

THE OFFICIAL PUBLICATION OF THE SHIELDS CLASS SAILING ASSOCIATION

MASTHEAD

FALL 2014



WAS NIFTY!

50TH SHIELDS NATIONALS

2014

RECAP & RESULTS



Photo: Cheryll Kerr/regattaphotos.net

MASTHEAD

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PRESIDENT'S MESSAGE



The passion of the Shields Class is very humbling and was on full display at the 50th Nationals in Larchmont in September. It wasn't just the 14 boats competing in the Legends Regatta or the 33 boats that raced in the Nationals themselves - it was in the camaraderie, joy and enthusiasm that participants demonstrated throughout the four day event. And it overflowed when those gathered in the Pandemonium on Thursday evening gave Corny, Jr. a virtual group hug following Peter Fernberger's moving film.

Co-Regatta Chair John Mawe and I owe an enormous debt of gratitude to our fellow Fleet One members and to the Flag Officers and members of Larchmont Yacht Club for pulling out all the stops in helping us to run a 50th Nationals worthy of the Class. We are also deeply appreciative of the Class itself, not just for giving us this opportunity but also for helping, through your support, enthusiasm, and most of all your attendance, to make it a great event.

As always, I am extremely grateful for the constant and ongoing work that your Officers do to run this Class on a year round basis. Wendy Goodwin, Jay Dayton, and Rich Robbins are dedicated stewards whose knowledge, time, and energy are simply indispensable.

There is much to see and read in this Masthead. Thanks as always to Richard Slaughter and his *Attraction* team for their publishing prowess. If you have not done so already, please order your copy of *The Shields One-Design Class—Celebrating 50*

Years of Competition as soon as possible. The Class owes a huge debt of gratitude to Bruce Wellington who, along with Wendy Goodwin, brought this immense project to life. Eric Anderson and Garth Hobson of Fleet 12 have announced details for the Ocean-Great Lakes Challenge Cup which the Monterey Fleet is hosting next May and will serve as a great warm up for the 2016 Nationals. And Betsy Yale has included further details of the 2015 Nationals (next September in Newport) in her Fleet 9 report. Enjoy.

Happy Sailing!

Com Crocker
Shields Class President



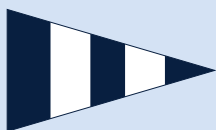
FLEET 1: Shields #23, Rascal

Mike Polkaba of Monterey, CA, winner of the 1984 Shields Nationals, leading during the Shields Legends Regatta.

RACING RECAP: 2014 SHIELDS NATIONALS

by Com Crocker

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50TH SHIELDS NATIONALS



LARCHMONT YACHT CLUB 2014

Early Promise

Kurt Weisenfluh and I bought Shields #23 from Bryce Muir a decade ago, prior to the 2005 season, the last time Larchmont had hosted the Shields Nationals. We'd known each other for some 30 years, having both grown up in Cohasset, MA, but hadn't ever actually raced together prior to buying *Rascal*. We had crewed against each other for years in 210s, and more recently in Shields. And we both worked at Lehman Brothers, at one point sitting next to one another on the trading floor.

Rascal was flag blue when we bought her, but we painted her black. That seemed to fit our style, at least on the water. In one of our first regattas together, we took room at the leeward mark when none was given. After losing the protest and being thrown out of the race, Kurt told the other skippers within earshot, "The next one of you old farts who throws his hearing

aid into the bilge at the leeward mark is getting a black racing stripe!" We went on to finish 3rd in the Nationals in Larchmont that year, losing a tiebreaker with Bill Berry for second place. Kurt's wife, Maura, sailed with us, as did close friend and fellow LYC member Chad Corning.

Rascal would go on to finish in the top five at the Nationals another five times in the ensuing years. The Weisenfluhs moved to the San Francisco area in 2009, but they returned often to compete on *Rascal* and were a part of all but two of those teams. This year, after winning Larchmont Race Week together, Kurt asked me if I'd consider entering the nationals as co-skippers. It wasn't a question of whether he and Maura would race with me - our team had been set for a couple of years. It was that he was all in - that was huge. Given how busy John Mawe and I would end up

Shields Nationals 2014 Results (Top 10)

Larchmont, NY • September 10–13, 2014

Pos.	Sail	Boat	Skipper A	Skipper B	Club	TOTAL	1	2	3	4	5	6	7
1	23	<i>Rascal</i>	Com Crocker	Kurt Weisenfluh	Larchmont Yacht Club Larchmont, NY	18	2	2	4	2	11*	5	3
2	107	<i>Grace</i>	John Burnham	Reed Baer	Ida Lewis Yacht Club Newport, RI	21	6	5	1	3	14*	2	5
3	254	<i>Aeolus</i>	Tim Dawson	Tom Hirsch	New York Yacht Club New York, NY	27	1	1	5	20*	18	1	1
4	239	<i>Syrinx</i>	Bill Berry		Beverly Yacht Club Marion, MA	28	3	9	3	4	7	10*	2
5	103	<i>Stillwater</i>	Ashley Hobson	Garth Hobson	Monterey Peninsula YC Monterey, CA	34	9	4	8	18*	1	3	9
6	231	<i>Mermaid</i>	H.L. Devore		Larchmont Yacht Club Larchmont, NY	52	21*	7	6	16	9	6	8
7	183	<i>Alice</i>	Andrew Young	Paul Massey	Larchmont Yacht Club Larchmont, NY	36	4	6	7	7	28*	9	20
8	160	<i>Diversion</i>	Robin Monk		Ida Lewis Yacht Club Newport, RI	53	24 ARB	8	2	13	29*	4	7
9	145	<i>Hooke</i>	Richardson Hendee	Daniel Coughlin	Indian Harbor Yacht Club Greenwich, CT	58	8	15	19*	11	4	15	5
10	221	<i>Cornelia</i>	Mike Carr	Lawrence Azzaretti	Larchmont Yacht Club Larchmont, NY	58	13	10	13	14*	6	11	6



Photo: Cheryll Kerr/regattaphotos.net

The winning crew with LYC Race Committee Chairman Johnny May (far left). From left: Kurt and Maura Weisenfluh, Chad Corning, Matt Tym, and Com Crocker

being just trying to run the event, Kurt’s partnership turned out to be essential.

Rounding out the team were Matt Tym, another LYC member and regular aboard *Rascal*, trimming jib and spinnaker, and Chad Corning, fresh off winning the Viper North Americans in Long Beach, CA, back for

his third Shields Nationals aboard 23, doing foredeck and calling tactics. Kurt trimmed main, Maura handled the pit, and I drove. We had a great team, ready to compete for the National Championship, but I had to shift my focus from helping to organize the regatta to trying to win it.

You Can Go Back to Kissing Babies on Saturday

Just in case there was any doubt as to our priorities, Kurt quickly eliminated it. Prior to the start of the first race, I gave a wave of welcome to a couple of the visiting boats, wishing them luck. “Knock it off,” he said, adding, “For the next three days, I want you to hate all the other boats in this regatta. Once we hit the dock on Saturday, you can go back to kissing babies.”

We might not have been trying to make new friends on the water, but we might have introduced a new trend in crew gear:

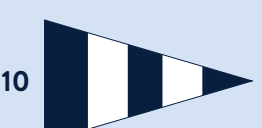
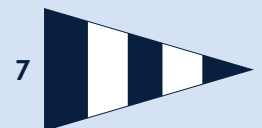
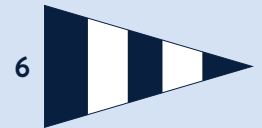
On Thursday, we each wore the shirt of our favorite player ever to wear #23. Kurt stuck with his old-school Boston roots, wearing a Luis Tiant Red Sox jersey. I who wore the Bruins—Craig Janney was one of my favorite players growing up. Matt Tym grew up in the midwest and wore a Devin Hester Bears jersey. Maura wore a Ryne Sandberg Cubs jersey.

Surrounded by Past Champs

This year’s Nationals fleet included four two-time National Champs, including John Burnham and Reed Baer of Newport, RI, sailing Shields #107, *Grace*, Robin Monk, also of Newport, sailing #160, *Diversion*, Bill Berry of Marion, MA, sailing #139, *Syrinx*, and Tim Dawson and Tom Hirsch, another Newport team and winners of the last two nationals, sailing the newest boat in the fleet, #254, *Aeolus*. The Dawson/Hirsch team got off to a great start this year, winning each of the first two races after leading at every mark. They won the Nationals last year at TAYC in Oxford,

MD, without winning a single race, and they quickly established themselves as the boat to beat in the 50th. But we finished right behind them in 2nd place in both races, a great start to the regatta.

After a fairly conservatively sailed 2-2, we trailed 254 by two points. We had favored the left side of the course in the first two races, and liked it again for race three. Chad called for a more aggressive start at the pin, and we approached the line on port tack from beyond the pin. We tacked onto starboard



REGATTA RECAP: 2014 SHIELDS NATIONALS

by Com Crocker

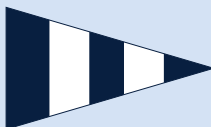
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Photo: Cheryl Kerr/regattaphotos.net

John Burnham and Reed Baer aboard Shields #107, Grace, in the light air on day two.

underneath the fleet and had an uncontested run at the pin. In the driver's seat for the first time, we dug into the left side of the course, eventually finding better breeze and a header. We tacked. It seemed the right thing to do as we had a chance to cross the fleet and took it. From out there, we weren't too worried about giving up further leverage to the left. For one, if the breeze backed further, we might have been lifted to the mark anyway.

107 (Burnham and Baer) and 160 (Monk), both two-time champs, took our stern and dug further left. As luck would have it, they picked up a little additional left pressure and nipped us at the top mark, with the three of us rounding in a tight cluster. The rest of the race was a dogfight, with the three lead boats

approaching the leeward gate overlapped with one another. Unfortunately for us, we were the middle boat, or outside at both gate marks. We rounded the left gate right behind 160 and immediately tacked onto starboard, following 107 back toward the left. When we converged at the top mark, 107 led us out of the left, while 160 came in right between us from the right. Meanwhile, yet another two-time champ, Bill Berry in 239, had closed the gap, rounding the 2nd windward mark in a close 4th. The breeze had shifted to the right and we all gybed quickly onto port for the run to the finish. Trailing us, 239 nonetheless beat us to the gybe and, sailing just on the edge of our wind, were able to slowly grind us down, nipping us at the finish. 254 finished 5th and held onto the overall lead by a point.

You Can't Win the Regatta on the First Day

It was a quiet sail back to the harbor aboard *Rascal* as we felt we had missed an opportunity. Chad was beating himself up for giving up the left too soon on the first beat of race three. He was being hard on himself and more than a little unfair, but that's Chad. He's the most competitive guy I know.

Once again, it was Kurt who brought the focus back to where it needed to be. He reminded us that you can't win the regatta on day one. We were a point out of first—there were 31 other boats that would have traded positions with us in a heartbeat.

When the Going Gets Weird, the Weird Turn Pro

Friday began with a light northeasterly that was forecast to eventually clock to the east and fade. One thing was certain: consistent low scores would be hard to come by. As always, the first priority was getting off the line cleanly. With 30 seconds to go to the start, we had our hole to leeward and felt good. But then the boat just down the line pulled the trigger

early, or so I thought at least. Losing sight of the pin and fearing we would follow the leeward boat over the line early, I put the bow down. The gun went off. Then, nothing...No second gun. All clear. By then I had completely given away our lane and fallen right into the bad air of the boat to leeward and now very much ahead. Bad air and no room to tack. We were trapped.

Five minutes into the race, there weren't more than five or six boats behind us. The boat was very quiet. Mostly, everyone was just pissed at me. But we were also very focused. It was Long Island Sound, after all, and it was a long race. Keep the boat moving, keep your head out of the boat, and opportunities will present themselves. And then Chad took over. The original plan had us heading off on starboard toward the Larchmont shore and picking up some lefty pressure along the beach. But the furthest left boats

had run out of breeze and were stranded. The far right didn't look much better. Once we had a lane, Chad just started connecting the dots up the middle of the course. At one point we took a right shift back toward the left side of the course. 254 had won the pin at the start and gone left. We crossed ahead of them by a couple of boatlengths. That helped the mood on the boat considerably. We rounded the top mark somewhere in the teens.

"That's Not A Rudder — It's a Trim Tab!"

That's what Matt Tym said when he looked at a Shields out of the water for the first time several years ago. Indeed, with the rudder attached to the keel, the helm doesn't offer a whole lot of feel—particularly downwind in light air. That only makes the spinnaker trimmer all the more important. I commute with Matt every day. We coach our daughters' lacrosse team together. He's a good friend. But I'm telling you, he could be a complete jerk and I'd still want him trimming my spinnaker. Especially in light air—there's nobody better.

"Up two, down two, hold..." I had zero feel on the helm but was just following Matt. He got every ounce

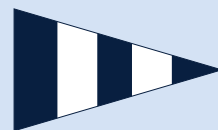
of pressure out of that breeze. Slowly we picked off the boats around us. Chad took us back toward the middle of the Sound where we picked up a righty puff that carried us down to the leeward gate where the leaders were all converging upon one another in a hole. We carried the pressure and rounded the left mark on the heels of Shields #175, a team from Monterey led by their young skipper, Charlotte Benbow. By the time the breeze had filled in, the two of us were punched. 175 held on for the win, while we picked up our 3rd second place finish in four races. 107 and 239 finished third and fourth, respectively, but 254 weren't able to recover and posted a 20th. We were in the lead.



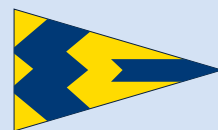
Photo: Cheryl Kerr/regattaphotos.net

Kurt Weisenfluh and Mike Carr crewing for Pat O'Neil, winner of the first Shields Nationals, during the Legends Regatta, sailing aboard Mike's Shields #221, Cornelia

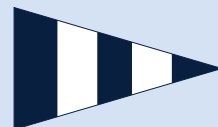
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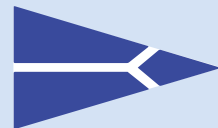
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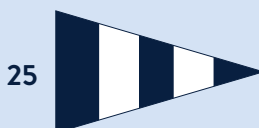
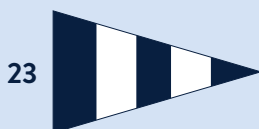
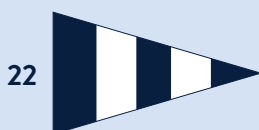
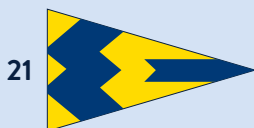


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REGATTA RECAP: 2014 SHIELDS NATIONALS

by Com Crocker



The 1980's Called: They Want Their Course Back!

When PRO Butch Ulmer drafted the Sailing Instructions for the Shields Nationals, he included Course T, a triangle/windward/leeward/finish to windward. He said he thought it would be nice to include it for the 50th from a tradition standpoint, but he also wanted to have it as an option as it might just help us get around the course in light air. After waiting for close to an hour after the end of race four, Ulmer felt he had enough breeze to start a race and signalled Course T.

Once again, getting off the starting line was critical. We had the set up they wanted by the pin, but I made the final turn too late and trapped us under the fleet. All I could think was "Oh no, not again." But just as in the first race of the day, the team kept their focus, eventually found a lane, and slowly fought back into the race. We couldn't help but notice that most of the other top boats in the regatta also struggled in that race.

As for Course T, in the light and shifty conditions, not only did the reach legs help the fleet get around the course, but as it turned out they provided plenty of tactical opportunities as well. Bill Berry and crew aboard 239 made big gains on both reaches, and went on to salvage a 7th place finish after rounding the first windward mark well back. As for us, we managed an 11th, three places ahead of 107, *Grace*. As for defending champs Tim Dawson and Tom Hirsch aboard 254, Long Island Sound was not kind to them that day. They suffered another deep finish, and while five races sailed meant they could now drop their worst race, they would be forced to hang on to an 18th.



"No caption necessary!"

As day two drew to a close, we led the regatta with 10 points, five ahead of 107 in second place with 15 points and seven ahead of 239. I wasn't happy with my starts and kept replaying them over again in my head. Once again, it was Kurt who provided a much needed dose of perspective: "We're the clubhouse leaders with a day to go in the Nationals. If you're going to sit there sulking, then you're an even bigger asshole than I thought." That brought a grin.



Final Day

Saturday opened with 25 knots out of the east, though the forecast was for the wind to taper over the course of the day, and indeed it did. There were four to six foot rollers coming straight up the Sound, or about 30 degrees to the left of the wind. That put the waves right on the bow on starboard tack, and made for very challenging driving and trimming. I nearly drowned Maura who was adjusting the jib halyard just as I stuffed the bow into a wave which washed over the boat and dumped a six inch wall of water into the cockpit and onto her head.

We started the first race of the day at the committee boat and quickly tacked over to port to play the right

side of the course. We didn't know where 107 and 239 were. The fleet split, with about two-thirds playing the left side of the course and the rest working the right. We led the pack coming out of the right, but saw that we would trail a handful of boats from the left. But it wasn't until we eventually converged that they knew who was ahead of us. There was 254, back in front. And there, right behind them, perhaps two or three boats ahead of us, was 107. We largely held our positions from there, with 107 finishing second and 23 fifth, closing the overall gap to just two points. By virtue of their win in race three, 107 held the tiebreak advantage going into what would be the final race of the series.

Making Up For Those Bad Starts

Chad wanted to win the pin and go left, and we were the last boat to enter the starting area from the left on the final approach to the start. 107 also liked the pin but set up on the line much earlier. They were the closest boat sailing down the line on starboard as we approached on port. We tacked underneath them, squeezed them up toward the line from leeward, and then put our bow down to accelerate toward the pin. That proved to be the regatta. At the start, 107 was right on our windward hip, fighting to hold her lane. (See cover photo.)

We weren't making it any easier on them and quickly pinched them off. 107 quickly slid back, eventually falling directly behind us where they had to wait for a lane before they could tack. Fortunately, the pin was favored enough that they didn't have to wait too long, but by then the damage was done. We tacked with them and stayed on them all the way around the racecourse, eventually legging out after herding them towards the layline where they were forced to sail in our bad air once again.

Guns For Every Finisher

254 won the final race. It was their fourth race win and paced them to a third place finish overall, just a point ahead of Bill Berry who finished second in the final race. Ironically, Dawson and Hirsch won the Nationals the prior year without winning a single race, a feat which we repeated this year. As a special tribute for the 50th Nationals, the Race Committee planned to fire a gun for every finisher in the final race.

As we approached the finish line, we didn't yet know for sure whether the Race Committee might try to squeeze one more race in just ahead of the cutoff time. It wasn't until we heard the gun for Bill Berry as he crossed the line in second that we knew it was all over. We crossed the line ourselves, got our own gun, and then broke out into a group hug.

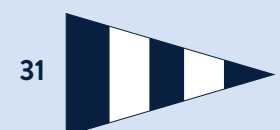
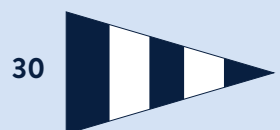
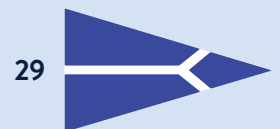
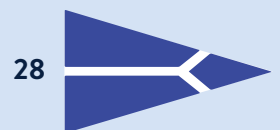
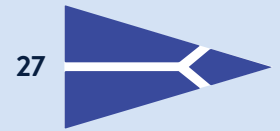
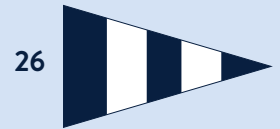
Reflections

After years of chasing Reed and John, Bill Berry and the others, it was great to put it all together and come out on top for once. We've long enjoyed a fierce rivalry at the local level with H.L. DeVore, who won in 2009 in Chicago and finished 6th this year. He was among the first to congratulate us as we hit the dock.

For me, the greatest reward continues to be competing with and against so many good friends. I have learned a great deal from everyone who has sailed on 23 over the years, a dozen of whom were sailing on other boats in this event. Many of those lessons were tested this regatta: how to keep your head in the game after a bad start or a bad race; how

to keep the boat moving in light air; how to keep her on her feet in the breeze; how to keep your head up in defeat; and hopefully, how to win gracefully. Kurt, Maura, Chad, and Matt brought an impressive level of talent, commitment, and teamwork to 23. They kept us going fast and pointed in the right direction, managing to overcome my mistakes on the helm in the process. I know we would have been proud of our effort regardless of the result, but it feels good to be able to look at them and call them Champions.

Com Crocker
Shields #23, *Rascal*



REGATTA RECAP: 50 YEARS

by Chris Foley

Shields turns **50** in style!

The lights in the Pandemonium at Larchmont Yacht Club dimmed and a large screen flashed images of classic racing yachts from the first half of the 20th century. The gravelly voice of Cornelius Shields, Jr., America's Cup veteran and Mallory Cup winner, began talking about learning to sail from his father, the venerable Corny Shields. As the film continued, Corny, Jr., talked about 6 Meters and the birth of the IOD Class, and eventually spelled out his father's vision for a new, slightly smaller One-Design yacht, inspired by the 5.5 Meter Class and to be designed by Olin Stephens. It was to be built of fiberglass to minimize maintenance and upkeep costs. The first 20 boats would be donated to the service academies but made available to local sailors during the summer and used for the major One-Design regattas such as the Mallory and the Adams Cup. Thus the Shields Class was born more than 50 years ago.

The lights came back up and the audience rose to its feet, cheering the film and its creator, Peter Fernberger,

and their beloved Class. But their loudest applause was for the diminutive narrator of the film, Corny, Jr., who sat among them. Corny took the microphone, brushed aside a tear, and thanked those gathered for helping to make his father's vision a reality. "Thank you for helping make the Shields Class the greatest One Design Class ever, and thank you for coming to Larchmont Yacht Club to compete in the 50th Shields National Championship!" The crowd roared its approval.

Of course, he had them at hello. They had come from a dozen local fleets from around the country, from Maryland to Massachusetts, from Chicago, IL, to Monterey, CA. They included some who had sailed in the very first Shields Nationals back in 1965. There were some who were there to compete in their first Championship. But the one thing that bound them all together was their love of One Design sailing, and of the Shields Class in particular.



Photo: Cheryl Kerr/regattaphotos.net

2nd and 3rd place finishers overall, Burnham and Baer in #107 and Dawson and Hirsch in #254, shortly after the start of the first race on Saturday.

Holding Out for the 50th

The story of the 50th Shields Nationals really begins back in early 2010, when the Shields Class was entertaining bids to host the 2012 Nationals. Having last hosted the Nationals in 2005, Larchmont Yacht Club and Shields Fleet One were due. But then-Fleet Captains John Mawe and Com Crocker had

other ideas. One cold January night, with a crowd of enthusiastic Shields sailors clustered with them around the LYC bar following an awards dinner to celebrate the 2009 season, a plan was formed. Larchmont Yacht Club, home of Shields Fleet One and the birthplace of the Shields Class, would pass on

hosting the 2012 Nationals and put in a bid to host the 50th Shields Nationals in 2014 instead.

Step one was locking in the Principal Race Officer. LYC RC Chairman Johnny May runs one of the most highly respected Race Committees in the country, frequently tapped to help run major events such as Key West Race Week, Block Island Race Week, and Nantucket Race Week. The Regatta Committee is the largest committee at Larchmont, and includes over a dozen experienced PROs. But for this event, the Fleet knew exactly whom they wanted. First they had to speak with past LYC Commodore Howie McMichael. Charlie "Butch" Ulmer had been PRO for countless major regattas over the years, including the Star Class Centennial at LYC in 2011, the Shields Nationals at Masons Island YC in 2010, as well as the Shields Nationals at LYC in 2005. But he'd long said

he wouldn't do any regatta without Howie running the mark boat for him. Both quickly signed on for the Shields 50th, as neither one of them wanted to miss out on this one.

As for who would head the Protest Committee, that decision was not the regatta organizers' to make. Larchmont Yacht Club is the home of Mary Savage, who for decades has served as the Club's Protest Committee Chair. A Harman Hawkins Trophy winner for outstanding contributions to the sport of sailing in the field of Race Administration, Savage is a former international sailing judge who helped write much of the Racing Rules of Sailing. She's also a former Shields sailor, having teamed up with fellow LYC member Dick Ronan to win the Fleet One Season Championship several times back in the '80s.

REGATTA RECAP: 50 YEARS

"I probably don't qualify as a Legend..."

Co-Regatta Chairs John Mawe and Com Crocker decided early on that it was only fitting to kick off the 50th Shields Nationals with a Legends Regatta. As Mawe would later describe it, the purpose was, "To honor those sailors central to the success of the Shields Class over the past half century." Past National Champions were automatically eligible, though in keeping with the spirit of the event, competitors were restricted from skippering in both the Legends Regatta and this year's Championship.

Word of the Legends Regatta quickly spread. Pat O'Neal of Tampa, FL, who won the very first Shields Nationals back in 1965, quickly signed up. So did Dave Smalley, past LYC Commodore and winner of the 2nd Nationals, and Ted Weisberg, who won in

1973 co-skippering with Arthur Knapp. Chris Clark and Mike Polkabra, both of Monterey, CA, and winners of three Shields Nationals between them, booked their flights to be there. Seven-time winner Ched Proctor tagged in as well. "It was great getting so many past-champions involved," said Crocker. "But the moment we knew we were onto something special was when we received Doug Allen's email."

"I probably do not qualify, but if anyone needs crew for the Shields Legends Regatta..." So began Doug's email, sent along with his registration form. He went on to explain how he bought a share of Shields #75, *Finesse*, back in 1970 when he was a junior in college, buying out his partners a few years later. Allen lived and worked in New York City, but he kept the boat up



Photo: Cheryll Kerr/regattaphotos.net

Shields Legends Regatta, won by Mike Polkabra of Monterey, CA (far left).

REGATTA RECAP: 50 YEARS

in Marblehead, MA. The distance didn't keep him off the water, however, as he made the trip nearly every weekend, racing the boat until the fleet folded after the 1999 season, often double-handing it with his wife. "I raced the boat for 30 years and have owned her for 45, still sailing her regularly. You might say I'm fairly keen about the Shields Class."

The organizers were quick to embrace Allen's participation, not as crew but as a skipper. "How could we not?" asked Mawe. "We may not have known his story when we first announced the Legends Regatta, but he was exactly the kind of Shields sailor we wanted to honor with this event."

Allen was joined by his wife and long time crew, Lisa, along with Rick Gibson and Ed Berger, both of the recently re-formed Mass Bay Shields Fleet. Berger was a mathematics professor at the U.S. Naval Academy in the early '60s when the first shipment of Shields arrived. He recalls looking at their beautiful lines and wanting one immediately. "It took me nearly 40 years, but I finally realized my dream and bought #118 in 2002."

In the Shadow of the Freedom Tower

Racing for the National Championship began on Thursday, September 11th. The date was not lost on the 33-boat fleet. Twenty-two year old Bobby Lippincott, sailing with Jim Alpi of Tred Avon YC in Oxford, MD, approached the Race Committee prior to leaving shore—a rolled up, oversized ensign in his hands—and asked, "I wondered, given what day it is, if we might be allowed to break with tradition and fly our ensign while racing today." PRO Ulmer quickly granted the request, and followed up with an announcement over the radio extending the courtesy to the entire fleet.

In all, 14 Legends sailed in the three-race regatta on Wednesday, September 10th. In addition to the 15 Shields National Championships between them, they had collectively won over a dozen national championships in other classes. They included 6 Meter World Champion Hans Oen and America's Cup winner Bizzy Monte-Sano, both active in Fleet One over the years. Mike Polkabla from Monterey led off with wins in the first two races, then held on with a 6th in the final race to win the event, narrowly edging out fellow West Coaster Dick Clark by a point in the final standings. The teams from Monterey had come to compete, a theme that would continue in the Championship itself.

John Keogh of Newport, RI, sailed with two-time Shields Champ O'Neal, for whom his father, Tom, had crewed when he won the very first Nationals. "What a great day of racing Shields in Larchmont! Pat was fast from the start—perhaps too fast. We were one of three boats called over early at the first start! We redeemed ourselves with a fourth place finish in the final race."

Racing began in a 15 knot southwesterly. That put the windward mark just a little to the left of the sight line to the Freedom Tower some 18 miles away. "It was great to look upwind and see the Freedom Tower," said Sam Veilleux from Chicago, IL. "It gave the day a sense of perspective."

The Race Committee ran three races on Day 1, with defending Champs Tim Dawson and Tom Hirsch winning the first two and two-time winners John

Burnham and Reed Baer winning the third. Butch and his team had to work much harder to get in two races in a fickle northeasterly on Day 2, reaching deep into the toolkit and bringing out Course T (Triangle-W-L-W) for the second race of the day. The fleet was spread out across Long Island Sound and consistent low finishes were tough to come by. Newcomers Charlotte Benbow and Ashley Hobson, both of the Monterey Fleet, won the two races of the day.

Saturday brought a return of the breeze, this time coming up the Sound from the East, bringing with it 4–6 foot waves. Dawson and Hirsch were back to their winning ways, taking both races, but their struggles in Friday's light conditions dropped them to third overall. Com Crocker and Kurt Weisenfluh, with top five finishes in six of the seven races, held on to edge out Burnham and Baer by three points for the Championship.



John Burnham and Reed Baer on Shields #107, Grace, setting the kite.

Sail Like a Girl!

The regatta closed with a raucous awards dinner on LYC's Quarterdeck that night. First through fifth place were awarded Shields half models, with every member of the winning crew receiving one. Regatta Co-Chair John Mawe took home the evening's largest prize, the illustrious Take-A-Bow trophy, a three foot section of an actual Shields bow, for innovation in the art of the spinnaker takedown (*See photo, page 8.*)

Much of the focus during the 50th Shields Nationals was on the rich history of the Class. But the Class also got a good look at its future, with three different twenty-something skippers, Ashley Hobson and Charlotte Benbow of Monterey, CA, and Fleet One's Andrew Young all driving their boats to top twelve overall finishes. In accepting their trophies, Weisenfluh and Crocker took a moment to acknowledge the youth movement. Kurt gave a shout out to Andrew Young and Chris Foley who had crewed on 23 for years and finished 7th this year sailing Shields #183 with Dual Macintyre. Crocker reflected on his two young daughters and said that in their house they like to say, "Sail like a girl!" With Hobson and Benbow, both

of Monterey (host of the 2016 Nationals), driving their boats to 5th and 12th place finishes in their first ever Shields Nationals, the Class got a good glimpse not only of its future, but also of just what it means to 'sail like a girl'.

With Fleet 9, Newport, hosting next year's event, we should see another big fleet compete for the 51st National Championship. Then it's off to Monterey in 2016. Fleet 12 really planted the flag this year, with Pakhtun Shah winning the Ocean-Great Lakes Challenge Cup earlier in the season and three west coast crews competing in Larchmont.

That following night, Crocker got a congratulatory phone call from Corny Shields, Jr. Corny told him how proud his father would be to see the Shields Class doing so well after 50 years. He was happy a Larchmont boat had won, but he also pointed out that 23 is 50 years old! What better way to honor his father's vision for this one design class than to win the Nationals in one of the oldest boats in the fleet.

REGATTA RECAP: 50 YEARS



Photo: Cheryl Kerr/regattaphotos.net

Ashley Hobson and crew from Monterey, CA, approaching the windward mark in borrowed boat #16, Tango. Finishing 5th overall, Ashley won the James B. Moore, Jr. Memorial Prize for top finishing junior skipper, as well as the Gordon L. Benjamin Memorial Newcomer Award for top finishing skipper sailing in his/her first Shields Nationals.

FLEET NEWS



■ FLEET 1

LARCHMONT YACHT CLUB, LARCHMONT, NY

Ok, we can all exhale now—it was a busy season for Fleet One! In addition to planning and hosting the 50th Nationals, Fleet One held 35 races this season, with 15 boats competing and 11 Shields qualifying for the season. 10 different Fleet One boats won at least one race this season. We also held another 16 races over four Wednesdays in an evening series designed to help encourage new participants to join the fleet.

The highlight of the season was Larchmont Race Week, held over back-to-back windy weekends in July. Joined by former co-owners Kurt & Maura Weisenfluh, Com Crocker aboard Shields #23, *Rascal*, held on to beat H.L. DeVore in #231, *Mermaid*, by a single point in the 12 race series. Fred Werblow, sailing #25, *Checkmate*, was third. *Rascal* also won the Season Championship, as well as the Western Long Island Sound Districts, hosted by Seawanhaka Corinthian Yacht Club and Fleet 5. Fred Werblow finished 2nd for the Season, while Gregg Takata, Andrew Wertheim, and Doug Campbell were 3rd, racing aboard Shields #176, *Katherine*.

13 Fleet One teams took part in the Nationals, with the fleet loaning three additional boats to visiting crews. In addition to Crocker/Weisenfluh taking top honors, other Fleet One teams performed well, with past National Champ DeVore finishing 6th, while longtime Shields crew and recently anointed skipper Andrew Young drove his team aboard #183, *Alice*, to a 7th place overall finish. Werblow and crew aboard #25 were in 7th place after five races before conditions on the final day forced them to retire. Remarkably, in a season in which Fred turned a spry 80 years old, those final two Nationals races were the only two races he missed all season!

Fleet One would like to thank Dual Macintyre for his years of service as Fleet Captain. In addition to keeping regular fleet operations moving forward and helping out with planning for the Nationals, Dual introduced our popular Wednesday evening series and rebuilt the idled 183 program into a contender. We are excited to announce Pete McWhinnie, co-skipper of Shields #142, *IN TIME*, as his successor. Among other contributions, Pete was webmaster for the 50th Nationals, providing essential organizational focus in addition to his technological savvy. We look forward to the next few seasons under his leadership.

See you in Monterey in May and in Newport next September!

■ FLEET 2

INDIAN HARBOR YACHT CLUB
GREENWICH, CT

Shields Fleet 2 had a great season with a podium finish for 145 *Hooke* in the season standings, and 8th at the 50th Shields Nationals.

2015 is shaping up to be a good one for Fleet 2: incoming Indian Harbor Rear Commodore Theodore (Ted) Graves is a big fan of our class and is planning a big push to get Captains Harbor sailors into a Shields next year.

Comprised of the top competitive sailors in our area, Team IHYC will campaign a Shields in local and regional regattas in 2015.

Another initiative is to attract the top club racers from Ideal 18s to our Shields fleet. Stay Tuned!

Respectfully submitted,
Rick Hendee
Captain, Shields Fleet 2

■ FLEET 3

CHICAGO YACHT CLUB
CHICAGO, IL

The 2014 Season for Shields Fleet 3 in Chicago saw 8 boats compete in the Saturday Racing Yacht Fleets Series. Hosted by the Chicago Yacht Club out of the Belmont Station location, the series spanned from a chilly May 10th to a chilly October 11th, with 14 race day Saturdays spread throughout the season. Included in the series are other small one-design classes, including Etchells, Luders, and J/70s as well as offshore one-designs. Kristian Martincic, the Shields Class Measurer's #88 *Peanut*, took 1st place for the season, followed by Gary Ropski's #196 *Insidius* in 2nd, and Sam Veilleux's #45 *Hellcat* in 3rd.

In addition, the fleet hosted the first Ocean-Great Lakes Challenge of the 21st Century, with Pakhtun Shah of Monterey taking home the trophy. National Class President Com Crocker took 2nd place, and Gary Ropski, despite the home water advantage, finished third. Organized in a year-long effort by Mike Schwartz, Shields Fleet 3 provided boats, housing, and even loaned a couple of crew, requiring skippers to only bring themselves, their sails, and their crews. In addition to the stellar sailing, Pakhtun did a great job of talking up his home sailing venue of Monterey, the selected host of the 2016 Shields Nationals.

The Shields class also made a strong showing at the 2014 Verve Cup Inshore Regatta, held at Chicago Yacht Club's Belmont Station each August. Shields Fleet 3's outgoing treasurer Jessica Jamieson again served as race chairwoman putting together an excellent regatta. Despite a cancellation due to weather the 1st day, the Race Committee managed to get in 3 races on Sunday. 9 classes of one-designs battled it out, with a record attendance by the new J/70 fleet, bringing 19 boats from as far away as Norway. Gary Ropski's #196 *Insidius* took home the trophy for the Shields Class.

2013 brought several changes to Belmont Harbor. Chicago Yacht club began running a tender service, relieving crews of rowing or fighting with dinghy engines, and speeding the race to the bar. The club's

new Chef/Manager Jill Dedinsky settled in to her first full season and ensured the club was always ready with great food and hospitality for race days, regattas, and special events. On October 25th, the Racing Yacht and Offshore fleets held a combined awards dinner and party at Belmont Station.

This year brought #249 *Robin* out of the warehouse and back to the starting line, with new fleet member Sarah Alger at the helm. #113 *Water Goblin* completed its second season with an "all-in-the-family team" consisting of skipper Ali Beyer and crew that includes her mother, father, and husband! At the completion of the season, Fleet 3 elected new fleet officers, with Chris Economos (#67 *Trouble*) elected as Fleet Captain and Mark Passis (#63 *Dauntless*) as Fleet Treasurer.

■ FLEET 4

NORTHERN MASSACHUSETTS BAY, MA

Welcome Richard Moffitt (*Great Haste* – 72) in Marblehead who joined Fleet 4 this year, as well as David Halberstadt and Bob Tagliamonte who joined the fleet as crew and Lucy Gibson and Eve Pytel as skippers.

Here's a quick recap of the summer's events:



CROCKER MEMORIAL RACE

July 12 in Manchester

Ed Berger (*Caviar*-118) took first in Shields fleet in light air again this year, again both for the win and the light air. Rick Metzinger (*Brio*-24) finished second in fleet; Rick Gibson (*Ariel*-195) finished third in fleet.

LEGENDS REGATTA

September 10 in Larchmont

The National Association's Fiftieth National Championship in Larchmont started with fourteen boats competing in a three race series for Shields sailors with "a distinctive connection with the class." Doug Allen (*Finesse*-75) is celebrating forty-five years in the class this year with Team Allen racing #142 with Ed Berger along in the crew.

Ed Berger has graciously agreed to become Fleet 4's representative to the National Association, with a BIG thank you from Fleet 4's newest representative emeritus.

■ FLEETS 7 AND 12

MONTEREY PENINSULA YACHT CLUB
MONTEREY, CA

The Monterey crews who competed in this year's National Regatta were very impressed with the warm and accommodating atmosphere, the impeccable organization and planning, and of course, the competitive sailing throughout. We are proud of our own Charlotte Benbow and Ashley Hobson for their first place finishes in Friday's races and Ashley's recognition by earning the Junior Skipper Award. Congratulations are also in order for Michael Polkabila and Dick Clark for taking the top two spots in the Legends Regatta. After several years with little or no representation, we were thrilled to have 18 sailors plus some family and friends make the trip to Larchmont Yacht Club to celebrate 50 years of this great event.



Locally our fleet saw 11 Shields compete in our weekend series races and as many as 13 on the line for our Wednesday evening Sunset Series races. 2014 will be remembered for the outstanding weather, renewed energy and competitiveness throughout the fleet and the revival of a special Shields Regatta, The Konigshofer Cup, which was once again contested after a 10-year hiatus. Ashley Hobson narrowly defeated Pakhtun Shah in this two-day event, with the RC resorting to the second tie-breaker criteria to determine a winner. The top finishers in our Season Championship for 2014 were:

1. Pakhtun Shah – 209
2. Ashley Hobson – 103
3. Jerry Stratton – 175
4. Eric Anderson – 191
5. Charlotte Benbow – 139

Other Monterey Shields highlights include Pakhtun Shah and the crew of *Rolly* (209), winning the Ocean Great Lakes Challenge in Chicago in June and Luke's Regatta in Monterey in October, and Ashley Hobson winning the Fleet Championship in August. We are excited to welcome Dino Pick as the new owner of *October* (96), and Shields veterans David and Rebecca Brock as the new owners of *Barbara* (186).

The Monterey Shields community is saddened by the passing of one of our favorite gentlemen. Laine McDaniel was commissioned as an Ensign in 1945 and became one of Admiral Rickover's early protégés in the "Nuclear Navy". A skilled sailor, he was also an

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aviator, Judge Emeritus with the U.S. Figure Skating Association, successful international businessman, CAPT in the USNR and he held a USGC Licensed Master 100 Ton certification. Laine became a first time Shields owner at the age of 85. He was never seen aboard #139 on the water, but he diligently maintained the boat in racing condition, purchased sails and rigging when needed and could be found sanding and painting the bottom as required. He enthusiastically spent his own money and resources to keep a Shields available for the active duty students at the Naval Postgraduate School; continuing the tradition of Navy Shields sailing in Monterey begun by Corny Shields. The altruism of Laine McDaniel might seem surprising to many... unless you knew him.

We look forward to seeing Shields crews from around the country next spring when we host the 2015 Oceans Great Lakes Challenge Cup: Friday - Sunday, May 1-3.

Eric Anderson

■ FLEET 8

EDGARTOWN YACHT CLUB, EDGARTOWN, MA

Greetings from the island of Martha's Vineyard. The fleet ended our short sailing season on August 23rd and all of our canvas-powered vessels are wrapped up on shore. We had a great sailing season. The weather and breezes were just perfect. We had our Saturdays series with 7 boats on the line and all similarly competitive.

Our fleet has made an extra effort to share every detail of our tactics, rigging and race thoughts among our fleet. That has resulted in very close finishes and rotating top finishers in each race. This effort has encouraged new members to discuss purchasing boats from our non-racing dry docked Shields and it has also attracted more crew realizing the "kinder and gentler" fleet racing attitude. The final season championship standings had most of the fleet within a few points of each other. The top two boats were tied with both boats having the same number of 1st, 2nd, 3rd place finishes and it came down to the lowest throw out race as champ. So we are a tight, fun and developing fleet.

Edgartown's Shields #223 "Aileen" traveled off island for the Buzzards Bay regatta in Marion and the Nationals in Larchmont. Both regattas were extremely well organized and executed. The conditions were fun, fair and the hosting club sailors made each event the best it could have been. The 50th Nationals was all it was advertised to be and was filled with great sailors, great sailing, great conditions and full of the emotion and passion for the great class the Shields has become.

We are excited about the prospects of another fun sailing season next year. We are proud to say we have one new boat in the group—#63 Dan Elias—and a strong possibility of another consortium boat.

Thank you to the National committee for their time and commitment to the class.

We would like to offer special thanks to the Marion (Buzzards Bay) fleet for continuing to support our annual Regatta mid-July. Beyond being a fun fleet to sail and socialize with, they always bring their "best game" and teach us sailing lessons regularly.

Thanks to the national committee members for their efforts in maintaining the class rules, exploring safety and technical issues, and keeping the Corinthian spirit at the forefront of their decisions.

■ FLEET 9

IDA LEWIS YACHT CLUB, NEWPORT RI

Fleet 9 held its annual Meeting/Awards/Dinner at the Clarke Cooke House on 15 October. This post season event celebrated the season's good weather and stiff competition. Congratulations to all.

Fleet 9 had 34 boats registered for the 2014 season (up one from last year). Racing began May 14 and ended October 1. The Wednesday night series suffered only one cancellation. The spring series had 6 races, the summer series had 7 races and the fall series had 6 races. The Aloha Series enjoyed favorable conditions, racing 7 races in the three series.

Fleet 9 sent 4 boats to the Nationals in Larchmont with great results: 107 *Grace* taking 2nd place and 254 *Aeolus* taking 3rd place. Together with 160 *Diversion* (8th) and 245 *Hawk* (14th), Fleet 9 was awarded the Kapp-Dunn Trophy.



Fleet 9 will host the 2015 Shields Nationals September 10–12, 2015. Planning is well underway. Emphasis remains high on boat measurement. All boats are required to be measured, so plan accordingly before launching next spring.

There were few changes to the Fleet officers and appointments. The Executive Committee remains the same: Fleet Captain Betsy Yale, Secretary Ted Slee, Treasurer Ron Oard, Executive Director Tom Rich and Director-at-Large Mike McCaffrey. Ted Slee took over scoring responsibility and Kurt Edenbach is webmaster. Fleet measurer is Mike Vellucci and sail measurer is Tim Healy.

Respectfully Submitted,
Betsy Yale



■ FLEET 17

COASTER'S HARBOR NAVY YACHT CLUB,
NEWPORT, RI

The Navy Fleet in Newport completed another successful season of racing with Shields Fleet 9 on Narragansett Bay. Ron Oard on *Icea* took top honors in the Navy Fleet during Wednesday evening racing. Coasters Harbor Navy Yacht Club also held its annual George Winslow Memorial Regatta on 26 July. Peter Denton in *Ultimate Pressure* continued to do what he done to the fleet on Wednesdays this season and took three bullets, while *Icea* got a big assist from George Winslow III and came out on top in a tight three-boat race for second.

Fleet 17 received a welcome addition to its fleet with the private donation of #158 *Glory* in October. Members are already working on the boat to get her ready for the 2015 season. We also had a large increase in the number of active-day military racing in 2014, and welcome all active-duty military personnel who race in the Newport area to get involved. The fleet of boats was donated by Cornelius Shields and John Nicholas Brown in the 1960s with this purpose in mind.

See Fleet 9 for more details on the Newport racing and social activities.

■ FLEET 21

TRED AVON YACHT CLUB, OXFORD, MD

The four boat crews that competed in the Nationals from Fleet 21 had great times. We can't thank the Larchmont Yacht Club enough for such a great sailing event. The Larchmont Yacht Club was very accommodating and were ready with open arms to help us ready our boats for launching.

The winds for the week were anywhere from light and variable to blowing like stink! Needless to say, local knowledge won out. No need to mention our overall finishes, but we did manage to stay out of last place. The last day of racing was the best as we headed out in winds 25 knots plus with waves at five to six feet—and we thought sailing in the Choptank could be difficult! There was one incident where *Liberty* came off the top of a wave and the boat behind us, in much excitement, shouted, "We saw your keel completely out of the water!" *Liberty* had gone airborne!

We left the confines of the harbor to race in conditions that we weren't comfortable with. After sailing around awhile, waiting for the first race of the day, we became a little more relaxed as we figured out how to sail in the conditions at hand. We decided on our way out that there was *no way* we were going to use a chute. So, what happens during the first race? Conditions hadn't gotten any better, and as we neared the windward mark we saw chutes going up! We reluctantly scrambled to set *our* chute.

Needless to say this was a fun filled day of racing. Perhaps the best part of the day was when three of the four TAYC boats were on a downwind leg surfing off the waves coming into the finish line, neck and neck, with the last boat catching a wave to finish ahead.

The Larchmont Yacht Club put on a great event and fun was had by all. We all returned home safely, with our boats in tow, and readied our boats for the *Late Fall Series*.

Late Fall Series

The day started out rather breezy and the races were set up in the river. We had five boats competing on the last day, *Merlin*, *Seagull*, *Freedom*, *Black Pearl* and *Liberty*. Hopefully next year the group will grow, as we all know there just isn't enough time. Hopefully that will change. As the day started, *Black Pearl* and *Liberty* were only one point apart for the overall high point trophy for the season! As the day went on *Black Pearl* won out as in the second race *Liberty's* main halyard parted and that was the end of her racing for the day.

They were able to get off three races in which two of the boats dropped out from halyard failures. *Black Pearl* ended up taking the Fall Series with *Seagull* in second and *Liberty* third.

All in all we had a great season, with usually four to five boats competing. Looking forward to next year and hopefully we will have more boats on the line. Our season is over but plans are being made for our annual Shields dinner.

Always Looking Forward,
Harry Seemans
Shields Fleet #21



Skipper Jay Dayton (right), Allison Downes and Richard Slaughter celebrate *Black Pearl's* winning of 2014 High Point for Fleet #21. Crew members missing from the photo are Jason Wilson and Todd Taylor.

FLEET NEWS



SHIELDS BOOK

- Includes history of how the Shields One-Design was created
- Handsome 13" x 11" hard bound 90-page presentation book
- Published by the Shields Class Association
- Details about Cornelius Shields, the man dedicated and passionate about one-design competition
- Never before seen historic documents from the builder
- Owner remembrances about the racing and camaraderie
- Professional photography of Shields racing today
- A delightful recounting of the Shields 50th National regatta, including the Legends Regatta

The Shields One-Design Class: Celebrating Fifty Years of Competition



The Shields Book - *Celebrating Fifty Years of Competition* is going to press and we are ready to take orders and accept payment. The price of the book is \$100, including 10-day standard shipping and handling (USPS Priority Mail). Payment method by check only. Shipping to all USA states only (please inquire for shipment outside the USA). Expected release date is the first week of December, 2014.

If you have pre-ordered at the National Regatta, please check your information at <http://www.shieldsclass.com/bookcheck.php>.

Enter your email and click the "Check Order" button. If your order is found, provide the correct shipping information and click "Submit Order." Then, print the summary page and send your print-out along with the amount due to:

SHIELDS CLASS ASSOCIATION
c/o Jay Dayton, Treasurer
27000 Oxford Road
Oxford, MD 21654

If you have not pre-ordered, visit <http://www.shieldsclass.com/book.php>, complete the information, click "Submit Order," print the summary page and send your print-out along with the amount due to the above address.

PLEASE NOTE THAT BOOKS WILL ONLY BE SHIPPED *AFTER* PAYMENT HAS BEEN RECEIVED. Do not worry about duplicate orders—only the paid order will be shipped.

We hope you enjoy this keepsake book celebrating 50 Years of Shields sailing!



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Recently, a mast arrived at the shop where we detected corrosion under the lower halyard sheave boxes.

Unveiling the hidden corrosion in *your* mast takes more sleuthing than a quick visual inspection while you hoist your mast up the gin pole.

There are steps to take to maintain your rig which include: bi-annual cleaning/waxing and periodic re-bedding of the fastenings and hardware.

We recommend replacing your standing rigging *every 10 years*, and the mast and boom *every 20 years*. During the off season, have your rigger evaluate where your rig stands. You'll be glad you did.

The Goodwin's
 Cape Cod Shipbuilding Co.
 Wareham, MA

"Unveiling the hidden corrosion in your mast takes more sleuthing than a quick visual inspection while you hoist your mast up the gin pole."



Lower sheave box with slight bumps inboard of the fastenings indicating the corrosion.

Corrosion revealed under the lower sheave box.

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Mark your calendars! SHIELDS CLASS EVENTS IN 2015:

SEPTEMBER 9-12

2015 Shields Nationals hosted by Fleet 9 in Newport, RI

MAY 1-3

2015 Oceans-Great Lakes Challenge Cup hosted by Fleets 7 and 12 in Monterey, CA

www.shieldsclass.com