shore wind is preceded by the warming of the land, the formation of cumulus clouds north of the Bay and a tide change (either at low or at high) in the Bay.
3. During September, look for more northwesterly winds. Frequently, they arrive suddenly and sharply. The northwest wind is shifter and likely to get lighter as the land warms up. Often we'll see NW in the harbor, while we have SW on the race course, and the calm band between the two moves in and out as thermal conditions change. NW winds in the morning usually tend to lose their punch after a few hours.
4. If the afternoon wind dies, keep a sharp eye for the shifty southeast breezes.
5. A 15 to 20 knot SW wind can produce a steep chop in the Bay and the waves seem to build in the narrowing and relatively shallow waters of the racing area. An ebb tide adds to the chop.

Keep your eyes open. As cooler fall weather arrives, the on-shore thermal winds are less prevalent. After a few days of racing you will no doubt re-write the book, but at least you will know how one local sailor views local conditions.

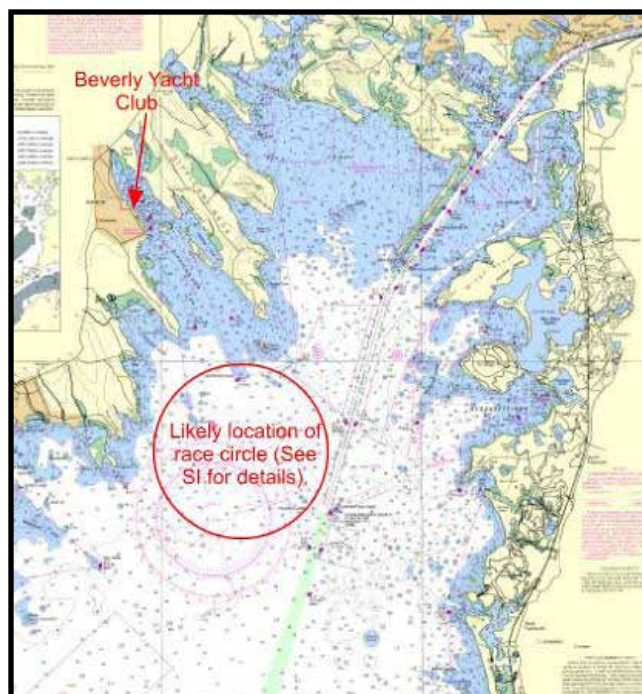


Racing a Shields in Buzzards Bay

Buzzards Bay is a great place for Shields racing. The boat is well suited to handle the conditions that often occur in the Bay. The National Regatta racing circle will be away from shore so “local knowledge” will mostly not be a factor. However, to successfully race in Buzzards Bay there are several overall tide and wind features that are important to understand.

Buzzards Bay is in the shape of a ‘V’ with the point at the Cape Cod Canal and open to the southwest. The tides in central portion of the Bay can run about 0.6 knots, ebb to the southwest and flood to the northeast. There are exceptions to the uniform central tide at some of the high spots (like “The Bow Bells” BYC race mark “H”) where the tide can accelerate. The ebbing current out of the Cape Cod Canal can maintain its higher channel velocity down the bay; this effect is not seen for a flooding tide. If the race marks are near shore, then the tidal flow in/out of the harbors and around an island like Bird Island and points like Angelica Point can be a factor. Also, if racing along the shore, one can expect a sheltering effect from the chop. More important than the differences in tide on the course is the difference in the chop that occurs especially when the tide is ebbing and the breeze is from the southwest. The boat may have to be trimmed and set differently for ebbing or flooding tide and for port or starboard tacks – jib tracks often are set differently on port or starboard tacks.

Breezes from any direction may occur but the southwest breeze (about 220 degrees magnetic) is fairly reliable and is our prevailing wind. The southwest breeze can be stable with total shifts of about 10 degrees with not much clocking to the right as the day progresses. If not present early, it usually comes in by noon and 15 knots is almost normal. Look for southerlies along the Elizabeth Islands before the southwesterly. If there is no breeze at the race start time, don’t be surprised if the Race Committee has the Shields towed out to the race circle. Watch for the breeze as it comes in from the southwest – by the end of the day we may be sailing in 15 knots and a 3 foot chop. The wind speed can appear higher than it actually is due to the chop; don’t strap down the boat when not required. During and after inclement weather, Buzzards Bay can experience a northerly. The northerlies are unstable and often fight the southerlies. On some days we sail out of the harbor on spinnaker, cross a dead air zone and get into the southwest breeze at Converse Point. Although this is not our prevailing wind direction, the boat will need to be adjusted for flat water and shifty winds and “local knowledge” is not very useful.



Another aspect of Shields racing in Buzzards Bay is that the boats should be setup for the expected breeze. For those boats that don’t routinely sail in 15+ knots, be sure your pole downhaul is rigged and that the spinnaker twing lines are ready and crew understands their use. Proper use of the twing lines makes spinnaker use and especially jibing easier. When the breeze is up, the jib is often left up with the spinnaker. This can help keep the spinnaker from wrapping on the forestay.

The 2012 Championship Regatta NOR does not require sailors to wear personal floatation devices, but at Beverly Yacht Club we always race wearing a PFD. It is strongly recommended that all crew wear a comfortable PFD. As Shields sailors know, the Shields can be a wet boat. The water in September will still be warm but either a full foul weather gear or at least a spray top is normally needed.

During September there are usually more weather systems than in the summer months. Hopefully the weather will be good and Buzzards Bay’s reputation will be upheld.

Richard Robbins, et al.



Report from the Shields Technical Committee

Richard Robbins, National Measurer, webmaster@shieldsclass.com

The Shields Technical Committee is composed of seven members and the National Measurer. Our goal is to monitor the Class Rules and yachts and to ensure that Shields (of any age) are fun, fair, safe and affordable. We also have the goal to make our boat more user friendly for current owners and to attract more new members to the Shields class.

The following rules have no effect on the boat but correct long standing problems in the Rules. These changes have been adopted by the Governing Board.

§IV-6.2 Length of Boom - The length of the boom from the after face of the mast shall not exceed 13 feet 11 inches.

Official Plan 2 - Drawing changed to extrusion length overall of 39' 4-5/8" and extrusion to deck as 36' 5-7/16". Added note that the height of the jib sheave and spinnaker fairlead apply for a mast bury of 2' 11-3/16".

This next Rule change is to the minimum number of races from four to three that constitute a National Championship Regatta. This change has been adopted by the Governing Board.

§VI- 2.5 Number of Races - There shall be not more than eight nor fewer than three races. Three races completed will constitute a Regatta. No more than three races per day can be scheduled.

The Technical Committee has spent time this off-season talking to members and sailmakers in order to construct a rule to allow the use of the current mainsail loose-footed (leaving the boltrope out of the boom groove) and to have it coexist with a loose-footed mainsail (without foot boltrope) constructed to the new rule. The goal was to make the process of changing the mainsail easier without any difference in sail performance. The proposed rule is as follows:

§V-5.1 Foot Attachments

The foot may be constructed loose-footed or with a boltrope and may include a clew slide and clew strap. For the National Regatta a loose-footed or a boltrope version may be used and, if a boltrope foot is used, it must be used in the boom groove unless it meets the Shape of the Foot specification (V-9.5); for other sanctioned races the boltrope foot may be used attached or unattached unless local sailing instructions specify otherwise.

§V-9.5 Shape of the Foot

No part of the "foot round" for the loose-footed version may extend more than 4 inches below a straight line taken between tack and clew. A loose accordion fold should be made parallel to the foot before measuring.

These proposed Rule changes have not been adopted by the Governing Board so they will not be effect for the 2012 season. Experimentation with the loose-footed mainsail has been authorized for 2012 as follows:

The Technical Committee and National Measurer have authorized and encourages the experimental use of the current mainsail loose-footed (leaving the foot boltrope out of the boom groove) in local fleet racing per local fleet Sailing Instructions for the 2012 season. Use of a clew strap is also allowed. Results of the local fleet racing with the mainsail loose-footed are to be reported to Technical Committee.

The experimental use of a small spinnaker in local fleet racing has been authorized according to the details posted on the website at <http://www.shieldsclass.com/mcorner.php#spin>. This has been used in Marion since 2008 with good results – namely yachts that might not use a spinnaker in windy conditions or with novice crew have been using the small chute and are generally competitive.

Other areas that have been suggested for experimentation with the goal of encouraging more participation include: mainsail upper batten full-length (longer sail life), jib upper batten full-length (longer sail life), spinnaker pole tapered that can use available stock aluminum (gets rid of bridles), roller reefing on the jib, improved flotation system, splash board on the fore-deck and adjustable jib downhaul.

Part of our goal as a Technical Committee is to make changes that would attract new members. Members are encouraged to discuss and experiment in their fleets with the loose-footed mainsail and small spinnaker (according to their local Sailing Instructions) as well as other ideas and to report their findings to the Technical Committee.

A final area that the Technical Committee has been working on is guidance for reconstruction of older Shields and fairing. Recall that the basic rule on fairing is:

"Fairing" is defined as long-board (batten) sanding, filling low spots, eliminating high spots and other "micro-smoothing" techniques used to achieve improved water flow over and around the hull. Fairing shall not alter the basic design shape of the hull, keel, rudder fairing strips or rudder.

The difficulty with this Rule is the line between "fairing" and "alter the basic design shape." Check the website for updates on this topic. If you are working on your boat and have questions the Technical Committee welcomes your questions.

News from the Shields Fleets

Fleet 1

Larchmont Yacht Club, Larchmont, NY

As this article goes to print, the Fleet One 2012 season is about to get underway. Crews are getting ready to remove winter covers and step masts (the mild winter in Larchmont this year makes us wonder why we bedded the boats down at all!).

The 2011 Season was celebrated at our Annual Awards Dinner in early January, just prior to demolition of LYC's Quarterdeck (no, we didn't do it!). Our main dining room is in fact undergoing a major renovation this year and should still be like new for all the festivities during the Shields 50th Nationals in 2014. In addition to the brand new Quarterdeck, the expected 50 plus teams in attendance will enjoy recently upgraded hoist capabilities, a planned Wednesday Legends Race, and a very entertaining social calendar (including Montesano's of course!).

At this year's Awards dinner, Dual Macintyre and Com Crocker (#23, Rascal) again took the season championship for a hat-trick with Class Treasurer Fred Werblow (#25, Checkmate) again a close second; he'll for sure be gunning for first place honors

this season!

Everyone is now looking forward to getting back out on the race course. We are especially looking forward to the Greenwich Fleet hosting both our Districts Regatta in June and the IHYC Classics Regatta in September. The rest of our local racing schedule, including Larchmont Race Week and the Leukemia Cup, was just completed and can be found at: <http://www.larchmontyc.org/racing/documents/2012YRALISODSIsFINAL.pdf>. Any Shields sailors passing through the area this summer should reach out to join us on water!

John Mawe, Fleet Captain
#106, Lady

Fleet 2

Indian Harbor Yacht Club, Greenwich, CT

Fleet 2 and the Indian Harbor Yacht Club are pleased to have been selected to host the 2012 Shields Long Island Championship Regatta, on June 23rd and 24th. This regatta will mark the return of the Shields to Captain's Harbor in Greenwich, CT which was home to over 30 Shields sailors back in the late 60's and 70's.

The 2012 LIS Shields Championships will offer excel-

lent racing complemented by fun onshore activities that will add up to a great regatta. IHYC has a 3 ton crane and welcomes Shields racers from other areas with a great venue for those who arrive by land. We have onsite parking for your trailer and plenty of guest moorings for all.

Looking forward to seeing you on June 23rd & 24th!

Contact Rick Hendee, Fleet 2 Captain for details:

rickhendee@optonline.net

Fleet 3

Chicago Yacht Club, Chicago, IL

A faux-summer in March got the Chicago fleet motivated for the 2012 season, and good thing as it's going to be one of the busiest yet for Shields fleet 3. Why? The most scheduled races of any year, plus three 2-day regattas, plus a 2 day Andrew Kerr clinic in July! The fleet's first event is the annual Boatyard Bash in April, where fleet members and friends meet in the yard over breakfast and bloody marys to do "boatwork".

Samuel T. Veilleux, Fleet Captain

#45, Hellcat

Fleet 5

Seawanhaka Corinthian Yacht Club, Oster Bay, NY

Fleet 7

Navy Postgraduate School Sailing Association, Monterey, CA

Fleet 8

Edgartown Yacht Club, Edgartown, MA

Fleet 8 is emerging from another winter and looking forward to the start of our 2012 season. Because of the nature of our community – being primarily a summer one – our race season won't start until June 24th, with a series of practice races. The summer series starts June 30th and runs through August 25th. Our fleet has remained stable. We have 13 Shields in the harbor and expect 7 – 9 boats on the line during any given race day.

July 12 – 14 Edgartown Yacht Club will host its 89th Annual Regatta. This is a three day event and we try to get in a minimum of 7 races. We invite and

welcome all visiting Shields sailors and as always will keep you well fed, inebriated and housed. See <http://www.edgartownyc.org/regatta.php>.

We look forward to the Nationals in Marion this year and hope to be well tuned by then.

Jeff Randall, Fleet Captain

#219, Trouble

Fleet 9

Ida Lewis Yacht Club, Newport, RI

See <http://shieldsfleet9.com/> for Fleet #9 information.

Fleet 10

Beverly Yacht Club, Marion, MA

The number of boats in Fleet 10 has held steady over the years and the number that race is also holding steady. We have about 18 boats registered in the fleet and on an average day about 6 to 10 will race. A few boats hardly ever race and instead enjoy day sailing on Buzzards Bay.

Regular club racing will begin on Thursday, May 31 and end on Saturday, September 8. On Thursdays we have two races in the evening without spinnakers. On Saturdays we have two races in the afternoon and use spinnakers.

In all our races we allow main sails to be used loose-footed by leaving the foot bolt rope out of the boom groove and only inserting the slug in the groove. On Saturdays we allow use of the experimental small spinnaker. See the Measurer's approval for Experimentation on the Shields website.

Four to Six Fleet 10 boats will make the exciting trip to Edgartown to race in their fun Regatta. See Ed Tiffany's article about the Tiffany bucket in this issue of the *Masthead*.

The Beverly YC and Fleet 10 will sponsor three special events this year:

- The Buzzards Bay Regatta;
- A Shields One-day Mini-Regatta; and
- The Shields National Championship Regatta.

The Buzzards Bay Regatta (August 3-5, 2012) is one of the largest regattas on the East Coast and has three days of racing for Shields. The winds are usually good and the Regatta is very well-run. Consider joining us. For details and sign-up information see <http://www.buzzardsbayregatta.com>.

For details on the one-day Mini-Regatta (on the Sunday just before the National Regatta) and the National Regatta see <http://www.shieldsclass.com/2012/>.

George Gardner
#8 Goodnews

Fleet 12
Monterey Peninsula Yacht Club, Monterey, CA

An average of three boats came out for the Mid Winters held on the first Saturday of each month from November till February. We shared the race course with the Mercurys as part of their Perry Cup series. Four Shields showed up for the season opening Tune Up race on Sunday February 19th, which Donna Womble won in hull number 186. Our first Spring One Design series was postponed due to 30 knot winds on Sunday March 18th. We've had as many as eight Shields show up for the Wednesday evening Sunset , which started on March 21st. Two Shields entered the Lefler Ocean pursuit race, which is a 15.5 nautical mile race to Cypress Point buoy and back.

A couple of boats have changed hands recently. Rak Kumar is the new owner of Carol, #112, and Jerry Stratton purchased Jean (now Meritage) #175 and is restoring her to race ready condition. Pakhtun Shah has performed major surgery on Rolly, #209, by separating the keel from the boat after she started leaking in her slip. Eleven boats have signed up to race, with two more in the water and about to, so we are hoping to get all the boats on the starting line soon.

Garth Hobson, Fleet Captain

Stephen Katz at the helm with Rand Frey on Stillwater #103 with the Cypress Buoy and a Sydney 38 in pursuit on the Lefler Ocean Race (15.5 km in length)



Fleet 17
Coaster Harbor Navy Yacht Club, Newport, RI

Fleet 19
Mason's Island Yacht Club, Mystic, CT

Shields Fleet 19 is looking forward to the 2012 race season. Our schedule includes Thursday evening rac-

es from June 28th through August 30th. These races often include a spinnaker finishes in front of the Masons Island Yacht Club well attended Thursday night picnics; great entertainment and photo ops. We race most weekends from early July through August. Five weekends on Sundays we sail to Stonington for races run by the Stonington Harbor Yacht Club and the rest of the weekend we travel to local Fishers Island Sound yacht clubs for their seasonal regattas. Others who wish to join us sailing their Shields or sailing as crew on our boats are always welcome. In September a number of us are anticipating traveling to Marion for the 2012 Nationals. Hopefully we will have a windier than normal summer to help prepare us for Buzzards Bay sailing.

Al Burnett, Fleet Captain
#114, Sophie

Fleet 21
Tred Avon Yacht Club, Oxford, MD

The excitement is building with the unusually warm winter and spring, and the beginning of our Shields racing season on April 22nd. We have commitments from all eleven fleet yachts to be on the starting line for our spring series. Our racing season will consist of the spring series, an informal summer series as part of a larger Oxford racing fleet, the annual Oxford Regatta in early August, the annual Heritage Regatta in late August, and the fall series. And there will surely be part of our fleet heading to Marion in September. There is no better way to build excitement and enthusiasm than by having strong participation, and we are so proud that we have the entire fleet committed for this season.

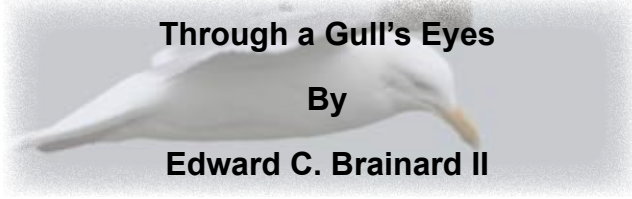
Adding to this excitement, obviously, is the fact that the National Regatta is returning to TAYC in 2013. We are so appreciative of this award, and undoubtedly, this has pumped up our fleet members to get prepared. We will all take pride in getting our yachts and our Club in peak performance for September 2013.

Peter Bailey, Fleet Captain
#98 Intrepid

Through a Gull's Eyes

By

Edward C. Brainard II



Ted Brainard has been a class champion in the Herreshoff 12 1/2, Bullseye, and Shields Classes at BYC, and has served as National Shields Measurer. Ted has skippered in many long distance races including the Marion-Bermuda Race, two double handed EuroStar Races, the Bermuda-1-2, and the Round Britain-Ireland race. He refers to his Shields sailing as a valuable stepping stone to his Blue Water sailing and international competition.

You must know about me? Richard Bach gave a pretty good description of me and my love to fly in Jonathan Livingston Seagull. I am sure you have seen me in almost every painted sea scape around New England. I provide the feeling of life, action and beauty in these paintings. That's enough of background. Let me tell you a recent story.

I was blown off course by a very strong storm. I was living down along the Long Island shore. I was out fishing and the sudden storm prevented me from returning to my usual spot. I was swept down the shore and finally I saw a very special harbor at the head of Buzzards Bay. They call it Sippican Harbor after the Indian chief who owned this area before the intrusion of white man. This was a good area for the Indians with its protection from most storms, and the abundant shell fish and fish for the easy taking. Pilot whales even came into the mouth of the harbor as late as 1930. I was greeted with a great surprise just before I landed on the protected shore of Silver Shell Beach on the west side near the entrance of the harbor. From 500' I saw the nice harbor filled with aluminum masts sticking up like the quills of a porcupine. I understand now that lightning is drained of its energy when it tries to strike one of those yachts. All those masts are very good conductors and slowly drain the energy from the sky. It is as though Delilah had cut Samson's hair and he lost his great strength. There are more than 1000 moored yachts in Sippican Harbor, and they are predominately powered by sail...the wind...that's my thing.

I was feeling very hungry after a little rest from my ordeal. There were some very sizable quahogs down at the low tide water mark. City folk call them clams by ignorance. We old salts know they are quahogs. I picked one up and took off looking for a good spot to drop it and break the shell so I could have a very nourishing meal. I spotted this nicely kept float stage sticking out into Sippican Harbor on the western shore just inside the mouth of the harbor, and dropped it precisely making a direct hit. It broke. I knew it would since I had done this many

times before. But, as I swept down to enjoy my meal I was assaulted by nice looking launch men. They run the Beverly Yacht Club launches, and try to keep the place in super ship shape condition. I flew up and realized I had made a big mistake. This was a wonderful looking club. It may be small as compared to some of its cousins in Marblehead, for instance, but small size is made up for with dedication of its members, and their devotion to sailing. I can feel very close to these ethics. There is nothing like working with the wind, and soaring whenever possible. The wind provides such a quiet mode of energy which carries you along. The more you work with it the more you can do. It is all there for the taking. It is free.

I went back to the beach and found another large quahog, and this time I dropped it on the road leading to the beach. Again I had perfect aim and I could enjoy my meal without interruption. After a little more rest in the warm August sun, I was ready for another flight. I decided to scout out the harbor more fully. I found it had two boat yards on the western shore, and quite an extensive collection of racing one design yachts. I call them yachts because they are usually clean and obviously loved by their owners. This is where my nasty side shows. I just cannot help leaving a little deposit on them. I know it is wrong but I have a problem!

After a few circles soaring over the yachts, I realized there were several racing yacht classes which included Herreshoffs, Bullseyes, J-boats and something very special, the Shields class. I like the Shields because it is sleek and such a reliable sailor, like me.

I get bored very quickly nowadays. I think it is my age. Along with wisdom comes repetition. I like to see new things, so off I went out of Sippican Harbor. The wind had been light from the southwest during the morning. This is the typical direction during the summer. But, now I could see little cats paws developing on the surface of the Bay, the initial grasp of the wind on the surface of the water. From this little mark on the water will come more and

more transfer of energy to the sea surface by the wind and waves will develop. I could see that if the wind were to rise to a typical afternoon breeze, the 20 knots of wind could develop some short chop making this area an exciting place to sail, and good for me too. The waves will turn over the water, plankton will rise to the surface, fish will follow the plankton, and there is my tasty lunch. There is nothing like a small tinker blue fish. So tasty!

The shores look both dangerous and inviting to me. A sailor would have to watch out for those big boulders. Around here if you hit one of those while racing, they call it "kissing a brick." I could sit on the exposed boulders and wait for the fish to come by. It would be fun to have a little chat with some feathered friends!

Buzzards Bay really looks interesting. I am glad the water is still relatively calm. I can see the interaction of the currents. This is no simple place! So many inlets, rivers, and headlands which stir up the flow of water. There is the Cape Cod Canal flowing in from the northeast. Since Massachusetts Bay has a larger tidal range than this bay and different dynamics, there would be an hour or more difference in flow as compared to the bay tides. Any prepared sailor would want to check these currents in advance of a race. Local knowledge might be a great advantage. I would want to be sure rather than sorry. I have heard that Elbridge's nautical handbook solves many of these mysteries. The current charts make it so simple. I just have to learn by observation, and trial and error. Those sailors have an advantage on me!

From up here I can see the bottom in many parts of the bay outside of the entrance to Sippican Harbor even with the heavy load of algae in the water. Looks like 20' is an average depth, and 40' is deep water. There are no gullies or canyons. Pretty flat.

Look at the time! I have been out here for hours now just having fun. Soaring and gliding. There are a lot of thermals around here. The land is heating up towards Plymouth and the cool sea air is now rushing in. Look at those big cumulous clouds inland. The land heats and the wind flows in. I heard this bay was special! That afternoon breeze pipes up to 15-20 knots on an average day. As I see it, not

too much action until noon time. Then hold onto your hat! By 3:00 it is really blowing and I can see the chop a building.

Look over there! A beautiful fleet of Shields coming out for an afternoon race. I will just soar up a little higher and wait for them to sail out in the bay. There are small power boats setting inflated buoys. They must be the racing marks? It is a big triangle. I have heard of those triangular races. They say they are fairer. They put everyone on a level playing field. I prefer racing along the shore where local knowledge and guts are really needed but I understand their decision.

Now they are starting. What a sight. Those beautiful yachts all lined up and approaching the line. Careful over there on the starboard side of the line! You are barging and will be disqualified. Wow! They are all over the line to the second. They must be good. They must have had a lot of practice. I should go in and have some late lunch but this is really exciting. Look! Those sails! That is about the most beautiful thing I have seen. I think it might be as beautiful as a gull soaring into the sky. They are tacking to windward. Those sails set so well. They remind me of my beautiful wings that have taken eons to evolve. They must have learned something from us gulls? I will just hang in here for a couple of more minutes. Look! They are rounding the windward mark. Look—Look! What are they doing? Those great big sails with many colors. I have to tell my friends. They have a new trick..a downwind sail. That might be those spinnaker sails I hear about. I have to take my proverbial hat off to them. That is beautiful. They have learned from us and now they are teaching us something.

I got to go in and find a good late lunch. If I don't get a move on, it will be dinner!

Now, sitting here in the calm along the shore, I must admit I have had a wonderful day, even after the struggle of yesterday. This is a great area to fly in and eat good meals, practice bombing and see interesting things. I am going to hang around and see what night life there is. Maybe there is some cute she gull for company. It looks like a good party town, too..

From the Builder

Cape Cod Shipbuilding Co.

Wendy Goodwin, President



It's been a year or two since we have had the opportunity to build a new Shields. Perhaps due to the economy, but the reality is that the biggest competition for new Shields is used Shields. There certainly is an ebb and flow of new boats and restorations that keep our shop doors open. We build other designs as well like the Atlantic, Herreshoff H-12 1/2 and Bull's Eye to name a few. In the past I've submitted articles about Shields repair, but perhaps some of you are wondering about how new Shields are built.

We make boats the way bakers make chocolate, we have molds and spray the color/gelcoat into the mold and then lay the fiberglass inside of that. The Shields has numerous fiberglass molds which form the shape of the hull, deck, deadwood, bulkheads/inner liner, floor and hatches. Once the hull and deck have been sprayed and layed, we put the molds together while the parts are still in the mold and then fiberglass the hull and deck seam from the inside with a glass tabbing technique. The molds are then rolled right-side up and the deck mold is removed. The floor/inner liner/bulkheads are then fiberglassed to the hull and deck with the same fiberglass tabbing technique. Once these components are assembled, the boat is structurally intact including air tanks and can then be removed from the mold.

Once the hull is lifted from the mold, the boat is moved into the carpentry shop. In the carpentry shop, we install the rubrail, teak trim, seats and hardware.

The lead is poured into the keel mold embedding the keel bolts. The deadwood, which is actually fiberglass, is then installed onto the keel. Lastly, the hull is installed onto the deadwood and bolted together using the keel bolts. The deadwood to hull seam is ground and fiberglassed, the rudder is installed, the bottom faired and sprayed with the owners choice of bottom paint. There are numerous Shields specific hardware castings; the bow chock, tiller iron components, rudder heel casting gooseneck casting, mast head casting, backstay deck casting to name a few. The molds for these castings are stored here at the boatyard and when more are needed they are cast by a local foundry. The bronze deck hardware is then chrome plated.

The mast, boom and spinnaker poles are made in our spar shop, the standing and running rigging are made and installed in/onto the spars. New boats come with the owner's choice of launching and rigging at our dock in Wareham, MA or loaded on the trailer for transport.

Although Cape Cod Shipbuilding Co. has been building boats since 1899, we are one of the oldest fiberglass manufacturing shops in the US still in business today having switched from wood to fiberglass in 1949. While you are planning your trip to Marion for the upcoming Shields Nationals, we welcome you to stop by our shop to see the manufacturing process. Wishing you all smooth sailing during the 2012 season!



Shields Hull in Mold



Removing the Boat from the Hull Mold



Hardware Installation



Rough Fairing of the Deadwood



New Shields leaving Wareham on Delivery



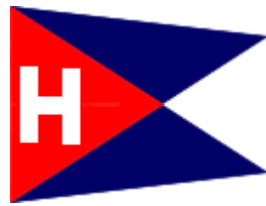
Racing to the Leeward Mark

Shields Class Sailing Association
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<http://www.shieldsclass.com>

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