

THE OFFICIAL PUBLICATION OF THE SHIELDS CLASS SAILING ASSOCIATION

# MASTHEAD

FALL 2017

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## The Best “Almost” Regatta of the Season

Contributed by Lee Reichart

Nineteen Shields Class sailboats descended on Mystic to contest the 2017 Shields National Championship. There were past champions, Robin Monk, John Burnham, Reed Baer, Betsy Alison & Ted Slee, Bill Berry, and Tim Dawson, with dreams of past glories dancing in their heads. New hopefuls entered expecting to knock off the old champs and a legion of hometown teams determined to show the visitors the way through the tidal currents of eastern Long Island Sound—some even had new bottoms on their boats—and then there was Jose!

You see Jose had a mind of his own and wanted to show his special talents. So unlike his predecessors—the Storm to Shake the World in 1938, Hurricane Carol in 1954 and more that came and went, Jose decided to stick around. In fact for the entire week of the Nationals Jose sat 50 miles off the southern New England coast and turned circles.

He hit the sailing area with solid 25-knot winds gusting to 40 and more. While there were some (Eric Anderson!) who swore they could handle the conditions and actually went sailing Thursday to prove it. The PRO, Butch Ulmer, who famously stated on Saturday of the Larchmont 50th “I don’t know about you, but the Race

Committee is going out and I don’t care if no one shows up—your choice!” decided not to send the fleet out. By mid-morning Friday the decision of the organizing committee was to cancel.

The social highlight of the event was the Thursday evening Mason’s Island Yacht Club Lobsterfest. The Committee enticed out of retirement longtime event chairs Mary & Jim McAuley. Mary & Jim, with the help of a legion of MIYC volunteers, threw a wonderful dinner party highlighted by the raffle drawing. A good time was had by all.

The Mason’s Island Organizing Committee now passes the baton on to Edgartown Yacht Club with the admonishment; “Do not invite a hurricane to the party!”



The National Weather Service placed the “cone of uncertainty” over Connecticut on September 15, 2017, the first bad omen for the 53<sup>RD</sup> Shields National Championship Regatta.

Mason’s Island Yacht Club Nationals Committee, from left: Bob Banas, Al Burnett, Todd Williams, Ethan Tower, Lee Reichart, Holly Phelps, Tom Welch, John Aspinwall, Chris Wick. Photo: Shirley Wick.

## Masthead The Official Publication of the Shields Class Sailing Association

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## Into the Mystic

### A Note From the President



Hark, now hear the  
sailors cry,  
Smell the sea and  
feel the sky,  
Let your soul and  
spirit fly into the  
mystic...  
– Van Morrison

I am honored to continue serving the class as President. It has been a pleasure to work with each of our elected class officers and fleet captains during the past two years; whose dedication and creativity have been nothing less than inspirational. A sincere thank you to outgoing officers Bill Berry and John Klein, both of whom made noteworthy contributions to our class. Welcome to Steve Mettler, our new Secretary and Kim Roberts, as Measurer. Our Nominating Committee of Skip Maguire, Garth Hobson and Peter Gerard did a commendable job of preparing our slate of candidates.

Even before the 2016 Shields season had concluded, my crew and I committed to competing in this year's Nationals at Mason's Island Yacht Club. Fleet 19's local organizing committee led by Lee Reichart, Bob Banas, Chris Wick and Al Burnett left no detail unattended in their preparation and outreach. It was obvious this would be a first-class event. Upon arrival our expectations were met and even exceeded. Our host family, Hugh and Pam McGee were extremely welcoming and Scott Parry, the Shields skipper whose boat we borrowed, was equally accommodating with his time and resources. The galley presentation was fantastic—headlined by Dan Van Winkle's Famous Clam Chowder and an open bar throughout the week. While the headline for 2017 will always be, "Shields Nationals Not Contested for 1st Time in Class History due to Hurricane", the underlying story is that Fleet 19 and MIYC pulled out all the stops and staged a truly outstanding and memorable regatta—minus the racing part. The Nationals capped a Shields year that began with a very well organized and highly competitive Ocean-Great Lakes Challenge (OGLC) at Larchmont YC. We are all indebted to Peter McWhinnie for his sustained efforts to make this impressive event come together.

Speaking of impressive, the crew of Burnham and Baer were working on completing the sailing equivalent of tennis's Grand Slam. Dating back to last year's Nationals, they had won 3 consecutive class championships by taking first in this year's OGLC as well as the Buzzard's Bay Regatta in New Bedford. Unequaled of late by mere mortals, it took no less than Hurricane Jose' to stop, or at least slow the #107 juggernaut. To be continued next June 29th at Ida Lewis YC, host of the 2018 OGLC.



Mr. Richard Slaughter  
1950 – 2017

We are saddened by the loss of a very special and significant Shieldsman, Mr. Richard Slaughter. A founding member of Tred Avon's Fleet 21, he passed away in May after a very long and valiant battle with cancer. Owner of Attraction Magazine in Oxford, Maryland, Richard made his personal know-how available to the class by publishing [The Masthead](#) magazine since 2013. He was a kind and generous soul whose legacy will be remembered by so many as he sails into the Mystic...

I'll close with a slogan which Richard used to conclude each conversation we ever had, "Be Well".

Eric Anderson  
"Tiburón" #191  
Shields Class President

## The Most Successful Ocean Great Lakes Challenge Cup in 100 Years

From Friday June 23rd to Sunday June 25th, Larchmont Yacht Club and Shields Fleet One had the honor of hosting the historic Ocean Great Lakes Challenge Cup, with 8 crews competing for this prestigious trophy over a weekend of spectacular racing.

Contributed by Pete McWhinnie, Photos by Jim Consor.



Larchmont's Ocean Great Lakes Challenge Cup

**History:** Among the oldest trophies in yacht racing, the Ocean Great Lakes Challenge Cup has been the domain of the Shields Class since its revival in 2014. First offered by Chicago Yacht Club in 1915 to encourage competition between the club and eastern yacht clubs, the regatta was raced for eight years in the '40s and '50s in Luders 16s (beautiful boats similar to Shields), with Indian Harbor YC and Chicago YC trading the cup back and forth. In 2014, the Shields Class resurrected and relaunched the event, and since then, crews from Chicago, the west coast (Monterey) and various east coast yacht clubs have competed annually for the trophy.

Eight strong teams, featuring the current and three former Shields National Champions, came together in Larchmont on June 24th and 25th to race. There were five visiting crews—Eric Anderson/Mike Polkabra #191 from Monterey (CA); Ken Deyett #237 from Marion (MA); Rick Hendee #207 from Indian Harbor (CT); Al Burnett #114 from Mason's Island (CT); John Burnham/Reed Baer #107 from Newport (RI)—and three local entries—Com Crocker #23; Skip Maguire/Justin Gibbons/Neil Meyer #182; Pete McWhinnie/

John Mawe #142—rounding out the fleet to make this the most successful event in its 100 year history.

Saturday featured four races in beautiful sunny conditions and north westerly winds that built into the 20s with gusts up to 29 knots. Racing started calmly enough with a moderate Long Island Sound breeze seeing #191 leading the Fleet initially before #107 came back to win the first race.



By the second race, the wind had built into the 20s leading to some spectacular, and sometimes hairy, downwind legs under spinnaker.

With the wind gusting into the high 20s, and everyone sailing in borrowed boats, safety and prudence prevailed and Race Committee dictated that the last 2 races on Saturday be "non-spinnaker". The racing was still exhilarating and a sight to see with 8 Shields powering to windward in the gusty conditions. By the end of Saturday, John Burnham and Reed Baer in #107 held a good lead with three first places and a third, and all the crews retreated to the shore for a dinner (and beverages) and the telling of tales at LYC.

Sunday brought more moderate conditions and two more races were held in a classic Larchmont south westerly, giving the teams a range of conditions to deal with across the two days. Sunday's racing was once again tight, with Eric Anderson and Mike





**Gracefully Powering Upwind** Congratulations to John Burnham, Reed Baer and the team on “Grace” #107.



Polkabra in #191 staging a late charge to win both races. But National Champions John Burnham & Reed Baer in Grace #107 held firm with a 3rd and 2nd place finish on Sunday to cement their overall victory and add the Ocean Great Lakes Challenge Cup to their trophy cabinet.

Congratulations to John Burnham, Reed Baer and the team on “Grace” #107 for their victory! Congratulations and thanks also to all the other teams for showing up and being part of two great days both on and off the water. Finally, a big thank you to Shields Fleet One, Larchmont Yacht Club and to Race Committee for running a very successful event.



**Left to right:** Johnny May, John Horton, Micah Reyes, John Burnham, Glen Elliott, Peter Feroe (missing Reed Baer)

## OGLC: View from the Mermaid, aka. #107

Contributed by John Burnham

Let's be honest. Larchmont has a sou'wester that is fair, at best. But it has an easterly that can be epic at first, albeit dastardly as it fades. Yet nothing compares to its nor'wester, which we enjoyed at max velocity on the first day of the 2017 Shields Ocean Great Lakes Challenge. Flat water and 25-degree shifts are the norm in this breeze and it ain't over 'til it's over! We had monster shifts and hung on for dear life in the occasional puff at 25-knots-plus! Fortunately, we were always sailing for the next shift so if necessary we could ease sheets a bit and just foot as fast as possible. Downwind was even more exciting...

We were so busy with our sailhandling that I barely remember the details of the four races Saturday, except that I totally screwed up our first start, tacked, ducked the fleet, and carried on to the right when we realized we were sailing the lift and everyone else was headed. Two tacks later and we were up in the front row. I quickly was reminded that a nor'wester is my partner Reed's favorite breeze and never to doubt him. "We're down 15 degrees. No 20," I say. "That sounds like a REALLY good time to tack," says Reed without taking his eyes off the mainsail. When I hesitate, the bear begins to growl and I quickly put the helm down.

Like the others sailing in the OGLC, we had to put our crew together a bit differently. Most of our regular team were committed elsewhere, but Micah Reyes (off #143) came down from Newport with us to handle the bow, and John Horton (off #166 and #245) joined us at the last minute as a trimmer. After our practice day, we realized we had to rethink our normal routine of having the bowman trim jib. Micah had much better eyesight for the shifts, and John, the former D1 hockey player, was much fiercer on the winch handles. So we put the oldest person on the boat on the sheets and the young guy to windward to block the spray, and our performance improved.

Glen Elliott, who has owned a Shields before and helped us win the Nationals back in 2002, anchored the middle of the boat and trimmed the chute, keeping it under control in broaching conditions. Magically, after finding our way to the front in Race 1, we repeated the exercise in 2 and again under the no-spinnaker flag in race 3. When

the RC called for a fourth race, I recall feeling a slight bit of fatigue setting in and that might have had something to do with finishing the race well behind two of our toughest rivals, Ken Deyett and Com Crocker.

On Sunday, we had a big transition. Reed, a pastor, had to leave the mainsheet behind and go home to the Cape and deliver a sermon. No doubt his fire and brimstone included a lesson on how the disciples would've tacked on the shifts on the Sea of Galilee if they'd had a Shields at their disposal. Meantime, on Long Island Sound, we were left with a weak sou'wester.

Our friend, Pete Feroe, fresh from a windy day of PHRF racing on the Hudson River, joined us to sit on the leeward rail and trim the main. He did a good job but the rest of us might've spent too much time looking for big shifts while ignoring the extra 1 knot of pressure in the top right-hand corner of the beat. Fortunately, we made some good recoveries downwind by staying in the pressure and found enough of it to finish both Sunday races on the podium. Our Monterey rivals, Eric Anderson and Mike Polkaba, were far ahead in both races, and suddenly we were quite happy about that extra race called for on Saturday by PRO Johnny May and his Larchmont YC race committee.

Our thanks not only to Johnny and his team, but to organizer Pete McWhinnie and the Larchmont boat owners who loaned us their boats. We sailed #231, Mermaid, the boat rescued from the bottom of Long Island Sound several years ago, now owned by Ed Briganti and Pete Saladino. The boat was well-rigged and excelled in the breeze. We broke a couple of minor bits of hardware and in the process of sorting them out had a good discussion with Ed about rigging options; I'm pretty sure we both learned some new ways to do things in the process. I'll add just one more point — the coolest thing about the Ocean Great Lakes Challenge. Because the fleet is much smaller than at a Nationals (eight boats in 2017), all of the teams have time to hang out and get to know each other. We spent a couple of evenings hanging out, and there was no shortage of stories.

See you in Newport in 2018!

## Cornelius Shields – NSHOF Class of 2016

Contributed by Betsy Alison with content provided by the National Sailing Hall of Fame

Each time we race “Maverick 33” in a Wednesday night race, I always think of how lucky we are to be sailing such a classic boat—the Shields. It never fails to amaze me that these boats, designed over 50 years ago and inspired by Cornelius Shields, continue to be competitive whether it be a hull number in single digits or one of the more recently built boats. It is a



tribute to the man behind the design, and to his early efforts to get folks sailing them.

Cornelius “Corny” Shields was one of the early champions and proponents of one-design sailing in the United States. Born in 1895 in Minnesota, he was hooked on sailing by the time he was a teenager and won his first Long Island Sound Championship at the age of 22 in a Larchmont Interclub. Even while serving in the US Navy during World War I, he continued to compete—in inter-squadron racing—in whatever boats were available. Through the 1920, Corny successfully raced in the old “New York Thirties”, 6-Meters, Victory Class, and Larchmont Interclubs. He founded the International One-Design Class and the Shields Class sloop, sponsored the

Interclub Frostbite Class, and was an active sailor in everything from America’s Cup yachts to 15-foot dinghies.

Inspired while in Bermuda by the beauty of the 6-meter yacht SAGA and its performance, Shields envisioned the creation of a one design class that would limit the upwardly-spiraling costs of racing and equalize equipment costs—putting competing crews on an equal footing. Corny persuaded a group of fellow enthusiasts to adhere to strict one-design rules using the 33’ International One-Design, built in Norway from the same mold. With Shields constantly advocating and maneuvering, the International One-Design became one of the most competitive boats in the U.S.

In 1963, he came up with a modern follow up to the International One Design (IOD)—the Shields. The new boat had the balance and beauty of the IOD while incorporating modern trends such as fiberglass construction. Shields commissioned Olin Stephens for the design. Over 250 have been built and many are still actively raced in fleets around the U.S. The Shields are sloop-rigged and usually sailed by a crew of three to five. No hiking straps permitted, keeping athletic demands on the crew to a minimum—not that people don’t try! To build up the class and to provide young midshipmen the opportunity to gain one-design racing experience, Shields donated fleets of these boats to several military academies, many of which are still on the water actively racing today.

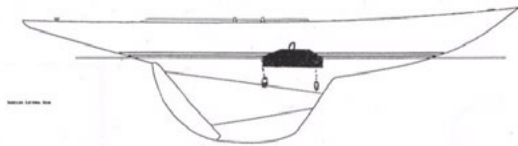
By the time Corny Shields eventually gave up active racing, he had acquired the nickname: “The Gray Fox of Long Island Sound.” It is estimated that between his first race in 1909 and his last in 1956, Cornelius Shields had participated in about 8,500 races, usually finishing well or winning. May we all aspire to achieving a fraction of his participation and success!

## From The Builder

By Wendy Goodwin, President of Cape Cod Shipbuilding, Co.



Recently a fellow boatyard contacted us asking about the proper way to lift a Shields. The inquiry came with some photos of a Shields where the keel bolts have bent. After a question & answer session, we determined that this occurred because a central point lifting sling had been used as opposed to a lifting bar. For those of you who lift your Shields to launch/rig or to do your own bottom work, this article is an important HEADS UP!



The standard Cape Cod Shipbuilding lifting bar connects to 2 lifting rings threaded onto your existing keel bolts. This sketch is exaggerated, but you get the picture. The metal bar allows the boat to lift straight up, and typically keep the boat level. Some boats lift bow high, and others stern high, but placing a small weight on bow/stern corrects any pitch while lifting.



When we received these photos we became concerned that this boat was not lifted with a proper lifting bar. The sling used most probably was from a central point which caused the keel bolts to bend inward. Bending these back will further weaken the keel bolts and this Shields is no longer safe to lift with her keel bolts. If you do your own maintenance

or if you haul/launch using a club owned hoist, it's recommended you use the Cape Cod Shipbuilding Co. designed lifting bar to avoid the same fate.

### A few important things to know about your Shields:

1. Some Shields keel bolts are bronze, others are stainless steel. Bronze keel bolts are strong enough to keep the hull, deadwood and keel together, but can't take the pressure of being lifted on an angle. A lifting bar must be used to keep the keel bolts straight.
2. Don't leave your lifting ring eyes on the keel bolts. They can seize in place and then deteriorate beyond safe working load. Keep your lifting eyes with your lifting bar & only thread them on the keel bolts when lifting.
3. Your keel bolts were embedded into the lead keel at the foundry when the keel was poured. A complete keel bolt replacement is not possible. You'd need to replace both the keel and the bolts. However, we have replaced the tops of damaged keel bolts. This task requires separation of deadwood to hull in order to gain access to the keel bolts below the bilge. This is what we recommended to the boatyard who contacted us.

By now our east coast Shields are tucked away for the off season and winter maintenance is under way. A big thank you to all the volunteers and competitors who put so much time and effort into the 2017 Nationals in Mason's Island. On your way to Edgartown Nationals next summer, we invite you to stop by our shop on the mainland, even just to see where these great boats are built.



## Inspiring Your Fleet

Contributed by Ken Deyett

As we all know fleet building can be tedious and hard work. We love our sport, our boat, our crew and our local harbor. We think that the only reason people aren't participating is that they don't know what they are missing. These days overall participation in the sport of sailing is shrinking. A pattern we have seen continues to repeat—where the popularity of new, highly marketed sport boats seems to take off for a few years and attract top sailors at the expense of the more established one-design classes. In the end, these new classes are themselves replaced by the next new thing. The Shields Class can fight this trend. It is a beautiful 30 foot one design keel boat that can be as exciting and challenging as a dinghy and is currently offering highly competitive racing at the national and fleet levels.

For fleet racing a Shields can be sailed safely and easily handled with 3, 4 or 5 people. A few simple inexpensive updates to the deck layout make the controls manageable for diverse and balanced crews—men and women—young and old—athletic and cerebral. Sailing is a team sport. On our boat we have had crew on board that range in age from 8 to 80. What other class offer active participation across generations like this one?

In the last two years, Fleet 10 has added more boats than any other fleet at Beverly Yacht Club and the average age for Shields sailors is trending younger. Recruiting young talent is critically important. If the average age goes up by one or more years per year, the sport is on a trajectory of extinction. Clearly, our fleet is on the front end of a surge and we can do our part to ensure a place in the future for a truly great tradition. There is room for everybody to crew... we just have to make the effort to grow the sport and share the gift of sailing. Strong fleets support the health of the class.

It is important that each fleet build camaraderie. We can look at Larchmont with a team of Shields sailors participating in the Marion to Bermuda race together and Monterey hosting a very challenging and successful Nationals event with crews from all over the country. I'm sure each fleet has their own success

stories. The effort in establishing good friendships with common goals within the fleet will create outside interest in the sailing and in the boat.

In Marion, each team has contributed to building the fleet. Joan and Ed Tiffany recruited Chris Collings as a co-skipper of boat 4 and George Gardner recruited Paul MacKinnon to co-skipper boat 8 so that the boats are out there sailing even when the owners cannot make it. Graham Quinn and Shane Wells supported a second boat and recruited Joe Guard to be the skipper of 205. Bill Berry and Jonathan Pope bring the juniors that they coach into the class and share their extensive knowledge of the Shields racing. The fleet has outstanding technical and social support from Rich Robbins, Dan Goodwin, Andre and Jason Van Inwegen, and Wendy Goodwin. The Walsh's sail a family boat that they took over from their father. The fleet has some newcomers—Jeff Edgar on boat 66, Jonathan Sperry on boat 105 and Bonnie Kirchner and Craig Rowe with boat 19. The rest of the fleet is trying to help boat 19 to find a new mast and help the other new boats and crew members get up to speed.

Our fleet faces a challenge in getting all boats out to the start line especially at the beginning of the season and on busy weekends. The fleet is working with the owners to get their boats on the line by recruiting quality crew, guest and co-skippers. We will help find a skipper and we have had guest skippers with or without the owner on board to increase interest from outside the fleet. We are working on training, keeping and sharing crew between all the boats in the fleet so that teams are balanced and everyone is safe and has fun. It only takes three crew to race a Shields, three Shields to have a fleet, and an army to keep it all going.

Sailing is beautiful. Every day, we are grateful for the opportunity to sail on Buzzard's Bay. The reward of the competition, camaraderie, sportsmanship, and fun is worth all the effort it takes to get my boat out there. Now if we can share that love of sailing and we can grow and inspire the fleet.

## Fleet News

### Fleet 1—Larchmont Yacht Club

#### Larchmont, NY

Fleet One had a busy program in 2017, holding 28 races in addition to hosting the Ocean Great Lakes Challenge in June. 12 boats actively raced with 11 qualifying for the season, and in addition Circe #207, from Indian Harbor, joined the Fleet for Race Week. The quality of the competition was very high again this year, with 9 boats winning races and some very tight racing on the course. The photo below, from the first Sunday of Race Week, is a great example of that with 5 boats fighting it out on the approach to the finish in a dying breeze.



Right to left: #182 Lure; #5 Swamp Fox, #106 Lady; #231 Mermaid, #41 Havoc.  
Photo: Jim Consor.

Larchmont Race Week, the traditional highlight of the season, was held over back-to-back weekends in July, with Long Island Sound delivering a mix of breezy condition as well as the light and fluky to provide a tough test for the Fleet. Everyone seemed to have their good races and their less good races, and, when the dust settled after 7 races over the 4 days, only three points separated the boats on the podium. Fred Werblow and his team on Checkmate #25 edged out the Mike Carr/Azzaretti team in Cornelia #221 in second and Mike O'Connor and Andrew Young in Rascal #183 came in third.

In the season overall, as in Race Week, different crews and boats had their moments. Mike O'Connor/Andrew Young sailing Alice #183 were sailing consistently fast before a broken mast step cut short their season. Ed Briganti in Mermaid #231 put in some great races, the Campbell/Takata/Wertheim team in Katherine #176 started slow but finished strong after going back to an older jib and winning three races, and John Mawe in Lady #106 also showed flashes of excellence to win three races across the season. But despite the best efforts of the Fleet, Fred Werblow and his crew on Checkmate #25 ended up topping the overall results to make it a hat trick of Season Championships—a truly amazing accomplishment. The Mike Carr/Azzaretti team in Cornelia #221 came in second for the second

year running and Mike O'Connor/Andrew Young in Alice #183 were third.

After another good year both on and off the water, we are now making plans for 2018. We expect at least 2 boats to return to the Fleet for the 2018 season – #16, skippered by Tom Sanford and #70, skippered by Roland Schulz – to further increase the level of competition. The excitement is also building for Nationals at Edgartown and we expect to send a number of boats up there in September. Overall, Fleet One remains in fine health and we are looking forward to 2018. If you are in the area, come and visit us and join us either in the bar or on the water!

— Peter McWhinnie #142 "Intime"

### Fleet 2 —Indian Harbor Yacht Club

#### Greenwich, CT

The 8th annual Classic Yacht Regatta hosted by Indian Harbor Yacht Club welcomed 6 Shields from Fleets 1 & 2 on September 16th. Captain's Harbor provided a picturesque backdrop for a race of 37 classic yachts ranging in size from the 72' Ticonderoga to 18' Marshall Catboats visiting Greenwich CT from up and down the East Coast.



Photo: M.A. Fischer Photography

Saturday's weather brought a challenge for the RC: after the skipper's meeting in the clubhouse, the breeze was a light Easterly and the forecast was not promising—Principal Race Officer IHYC Rear Commodore Ray Griffin wisely chose the shorter, 14-mile course.

Representing Fleet 1 was Fred Werblow who, with the Checkmate 25 team, has won the Shields class of the Classic since 2012. Joining Fred from Fleet 1 were John Mawe (Lady 106), Skip McGuire (Lure 182) and Justin Gibbons (Sandpiper 54). From Fleet 2 were Rick Hendee (Hooke 145) and Tom McManus (Circe 207) who had a podium finish in the 2016 Classic.

The light easterly breeze and flooding current presented a challenge—Checkmate and Hooke

headed toward the CT shore for less foul current after the start and Lady headed toward Long Island in the hope of finding more breeze. Circe, Lure and Sandpiper played the middle. As the 1st leg played out, Lady's advantage of more breeze was greater than Checkmate and Hooke's less adverse current. Checkmate wisely cut her losses early and headed toward Long Island, rounding with Lady at the weather mark, closely followed by Lure. The next mark was Lloyd's Neck on the Long Island side and the fleet headed that way.

But as those who've sailed on Long Island Sound know, it's not over until the LIS Lady is singing. Hooke, the 4th Shields to round the 1st mark, split with the fleet and jibed toward CT. Then something happened which was the opposite of the forecast—the breeze backed. She rounded the reach mark with a marginal lead and barely managed to hang on until the finish during which the Lure team challenged nonstop.

With less than 2 minutes separating the top 4 Shields after 15 miles and 2 ½ hours of racing, the 2017 Classic was great competition for our class. But here's the real story: In addition to scoring our one-design class, the Classic regatta also scores our PHRF rating of 168 against all competitors. Aside from the overall regatta winner Blackwatch—a 68' Sparkman & Stevens yawl, the Shields class took the overall

Classic regatta positions of 2nd thru 6th, besting among others the 72' Herreschoff ketch Ticonderoga. The takeaway for every Shields fleet is we can beat the big guns at their game, so have at 'em! — Rick Hendee #145 "Hooke"

### Fleet 3 — Chicago Yacht Club

#### Chicago, IL



#196 sailing in front of the Chicago Skyline in July. Photo courtesy of David Sincox.

It's cold in Chicago now and the season is well over. But, Shields Fleet 3 had a great season of sailing as a part of Chicago Yacht Club's Racing Yacht Fleet. Yet again, "Peanut" #88 skippered

## Fleet News

by Kristian Martincic won our overall series. “Insidious” #196 skippered by Gary Ropski and “Sundance” #130 skippered by Mike Schwartz took second and third, respectively. We are excited to host the 2019 National Regatta. Hope to see you all then.

—Eric Beyer #113 “Water Goblin”

### Fleet 4 — Northern Massachusetts Bay, MA

A forecast of ominous weather did not impede the start of this year’s S.S. Crocker Memorial Race. The predicted monsoon actually held off until all the yachts crossed the finish line and were safely back on their moorings. Shields Fleet 4 raced in a mixed class which included a Concordia 39 yawl! Even in such prestigious company the Shields boats proved to be adept competitors. Ed Berger’s Caviar, #118 triumphed in the classic race and Rick Metzinger’s Brio, #24 took second. (We’ll just overlook the fact that the Concordia actually edged Ed at the finish.) We’re very grateful to the race organizers for inviting us to this wonderful event!

—Rick Gibson #195 “Ariel”

### Fleets 7 & 12— Monterey Peninsula Y.C.

#### Monterey, CA

Our fall racing series is still underway, and our champion is yet to be determined. We have had as many as 13 and as few as 7 Shields participate roughly one weekend per month from March through October with our regular Wednesday night series and specialty regattas mixed in. Wind and sea conditions have varied from “flat drifters” to 20+ knots and high seas at times throughout the season. We also had a mixture of front runners emerge from time to time, indicating the strength and depth of our Monterey Bay combined fleets.

In October a documentary presentation was shown at Monterey Peninsula Yacht Club entitled “A Plastic Ocean”. In response, our Shields Fleet adopted a policy to conduct all of our regattas and series events in accord with the sustainable ocean practices similar to those adopted by other progressive sailing classes throughout the United States. As most of us know, our [Racing Rules of Sailing \(2017-2020\)](#) currently list under Rule 55 a requirement that competitors shall “not intentionally put trash in the water”. This rule specifically includes plastic and other “trash” waste which either intentionally or inadvertently can “leave” (meaning blow out of) our boats from time to time if given the opportunity.

As our fleet captain, I proposed that the Monterey Bay Shields Class agree to voluntarily ban the

use of disposable plastic bottles (used for crew hydration). We will aim to adopt this policy and other environmentally friendly and sustainable practices on the water. It was made clear that such policies and voluntary measures will not be grounds for disqualification, protest, and/or appeal. Instead, they remind each of us to protect and restore our waters for the use and enjoyment of current and future generations. As an alternative to plastic water bottles, we now encourage the use of re-fillable water bottles (such as those provided during our recent National Championship Regatta) and we will soon offer a new bottle filling station at our local yacht club. We hope the incorporation of sustainable and environmentally friendly practices both on and off the water will better our greater sailing and boating communities. —Mike Polkabra #187 “Yankee”

### Fleet 10 — Beverly Yacht Club

#### Marion, MA

It seems that great sailing weather is a given for Marion Fleet 10. Even though we are known for our strong winds it is rarely too much, and drifters are almost non-existent. This year we had 37 races over three series on Thursday nights and three series on Saturday afternoons in addition to many travel weekends. Our Saturday Series has been continuous since the late 1960’s. Ken Deyett finished first in all six series, with a number of different Fleet 10 members finishing second. We also have a pursuit race, the Van Rensselaer Memorial Trophy Race which is open to all single hull sailboats on Buzzards Bay and which dates back to 1896. We had four entries finishing 2nd, 3rd, 4th, and 6th with the Walsh family finishing 2nd overall and winning a trophy as the 1st Shields to finish.

Traveling is very much a part of Fleet 10 culture, and this year our representative Ken Deyett finished 3rd at the Ocean Great Lakes Challenge. He also bested the Shields fleet at the Edgartown Regatta narrowly beating fellow Fleet 10 member Jon Pope. We also sent six boats up the bay to New Bedford for The Buzzards Bay Regatta/Shields New England Championship where we were met by good breezes from various directions and a challenging wave action.

John Burnham from Newport won this event with Ken Deyett 2nd and Dan Goodwin 3rd. This is a great event for Shields and we would love to see it grow. Next year it will be in Marion, and we will help out with support for anyone who wishes to visit and experience our great racing conditions.

We have had our Fall meeting and an outstanding party courtesy of Jan and Rich Robbins, and are looking forward to a strong turnout in 2018.

We expect to send six Shields to the Edgartown Nationals, and are able to approach from the sea without hauling our boats. This also entails an exciting transit of Woods Hole which should be on everyone’s bucket list. If you wish to launch from Marion, we will again provide support, and you can race with us Saturday September 1st prior to sailing over for the Edgartown Nationals which start September 5.

Perhaps we can make the sail over a race? Stay tuned. —Bill Berry #239 “Syrinx”

### Fleet 17—Coaster 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 “Glory” took top honors in the Navy Fleet during Wednesday evening racing. The crew of “Glory” traveled to Mystic for Nationals in September and enjoyed the wonderful hospitality of the members of Masons Island Yacht Club. Unfortunately, Mother Nature was not as kind and most of the action was at the socials and at the pubs in town.



#### A practice session on #158 Glory

Coasters Harbor Navy Yacht Club held its annual George Winslow Memorial Regatta on 22 July,

with six Shields competing after waiting an hour for wind. Heather Shaver in “Helen” finished first in both races, while Peter Denton in Ultimate Pressure III took second in a tiebreaker over Bill

Doyle in “Equus”. We have several military officers planning to campaign a boat together in the spring. The Navy has plenty of Shields available for its patrons to race. We 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. — Ron Oard, #158 “Glory”

(Fleet News continued)

## Fleet News

### Fleet 19—Mason's Island Yacht Club

Mystic, CT

This summer's sailing season on Mason's Island was once again excellent. Wind conditions were typical—single digits to mid-teens with only one race canceled due to “no air”. Kevin Miller and Pam Gibbs headed up our race committee and did a terrific job running our races. They recognized that we needed to hone our skills in preparation for the Nationals so they shortened our courses and increased the number of legs giving us plenty of sail handling and mark rounding practice.

We had seven boats competing in our Thursday evening racing. The July and August Thursday Series both ended with only two points separating the top three boats. When the results were tallied it was Al Burnett on “Sophie” doubling up to claim first place in July and August. In both series 2nd and 3rd place were determined by tiebreakers. The second place award went to Dan VanWinkle in July and Chris Wick in August. The winner of our weekend series is awarded a trophy donated in memory of one of our Fleet 19 founders—Anthony P. Halsey. The Halsey Cup was hotly contested this year and the top two boats finished with identical scores. In the final race Chris Wick on “Rebel” sailed sensationally. He nipped Dan VanWinkle on “Rip” at the finish line to win the contest and the tiebreaker.

Of course our major effort this season was preparing to host the Nationals. As Fleet captain I co-chaired the event with Lee Reichart. I would have been lost without Lee's help. His energy and experience working the Storm Trys'l Club Block Island Race Weeks was invaluable. Our Fleet 19 members, most notably Bob Banas, Ethan Tower, Dan VanWinkle and Chris Wick each helped whenever and where ever they were needed. We would like to thank our many generous sponsors for making the event possible and our Masons Island Yacht Club members who made it happen. Their time and effort was truly outstanding.

We made every effort to put together a “National Championship” event. The only element we couldn't control was the weather. Jose was our nemesis and ultimately our undoing. I would like to thank all of the participants of the 2017 Nationals for their good spirit, understanding and kind words of support. See you in Newport at the OGLC and in Edgartown at the 2018 Nationals.

— Al Burnett #114 “Sophie”

### Fleet 21 —Tred Avon Yacht Club

Oxford, MD

We started out fairly strong with five to six boats on the starting line through the racing season. We were all very competitive and any one of the boats could win. It was an up and down battle for all. We sail our boats on Sundays in the afternoon as the breeze will usually fill in at that time. Some of our racing was in light to no wind which makes for interesting



Heritage Regatta / Liberty Crew winner of the Charlotte Todd Memorial Trophy

finishes. If you were lucky you would be on the right side of the shift, if not so lucky, well you all know that story. We finished our season with only three boats on the line, “Liberty” #110, “Sea Gull” #180 and “Intrepid” 98. The finishes for the Fall five race series were as follows: “Liberty”, 3 first places, 1 second and one 3rd. “Intrepid”, 1 first place, three 2nds, and one 3rd. Seagull, one 1st place, one 2nd, two 3rds and a DNS due to equipment problems. The overall High Point winner for the 2017 season is Black Pearl 73. A two point lead over Liberty 110. There is talk of putting together a match racing weekend next year to follow with a special presentation and party. We look forward to the SPRING 2018 racing season with more participation from our fleet.

— Harry Seemans #110 “Liberty”



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