

THE OFFICIAL PUBLICATION OF THE SHIELDS CLASS SAILING ASSOCIATION

MASTHEAD

SPRING 2017

A "Bird's Eye" View



2010 Champion Robin Monk (#160) crosses the finish line under the watchful eye of the Coast Guard Barque *EAGLE*.

Photo: Fran Grenon,
Spectrum Photo

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CLASS MEMBERSHIP

Dues are payable by June 1 each year. If you are affiliated with a Shields Fleet or Yacht Club, please pay your dues through your fleet treasurer. If you are an owner or crew not affiliated with a fleet, please join at <http://www.shieldsclass.com/join/index.php> or contact the Class Secretary.

2017 Ocean-Great Lakes Challenge Cup LARCHMONT YACHT CLUB – JUNE 23-25

The races for the 2017 Shields Ocean–Great Lakes Challenge Cup (the Cup) will be held from Friday, June 23, 2017 to Sunday, June 25, 2017 in Larchmont, NY. Fleet 1 and the Larchmont Yacht Club (LYC) are delighted to be hosting this year's event. With eight boats, and possibly more, available for the Cup, we hope to have a strong turnout and an outstanding few days of racing.

The Ocean-Great Lakes Challenge Cup was first offered by the Chicago Yacht Club in 1915 to encourage competition between their club and east coast yacht clubs. The first club to accept the challenge was Indian Harbor Yacht Club (IHYC) of Greenwich, CT. Addison Hahan skippered the P Class yacht, Josephine, to victory for IHYC and the Cup went to Greenwich. In 1946, at the suggestion of IHYC, the competition was reinstated using Luders L-16's and continued for eight years.

In 2014, the Challenge Cup was revived by the Chicago's Fleet 3 using Shields and including crews from both coasts and the Great Lakes. The Challenge Cup has now been contested in Lake Michigan (2014), Monterey (2015) and Marion (2016), with Monterey's Fleet 12 winning the 2014 Cup, and Marion's Fleet 10 winning in both 2015 and 2016. With the racing in Larchmont this year, it will be interesting to see if Marion can claim three in a row!

Those who came to Larchmont for the 50th Nationals in 2014 know that it's a great venue for Shields racing. The wind is more reliable in June than in mid-summer, we have an excellent Race Committee and the racing area is very close to the club. Shields Fleet One will be supplying boats and also housing to visiting crews, so it is an easy "away" regatta to attend and we encourage all the Fleets to send a representative. More entrants = more competition and more fun. Who would want to miss out on that?

For details of this event, please visit the Shields Class website and/or talk with your fleet captain.

Peter McWhinnie, Captain, Shields Fleet 1
Regatta Chairman



Join the discussion at Facebook
– Shields Class Sailing at
<http://www.facebook.com/groups/125284680817417/>

www.shieldsclass.com

PRESIDENT'S MESSAGE

The ice slowly melts, tulips and daffodils sprout, Major Leaguers return home from Florida and Arizona and the days get a little longer.

Time to remove that heavy winter cover and perform a quick visual inventory. The standing rigging was a little worrisome as last season ended and the halyards require upgrading as well. The keel bolts need a quick tightening and the bottom paint looks worn. The new jib you ordered in January should arrive any day. No time to wait.

The identified work is now complete. The hull looks fair and fast and the rig is straight and plumb. Again, as always, the work took a little longer and cost a little more than expected. The arrival of spring, brings the promise of summer. So, begins the rhythm of another Shields Sailing Year.

Our class calendar begins with the Ocean – Great Lakes Challenge on June 23-25 at Larchmont Yacht Club. Co-Chairmen Peter McWhinnie and John Mawe have been busy with preparations for this enjoyable event. With a June 1st registration deadline, the Class is hoping for each fleet to be represented this year. The modest entry fee, borrowed boat format and Fleet One-provided housing make the logistics very easy for competitors. In August, the Buzzard's Bay Regatta at New Bedford will be the "New England Shields Championship" and feature a separate class start if we can get at least six entrants by the July 16th deadline. The Shields National Championship Regatta will be held at Mason's Island Yacht Club on September 20-23. Undergoing a multi-year effort of planning, Fleet 19 has been working diligently on every detail for this year's Nationals. It promises to be a highly competitive, fun and memorable way to conclude the 2017 Shields season. Looking further out, the National Regatta will be held in Edgartown in 2018, and in Chicago the year following.

There are plenty of stories from around the class of renewed energy within the fleets. Recent editions of the Masthead have carried stories of high school sailors crewing on Shields and of third generation Shields sailors. Some of our larger fleets have found success in encouraging inactive boats to show up for beer can and series races. In Monterey, we continue to benefit from the marketing and outreach efforts of our annual Shields Clinics. The class remains committed to assisting fleets in prolonging and enhancing these efforts to ensure of vitality and sustainability of Shields sailing for the next 50 years. Let me know how we can help your local fleet.

I am personally indebted to the ongoing hard work of our class officers and for the leadership of our fleet captains who continue to impress me with their creativity and dedication. I look forward to reacquainting with old friends and meeting new ones in Larchmont next month.

Eric Anderson
Shields Class President
#191 Tiburon



Rules Change Proposal



The Technical Committee has proposed the following changes to the Class Rules:

Section IV Hull Specifications and Equipment Requirements

2.0 Deck

2.2 Mast Partners

1. The mast partners shall be no more than 7-1/2 inches in the fore and aft direction.
2. The aft edge of the mast partners shall be 9 feet 11-3/4 inches (+/- 3/4 inch) measured aft from the projected path of the headstay at the deck.
3. The aft edge of the mast partners shall be 11 feet 3-3/8 inches (+/- 3/8 inch) from a vertical projection of the mooring line groove in the bow chock ~~or from the foremost part of the bow if no bow chock exists~~. The shape of the partners is optional. (See Specification 5.4)

2.4 Toe Rail

The toe rail shall be in place, be made of wood and be nominally minimum 5/8 inch ~~in width and nominally~~ by 3/4 inch ~~in height in any orientation as to height and width~~ with allowances made for maintenance and age. Scupper holes may be used to facilitate deck drainage.

2.9 Bow Chock

A bow chock of the original factory design with mooring line groove is required.

Section III Basic Rules

2.0 Basic Rules Governing Measurements and Inspections

- 2.1 Each Fleet Measurer must at least once a year inspect and measure Registered Yachts in his Fleet sufficiently to enable the Fleet Measurer or the Fleet secretary to certify, before any sanctioned race, that all Registered Yachts so measured and inspected appear to conform to the Specifications **Only yachts that have been modified must be measured. A yacht that has not been modified can be assumed to be in compliance based on prior measurements.**

The Governing Board approved these recommendations. The proposed changes are being sent to the fleets for their discussion. If no objections are heard, then after 60 days, the Class Rules shall be amended.

Windward Sheeting Systems for the Shields

By Randall Shore
Quantum Sails

In breeze, crew weight is critical. Which is probably why you have heard the skipper yell, "hike" at the same time you are trying to trim the jib from the leeward side. Do they expect the crew to do this at the same time? Probably. Now, here's how:

It doesn't require too much extra hardware. A cleat with a riser (*Image 1*), an extra jib track car, and a jib track car block (*Image 2*) The difficulty may be deciding which system to use based on your preferences, your crew's physical strength, and your current winch set up. Two windward sheeting system options exist: winch-less with a cleat (no winch involved), or utilization of the windward side winch.

Whichever system you use, I would recommend doing a 2:1 jib sheet setup. The best way to do the 2:1 system is as follows:

- Have the sheet go through the turning block, which is attached to the jib track car,
- Continue to run the sheet to the clew of the jib,
- Either run the sheet through the clew or through block(s) attached to the clew. Ideally I would use blocks attached to the clew of the jib to make trimming easier, however the blocks may need to be very small and tied tightly, so you are not "two-blocking" your jib sheet,
- Run the sheet back to the jib car track,
- Attach it to the car, ideally, where the block is attached at the same point: a simple stopper knot works well for this. However, if you plan to have reusable marks on your jib sheets, you will need a way to make sure you are attaching the jib sheet at the same point every time. (*Image 3*)

Once you have completed the above, you are ready to try the winch-less system. Your extra jib track car and block can mount on the outside jib track. The jib sheet then leads from the turning block to this new outside lead and directly to a cleat for the jib trimmer. The tricky part here is getting the correct location for the jib cleat. There are three common, effective locations for the cleat:

- Right near the new outside turning block as seen in image (*Image 4*)
- Near the center line of the boat and in front of the cockpit combing, under the Vang
- On the windward side, on a riser above the combing.

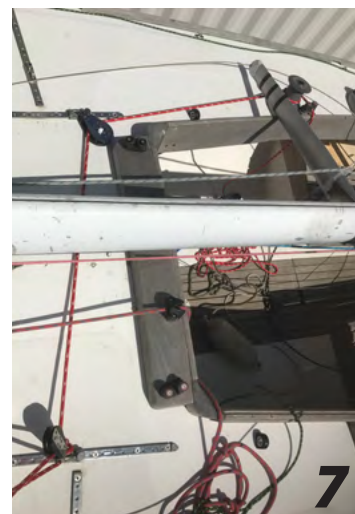
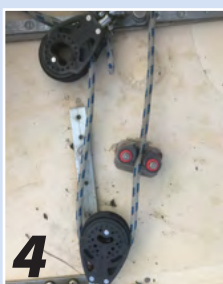
My rule of thumb, is the closer the cleat is to the turning block, the easier it is to put into the cleat, but the harder it is to un-cleat. You must also consider which crew member is trimming the jib. Method Two (near the center line) is only effective if the front crew trims the jib. Method Three makes it easier for the second crew back to trim the jib, however it is worth noting that you are running the line across part of your cockpit, which may make it difficult for crew members to get in and out of the cockpit with the jib

cleated. One of the appeals of method one, is that you can adjust the block on the track to help angle the jib sheet to work with either the front crew (*Image 5*) or the second crew back (*Image 6*).

For the windward winch system, you must put your extra jib car track and turning block on the inside/fore and aft track, behind the windward side turning block. With this system, the jib sheet goes from the leeward jib sheet turning block, then goes directly through the new turning block on the windward side, and then leads aft to the

windward winch (*Image 7*). For some boats, this method may be difficult if they have a large wooden block on the center line of their boat that the halyards run to. But with a little bit of work on the angles, you can usually clear this.

I hope this gives you an idea of two easy methods to trim the jib from the windward side!





The 53rd Shields National Championship Regatta

Hosted by Shields Fleet #19 and the Mason's Island Yacht Club

SEPTEMBER 20 – 23, 2017

WELCOME

On behalf of the Mason's Island Yacht club, I welcome the Shields sailors, their teams and families to southeastern Connecticut.

We loved having you here in 2010, and we are honored that you have chosen to return.

MIYC is located on Mason's Island, in historic Mystic which was settled in 1654. Mystic is technically a CDP, census designated place, with no independent government. It is located within the towns of both Groton and Stonington and a river runs through it!

This is an exceptionally scenic place with The Mystic River Bascule Bridge crossing the river in the center of town. The river flows to Fishers Island Sound providing excellent direct access to the seas for superb sailing, cruising and fishing.

Visitors stop here because it is beautiful but folks stay here for a lifetime because this town has a heart. It is a warm and wonderful place to live.

Stonington/Mystic is a scenic coastal area and part of a notable seafaring community rich in maritime history. The area is known for it's excellent protected harbors and is a mecca for seasoned sailors providing some of the finest sailing on the east coast. There are picturesque villages with exceptional dining, wonderful shops and excellent marinas. Mystic is home to The Mystic Seaport Museum, The Museum of America and The Sea, where you can see The Charles W Morgan, the last remaining wooden whale ship in the world, and the well known Mystic Aquarium.

Located midway between Boston and New York, it is accessible by Amtrak, Logan International Airport, Hartford and Providence RI airports and Interstate 95

We look forward to seeing you all in September for challenging sailing and good fun. All the best

Melinda Carlisle
Commodore
Mason's Island Yacht Club



MASON'S ISLAND YACHT CLUB.
Photo: Shirley Wick



Photo: Fran Grenon,
Spectrum Photo

2017 Shields National Championship Schedule of Events



TUESDAY, SEPTEMBER 19

- 0800 – 1700 Visiting boats launch at Mystic Shipyard West
- 1300 – 1700 Early registration and housing assignments

WEDNESDAY, SEPTEMBER 20

- 0800 - 1700 Visiting boats launch at Mystic Shipyard West
- 0900 – 1700 Registration and housing assignments
- 1300 Practice racing
- 1700 Welcome Reception at MIYC
- 1800 Skipper's Meeting followed by Shields Class Meeting
- 1900 Casual dinner

THURSDAY, SEPTEMBER 21

- 0700 – 0900 Continental breakfast at MIYC
- 0900 Signals Ashore
- 1100 Championship Racing
- 1900 Lobsterfest dinner at MIYC

FRIDAY, SEPTEMBER 22

- 0700 – 0900 Continental breakfast at MIYC
- 0900 Signals Ashore
- 1100 Championship Racing
- After racing, Dan's Chowder and Ale
- Dinner on your own

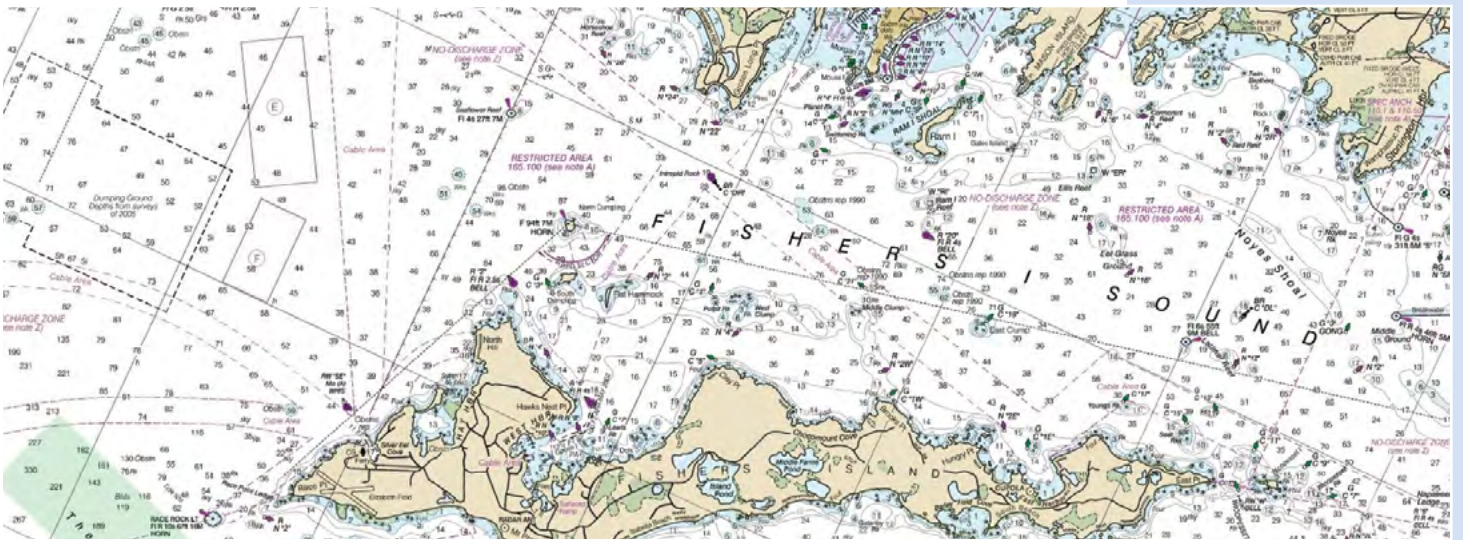
SATURDAY, SEPTEMBER 23

- 0700 – 0900 Continental breakfast at MIYC
- 0900 Signals Ashore
- 1100 Championship Racing
- 1930 Awards Banquet – Jackets and Ties required - MIYC



Photo: Fran Grenon,
Spectrum Photo





http://www.charts.noaa.gov/OnLineViewer/12372_01.shtml

The Waters of the 2017 Shields Nationals

BY MICHAEL CAVANAUGH

One of the Mason's Island elder statesmen and lifelong yachtsman once described Long Island Sound to me as a giant bathtub that empties and fills every five and a half hours. That large volume of ocean has to pass through two relatively narrow areas north and south of Fisher's Island, NY. Northerly, it is on Fisher's Island Sound where you will find spectacular sailing by virtue of stunning scenery, proximity to numerous harbors and seaside restaurants, and a swift tide that keeps things ever interesting. Thousands of years of voluminous flow through tight quarters have created an area of unusual bathymetry dotted with reefs and islands that make an Eldridge a mere reference. Welcome to the site of the 2017 Shields Nationals.

The warm and friendly people of Mason's Island Yacht Club welcome fleets nationwide to a playground we call home. Sailors will want to study their charts to get a feel for what to expect. The area of the race courses will be south-westerly of Mason's Island on the west side of Fishers Island Sound where the water opens up for clean and clear windward leeward courses. This is the spot most area clubs start and finish races. Zoom out and you will find this area central and close to the Larchmont and Newport Fleets. In summary, this year's Shields National Championship Regatta is ideally located for some serious sailing hosted by a sincerely warm and hospitable club. The Mason's Island YC promises tightly run racing offshore with open doors onshore. Competitors and their families will be greeted with many options for fun, food and water on our beautiful shores. The view from the club deck offers the open Atlantic with Block Island 20 miles out, Watch Hill, RI to the left and Fishers Island to the right. Sister clubs and neighborly marinas have teamed with us to make certain this will be a Nationals Regatta and your September travel destination to remember. We look forward to meeting you.



Mike Cavanaugh, Race Committee. Photo taken by Sam Greenfield.



Michael Cavanaugh died on April 26, 2017 after a six year battle with ALS.



Photo: Fran Grenon, Spectrum Photo

55th National Regatta Set for Chicago

The Governing Board of the Shields One-Design Class is proud to announce the 2019 Shields National Championship Regatta will be hosted by Fleet 3 and the Chicago Yacht Club. The event will mark the sixth national championship in the Windy City, and the first at Chicago Yacht Club since 2009, when Skipper H.L. DeVore from Larchmont took the trophy in the 45th nationals.

Chicago has provided many great memories in Shields National Championship history with Lake Michigan offering a unique challenge for teams on the water. Many recall in 1989 the event was jokingly dubbed, "The Regatta of Invisible Hulls," when the winds blew 15-28 knots throughout the competition and skippers struggled to see the markers and even the hulls of competing boats. Joe Schulz-Heik and Thierry de La Villehuchet claimed the

title that year, the second in their run of four consecutive national championships.

Friendlier conditions prevailed at the 2003 competition in Chicago, as Robin Monk claimed his first of two national titles.

CYC boasts a robust Shields fleet and is currently grooming third generation Shields skippers. Chicago Yacht Club and is also the founding club of the prestigious Ocean Great Lakes Challenge designed to promote competition between CYC and east coast clubs. As an example of the club's commitment to the class, OGLC was restarted in 2014 as a Shields event and hosted by CYC. This year the Ocean Great Lakes Challenge is set for June 23-25 in Larchmont, New York.

Making your Shields air tanks water tight

Many of us own older boats which may, or more likely, may not have water tight bulkheads and flotation tanks. We learned the hard way, when our boat "Black Pearl" #73, suffered an extreme broach during very breezy race conditions, floated for a minute or two, and then sank in 32' of water in the Choptank River on the Chesapeake Bay. Not a good day! And we certainly aren't alone in this unfortunate situation.



#73 Black Pearl, owned by Jay Dayton and Richard Slaughter of Fleet 21, Oxford, Maryland. She sank in the Tred Avon River in 2009.

After rescuing our girl off the bottom and cleaning her up, we found a couple of startling things. The first was that our boom crutch slot was located behind the aft bulkhead and was completely open. Whomever made this modification to our boat, made no attempt at waterproofing it. So that was a very large water entry hole in the aft flotation tank. Wish I had explored this earlier!

Secondly, the inner liner which was installed when the boat was built, was merely "stuck" to the outer hull and again appeared that no attempt had been made to seal the seam around this liner, which contains the side seat flotation tanks. So this meant another gaping place for water to pour into our side tanks, making them virtually useless as well.

The only tank which was watertight was our bow tank, and it proved to be inadequate flotation to keep her afloat.

The remedy was simple - seal the aft tank boom crutch hole by fiberglassing it and seal the inner liner by applying roughly 5 tubes of 3M 5200 around it's entire perimeter. The total cost for this fix was minimal since I was able to do the work myself.

So the moral of the story is, that I encourage every Shields owner to perform some basic exploration of their air tank tightness, prior to needing them! You'll be happy that you did for peace of mind and the safety of your crew.

Fair winds everyone.

Jay Dayton, #73 Black Pearl
Fleet 21

■ FLEET 1

LARCHMONT YACHT CLUB,
LARCHMONT, NY

The summer is almost upon us and Shields Fleet One is gearing up for an exciting season both on and off the water.

This year, we are particularly pleased to welcome two new boats to the Fleet. Tom Sanford is returning to the Shields stable with #16, Tango, and Will Briganti and Nate Johnson have chartered #38, Talisman. We are also expecting a team from Indian Harbor to join for some of the major weekend regattas, so the scene is set for some busier start lines and tighter competition! The big question remains who will, or who can, get in front of the evergreen Fred Werblow and his team in #25, Checkmate, who won the 2015 and 2016 seasons in style....

The racing program this year will be as busy as ever, with 20 days of weekend racing and the novelty of hosting the Ocean Great Lakes Challenge on June 23-25th. The season kicks off with the Memorial Day Regatta on May 27th and 28th, and continues right through to October 9th. As always, we're looking forward to Larchmont Race Week, which will be held over the two weekends of July 15/16 and 22/23. If you can, come and join us for one or both two weekends!

Off the water, our major focus is putting on a great Ocean Great Lakes Challenge in June, and we also plan to kick off the season with a cocktail party and expect some kegs et al to be waiting shore-side on a few weekends.

We are all looking forward to the start of the season, and if you are anywhere near NYC at any point this summer, give us a shout and come sailing with us!

PETER McWHINNIE, #142 INTIME

■ FLEET 2

INDIAN HARBOR YACHT CLUB, CT

Fleet 2 is growing!

Tom McManus jumped into the Shields class and Fleet 2 with both feet when he acquired 207 and challenged Fleet 1 champion Fred Werblow at the Indian Harbor Classic last fall.

Narrowly missing a bullet in that regatta, Tom decided on a major upgrade for Circe at Cape Cod Shipbuilding. While at CCS she received a faired racing bottom, replacement of all standing rigging, air tank hatch upgrades, and this spring a full suit of North sails arrives. Circe was acquired in the Spring of 2016 by Tom in tribute to his late father who also loved the open water. A full schedule of



competition is planned for 2017 including the IHYC Gear Tester on May 20th.

The IHYC Gear Tester builds on the success of the IHYC Classic, a 10-15 mile course which compliments Fleets 1 & 2 windward/leeward One Design schedule and provides a great way to get launched early and tune up: https://yachtscoring.com/event_registration_email.cfm?eid=4070

Fleet 2 is supporting nearby Fleet 1 with tow boats and moorings and looks forward to a great turnout for the Gear Tester on May 20th!

RICK HENDEE

■ FLEET 3

CHICAGO YACHT CLUB, CHICAGO, IL

The ice is gone on Lake Michigan, and the boats in Shields Fleet 3 are getting into their moorings in Belmont Harbor. We are looking forward to another great season of sailing as a part of Chicago Yacht Club's Racing Yacht Fleet. We plan to race most Saturdays from late May into the fall. We expect to have half a dozen boats on the line most race days. We are excited to have been chosen to host the 2019 National Regatta. Hope to see you all then.

ERIC BEYER , #113 WATER GOBLIN



#45 and #63 heading downwind last summer.

■ FLEET 7 & 12

MONTEREY PENINSULA
YACHT CLUB, CA

The weather has been cooperating and the Monterey Bay Fleets have been racing since February where we started our season with the first annual Bob Furney Memorial "long distance" race. Bob Furney was our longest running member and stalwart advocate until his passing late last year. Our sail around a distance buoy (Pt. Pinos) and return along the Pacific Grove and Cannery Row coastline was conducted in his honor and served as a great reminder of selfless service to our fleet and camaraderie on and off the water.

Following hosting the Shields National Championship last year, our positive attitudes and momentum have continued into 2017 where we started our regular Spring series in early March with a series record 14 boats on the line. As I write this, we are preparing for our next series event of the year with promising good weather and sea conditions.

We have had some significant changes to the administration of our fleet as well intended to make a positive impact in 2017... for example, as our newest fleet captain here in Monterey, I have felt that it is critically important to build upon the successful efforts and fleet spirit that we have created and to also maintain a positive Corinthian atmosphere amongst all Shields fleet members and competitors. Therefore, to this goal, we have implemented a (dare I say it...) "Gentlemen's Rule" whereby anyone who forces a protest (beyond arbitration), and is subsequently disqualified by protest



committee, is responsible for stepping up and buying a round of drinks for the entire fleet after the next weekend series race!!! Other changes include revisions to simplify our scoring as well as revisions to our Bylaws requiring decisions by our local protest committees to be final and binding so as to preclude the drawn out process of appeals as had been the unpleasant case for us last year. Obviously, these changes are intended to remind everyone that our Shields one design racing must not only be Fair and Competitive, but also most importantly

FUN! ...and in doing so, strengthening our fleet as a whole. With this said, I hope that all fleets have their best seasons ever in 2017.

MICHAEL POLKABLA, #187 YANKEE

■ FLEET 8

EDGARTOWN YACHT CLUB, MA

Summer starts for Fleet 8 on May 27 with Edgartown Yacht Club's 112th Commissioning. Being generally seasonal residents of the Vineyard, our sailors are looking forward to getting back on the water and shaking off the rust. Races are held every Saturday in July and August and the competition culminates with the Commodore's Cup on Labor Day weekend.

Our 94th annual regatta will be held July 13-15 and we would love to see you there! Sailing conditions are typically excellent and this event includes Shields, J-70, Rhodes, H 12½, and Wianno Senior class racing as well as the junior racing program. For those of you who may prefer some spectating the 12 Metre Regatta will be held August 11-13.

IAN SMITH

■ FLEET 9

NEWPORT, RI

The 2017 Season is fast approaching and Fleet 9 will begin racing in less than a month! We are very happy that we don't have to dig our boats out this year! The opening meeting/party was scheduled for April 19th, with racing to start May 10th. Scheduled are a spring/summer/fall Wednesday series and three Saturday Aloha Cup racing series. Our racing schedule will give our local racers a chance to race in twenty one Wednesday night and twelve Aloha Cup races.

Registration is expected to be around 25 boats. We welcome Mike Toppa & Gary Lash #156 to the Fleet and Chris Ringdahl who has been rebuilding #169 will be joining the fleet this season. We welcome these new additions to the fleet and expect we might get a few more for the 2017 season.

As in past years, Fleet 9 is indebted to the Ida Lewis Yacht Club and its Race Committee. Race Committee Chair Bill O'Hanley held a meeting with RC principals including PRO Robin Wallace and boat skippers last fall to discuss the 2017 season. We use this to review the season and work on ways to keep the sailing fun, competitive and safe.

At our Annual Awards Dinner on October 21st, we awarded trophies to the many individual race winners, Aloha Cup overall winner Bill Shore #74 and the Wednesday best overall to Tom Hirsch, Aeolus #254.

The fleet also recognized the crew of Grace #107 on winning the 2016 Nationals in Monterey, CA and Maverick #33 for finishing 5th.

We begin the 2017 Season will begin with Ted Slee #33 as Fleet Captain, Tom Rich #253 Exec Director, Ron Oard #158 Treasurer, Kurt Edenbach #169 Secretary and Bill Doyle #222 Director at Large. Kim Roberts is our Fleet 9 measurer and Tim Healy is our Fleet 9 sail measurer.

Fleet 9 is looking forward to having our fleet be represented at the 2017 Nationals in Mason's Island, CT and at the Great Lakes Challenge in Larchmont, NY.

TED SLEE, #33

■ FLEET 10

BEVERLY YACHT CLUB, MARION, MA

We are gearing up to start Memorial Day and will have a June, July, and August series on Thursday nights and Saturday afternoons. We are also looking into racing in early September on Saturdays to keep us sharp for the Nationals where we expect to be well represented. This year's annual Buzzards Bay Regatta which will be held August 4-6 at New Bedford Yacht Club will be the Shields New England Championship and we encourage our fellow fleets to participate in this historic event which provides consistently great sailing conditions and a Fleet 10 party. We anticipate sending several boats to the Edgartown Regatta to continue what has now become a long tradition and an always fun event. As to numbers we expect a strong turnout since our fleet is growing. Although our sailing season is shorter than average we will have plenty of great racing this summer.

BILL BERRY, #239 SYRINX

■ FLEET 17

COASTER'S HARBOR NAVY YACHT CLUB, NEWPORT, RI

Fleet 17 members have three boats already in the water and they are being prepared for the upcoming season. We have one new skipper this year, Mike



Connelly, will be racing #29 Silverheels with his family. Mike is moving up from the Rhodes-19 fleet where he clocked the competition the last couple of years.

Wednesday racing with Shields Fleet 9 begins May 10th and there are a number of weekend racing events also planned. Fleet 17's annual George Winslow Regatta is scheduled for Saturday, July 22nd, and we look forward to a big turnout from both Fleet 17 and Fleet 9.

Good news on the maintenance side is the Navy plans to repair Shields #1 Columbia, which had her mast step implode during a race last August, later this spring. It will be good to see Harold Belson back on the water again in the boat he has raced for decades.

Fleet 17 welcomes all active-duty military personnel who race in the Newport area to get involved, as the fleet of boats was donated by Cornelius Shields and John Nicholas Brown in the 1960s with this purpose in mind.

RON OARD, #158 GLORY

■ FLEET 19

MASON'S ISLAND YACHT CLUB, MYSTIC, CT

Fleet 19 has high hopes for a great year. We started our season early in March with a party at Mason's Island Yacht Club. The good company, food and partying was added to



by Randy Shore's presentation. He gave us a very informative Shields tune up seminar. Five of our members have registered for the Nationals we are hosting this fall. With Randy's tutelage we hope

to be a little more competitive.

Our fleet has slowly grown over the past few years. A couple years ago David Krupp bought Howie Smith's #204 and last year MIYC member Bradley Honan made his Shields #89 available to our fleet in William Honan, his father's memory. And this year my partner in #114, Tom Halsey, has decided to purchase his own Shields adding yet another to our fleet. We now are nine strong and hope all will be on the starting line this season.

Our preparation for hosting the Shields National Championship Regatta is on schedule. We have been meeting regularly since the fall. The Mason's Island Yacht Club members are again enthusiastically

offering their volunteer services. We had sought an outside facility to host the Saturday awards banquet but none were available, love is in the air, weddings at each facility on that weekend. We therefore will be hosting the banquet at the club. We look forward to another great Nationals on our beautiful Eastern Long Island Sound.

Our season will again start in late June including ten Thursday evening races on Fishers Island Sound hopefully providing some exciting spinnaker finishes in front of the club. We will also have five weekend races in a number of the local yacht club regattas. Thanks to Kevin Miller and Pam Gibbs who will again run the Thursday races.

The members of Fleet 19 are deeply saddened by the recent passing of Michael Cavanaugh. For many years Mike single handedly performed the duties

of race committee and was renowned for his entertaining postrace reports. In 2010 he did a superb job of organizing and directing all of the on water support at the Shields Nationals. We will always remember his laugh, smile, energy and enthusiasm. Michael was an exceptional man, may he rest in peace.

AL BURNETT, # 114 SOPHIE

■ **FLEET 21**

TRED AVON YACHT CLUB,
OXFORD, MD

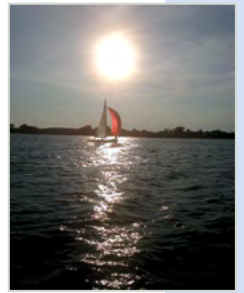
We started our spring series on April 23 with a total of six boats on the line. Light and shifty wind prevails the whole day and we were only able to get two short races off. Still every day on the water is great day! Our standings as of now first place, Old Paint #71, second place Sea Gull

#180, and three boats tied for third place. Competition will be tight this year if we can all six boats on the course. It is April 30 and we are getting ready for a second Sunday of racing.

On May 21st, Randy Shore of Quantum Sails an avid Shields Sailor will be joining us with power point presentation on rig tuning and sail trim. After the presentation, he will be joining us on the race course to give us feedback on our sail trim, tactics etc. That is pretty much what we have going on right now, but we are finally into the racing season! Hope all are having a good start of the season.

Always Looking Forward

HARRY SEEMANS





FROM THE BUILDER:

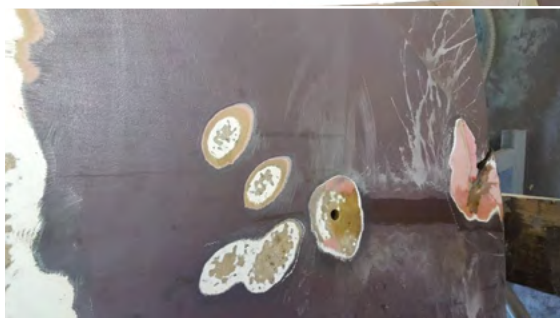
This winter we have been working on a Shields that has a foam filled deadwood. Moisture accessing the foam in the deadwood possibly caused some of these blisters to appear. It also can cause expansion/contraction especially where the deadwood meets the hull & keel. If the deadwood foam is removed, some reinforcement must be added as the deadwood lay-up in these older foam filled boats is too weak to remain without foam reinforcement. Older Shields have foam filled deadwoods in comparison to newer Shields which have a hollow deadwood with stringers to take the torque. In some cases, we can replace a deadwood with a new style one. In this boats case, we will simply grind and repair. This keeps the cost at bay, but the boat may return more frequently for touch up and re-spray on the bottom paint finish.

What we found when sanding was two wooden deadwood plugs. They have now been removed and glassed up. We will insert a stainless steel threaded test plug which will allow the deadwood to breathe but only when the boat is under cover in controlled conditions. You'll notice the moisture escaping the deadwood hole in the close up photo as we got out a little less than a gallon of water. We also have a lot of work to do at the heel casting/ rudder fairing strip.

Perhaps there are other readers who have had a similar experience? Once this project is complete, I'll post a finished photo on our Facebook page. Stay tuned!

Sincerely,

Wendy J. Goodwin
President
Cape Cod Shipbuilding Co.



www.capecodshipbuilding.com

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Masons Island Marina

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