

e-MASTHEAD

Special 2019 Nationals Photo
Gallery Inside....

Summer/Fall
2019



A Summary of the 2019 BBR.....

The regatta was an AMUSING event for all. SYRINX exercised PATIENCE and the GOOD NEWS was her consistent early finishes in the top of the fleet. However BIT~O~HONEY was off like a WHITE RABBIT and it was NUTS how she proved FLUENT in boat speed throughout

Complete Scoring rundown and photos on pages 3 & 4 inside

Also in this issue -

Chicago Nationals Easy Sign Up Page
Fleet 21 Summer Breezes
Properly Lifting a Shields with Crane
Monterey's Konigshofer Regatta

President's Message

Our marquis event of the 2019 Shields season is fast approaching. I know local Fleet 3 and the Chicago Yacht Club will continue in the tradition as outstanding hosts for our National Regatta. With an eye toward enhancing nationals participation by having fewer weekdays, we've decided to hold the practice race on Thursday and feature racing Friday through Sunday. Our Saturday Class Dinner with all the usual regalia will still be an important part of the activities, but we will hold off on crowning the new national champ until racing concludes Sunday. This modification of format was discussed broadly by the class officers and fleet captains. I am hopeful this change will prove effective in getting a few additional top crews on the line this year and in future nationals.

Our Nominating Committee has presented the class with an incredibly capable slate of officers for our upcoming two years. The committee of Skip McGuire, Paul MacKinnon and Pete Seigl conducted a deliberate, multi-month search and vetting of candidates to lead our class in the future. The nominees being presented for election represent the best of the Shields Class in sailing skill, service to others, creativity, enthusiasm and sportsmanship.

As I hand the tiller to Ken and his staff I am very thankful for the opportunity to have served for the past four years as president. It has been my extreme pleasure and honor. I look forward to continue campaigning Tiburon #191 and remaining active within my fleet and the class. I hope to see you in Chicago to celebrate the Shields Class, to salute our new national champion, to see old friends and to make new ones.

With admiration for Shields owners and crew everywhere,

Eric Anderson #191 Tiburon
Shields Class President
Monterey Peninsula Yacht Club



2019 Shields Class Officers

President

Eric Anderson - Monterey, CA

Secretary

Steve Mettler - Edgartown, MA

Treasurer

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Also see the class website www.shieldsclass.com

On the Cover: Bit~O~Honey shown winning the BBR



There is still time to register for this year's Nationals, but act soon!

Click the event logo to sign up



Click on Kristian to see how easy the logistics are



Click on Shields logo to see who is competing



Featuring the Shields of Fleet 3

Photo Credit - David Sincox



From Top Left Clockwise

Sapphire #130

Hellcat #45

Insidious #196

Yankee Girl #150

Dauntless #63

Peanut #88

Trouble #67

Fleet Report from Oxford, MD



Summer Shields Racing at Tred Avon Yacht Club. Fleet #21

Our Summer Series started out weak with hot and humid conditions. Things improved as we moved into August, as for some reason we had cooler than normal temperatures with great winds for our two regattas held each year. We had five boats on the line for each regatta.

The Shields Fleet races one day during the Oxford Regatta competing for the Robert W Downes, II Memorial, Perpetual trophy. Liberty #110 won the trophy this year, after some close competitive racing against Black Pearl #73.

The Heritage Regatta, was held two weeks later. Old Paint # 71 won this regatta, with Intrepid #98 one point behind.

Our fall series begins Saturday, September 28th.

Always looking forward,

Harry Seemans
Fleet Captain

Shown Top Left:
Liberty #110, Sandpiper #180
and Black PEarl #73 downwind

At Right:
The Oxford Fleet



Launch and Haul - From the Builder

Cape Cod Shipbuilding

This article originally appeared in Masthead print edition in 2006

One of the main things that come to mind when considering attending an out-of-town regatta such as the National Regatta is the launching and hauling process. For this year's regatta in Marion, Massachusetts some of us can simply sail to the regatta, others will have to haul, trailer the boat to Marion, launch, and then reverse the process. We thought this was a great opportunity to discuss the different ways Shields get in and out of the water. Not only is this helpful information as we travel to different regatta sites, but it helps each owner to understand the different options available for yearly launchings and hauls.

Travel Lift: This is the most common way for larger boats to be put in and out of the water. Travel lifts (see picture next page) need to be operated by fully trained lift operators. For the Shields, slings are placed under the hull just forward and just aft of the keel. All four ends of the slings can be adjusted so the boat remains level when in the air. The travel lift drives out onto pilings extending over the water and lowers the boat into the water. One end of one sling is disconnected so the boat can be pulled out and alongside a dock. When your Shields is at a boatyard typically they also have a boom truck to step your mast before the boat is launched. Whether your boat spends the winter on a trailer or in boat stands the travel lift will get the job done.

Hoist: If you have a trailer and are in an area that has a hoist, you can launch your own Shields with a lifting bar (see Figure 1). The hoist and lifting bar also provide access to the entire boat bottom for wetsanding or applying new bottom paint.



Travel Lift

Always check the capacity of hoist before lifting; a new Shields weighs at least 4,416 lbs. with no equipment onboard. First prepare your boat by bailing all water out of the bilge and attach bow and stern lines for handling. The lifting bar is custom made for the Shields to be lifted from her keel bolts. Cape Cod Shipbuilding Co. sells lifting bars and some clubs have produced their own variation. To use a lifting bar, remove the floor boards and gain access to the keel bolts. You may also need to disconnect the bilge pump hose from the pump for full access. Thread the lifting ring eye nuts onto keel bolts #2 and #5 (each boat owner is expected to have their own set of lifting eyes.). You will notice #2 and #5 stick up more than the rest of the keel bolts so the eye nuts can screw onto them securely. Always properly thread the eye nuts onto the keel bolts to the full extent of the threading. Never leave the lifting ring eye nuts on the keel bolts while sailing or they will seize in place, weaken and deteriorate. It's always important to inspect the keel bolts regularly to assure that the threads are in good

condition. To attach a lifting bar, connect the upper shackle to the hook on the hoist. The bottom of the bar has 2 chains with hooks that connect to the two keel bolt eye nuts that are fastened to keel bolts #2 and #5. Once everything is connected, slowly raise the hoist to put tension on the lifting bar chains. One person should remain in the cockpit while tensioning to assure the chains don't twist and the hooks don't slip off. Once the hoist is taught, everyone should climb out of the boat. Never stand in, on or under the boat when lifting. When using the lifting bar method you may need to place some weight on either the bow or stern of the Shields to make sure she remains level when up in the air as each boat has a slightly different balance point. Be sure to check the tide before launching not only for depth but also to know which direction the current will pull the boat once she is afloat. When using a lifting bar with the mast in place several other procedures are needed. The backstay should be disconnected and the boom removed from the mast. After tensioning the lifting bar with the hoist, you can also use a spare line to brace the lifting eye athwartships to the jib winches to keep the boat from rolling to either side during the lift. Once everyone is clear, continue lifting the boat out of her trailer, swing the boat over the water and lower. The bow and stern line handlers can pull the boat lose to the dock while someone hops in to disconnect the lifting bar from the lifting rings.

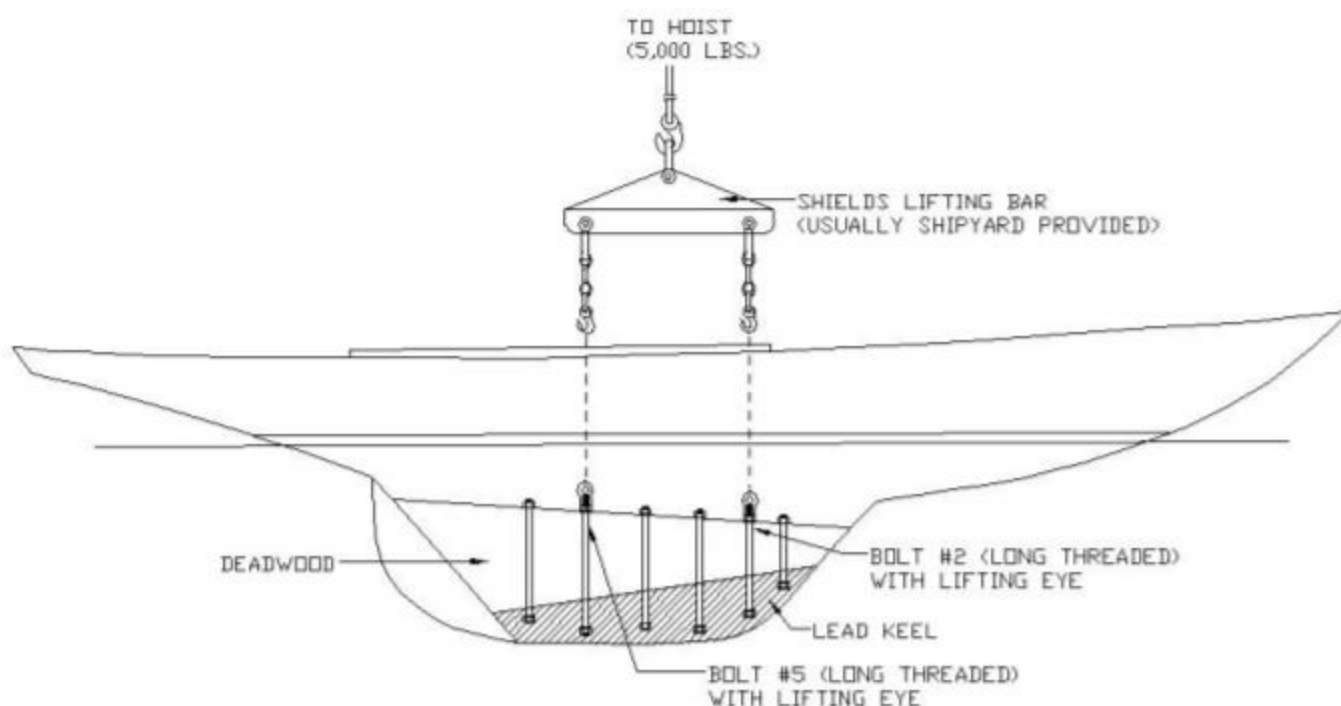
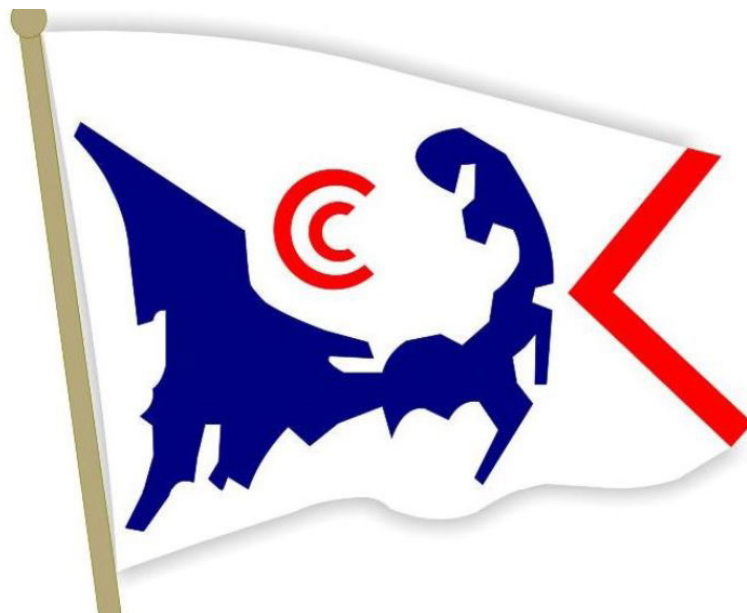


Figure 1: Lifting Bar/Hoist Connection to Shields with Lifting Eyes.

with a splice or bowline on each end. This short line gets wrapped around the mast extrusion just below the spreaders and lower shrouds. The gin pole hook is hooked to both ends of the line. You can also tie a retrieval line to the short line in order to pull it down once the mast is in place. Sometimes this line can get stuck under the lower shrouds. The spreader brackets are just about the balance point of the mast & you will need to have one person at the butt or bottom of the mast to keep the wind indicator clear. The mast must be straight up & down to go through the deck and onto the mast step. This is easiest if the boat is level. The main and jib halyard exit box can be a tight fit through the deck. Always take care to clear the mast step and deck of debris before stepping and un-stepping the mast. For many of you these tips may be common sense, or something you already knew and have been doing for years. For others, it may be the first time you've heard of one method. As our thoughts turn to attending another Shields Nationals this information should be helpful in understanding that there are different methods of launching Shields. We hope those in the know can continue to share their knowledge with new members so our class can continue to expand.



Konigshofer Regatta Returns Home to Stillwater Cove at Pebble Beach

The Shields raced in our fleet's historic MPYC Konigshofer Regatta once again in Stillwater Cove on August 2nd through 4th. The event was held in conjunction with the annual Santanarama event sailed in Santana 22s and run by Charles Kurtmen and his army of volunteers.

Left: Stillwater Cove



The Konigshofer Trophy was presented to the Stillwater Yacht Club by Robert M. Allan to honor Jon Konigshofer, a founding member of SYC and an early member of MPYC. Jon was a lifelong competitive sailor who won championships in the Star, International 110 and Mercury. He campaigned his L-36 "Wildwind" actively on Monterey and San Francisco Bays. An architect by trade, Jon designed the original MPYC clubhouse as well as numerous Pebble Beach homes and commercial properties. Well into his eighties, Jon skippered "Stillwater" to second place in the regatta that now bears his name. After 20 plus years of dormancy, the fleet revived the Konigshofer in 2014. These recent regattas have been sailed in our normal race course on Monterey Bay. This year we committed to once again hold this historic event on the waters of Carmel Bay.

The 3-day event included a Friday "rabbit start" beginning off Monterey's breakwater with five Shields and finishing at the Stillwater Cove entrance in Carmel Bay after leaving Point Pinos and Cypress Point buoys to port. Eric Anderson's Team Tiburon took line honors by holding off hard-charging Michael Polkabra on Yankee and winning the bottle of Glenlivet 14 Year Scotch as the trophy for the day. Saturday's racing featured windward - leeward courses exclusively. It was a hard-fought tactical battle around the



buoys of Carmel Bay. Winds and seas were a challenging combination of moderate to “drifter” wind conditions with the typical Stillwater “lump” to make things as tough as it gets as stated by Yankee crewman Dave Morris. Yankee prevailed by winning the day during two hard-fought “nail-biting” races against solid competitors from Shields teams consisting of Eric Anderson’s Tiburon, Garth Hobson’s Stillwater, Scott Brubaker’s Charlotte, Jerry Stratton’s Helen, and Chris Hardy/Dave Clark’s chartered Stardust. Ev-

everyone agreed that sailing on Carmel Bay was well worth the trip and included some “pinch me” moments with amazing “fog and shine” views of Point Lobos, Carmel Beach, and Pebble Beach resort golf courses along the way. The RC for Saturday featured local Shields legends Dick Clark and Jack and Patti McAleer. **Above Left: Friday’s Winner**

Saturday evening festivities included a joint Santanarama and Konigshofer event with all competitors attending Charlie Kurtmen’s famous BBQ event on the Stillwater Cove Pier with white linen tablecloths and the usual finest of tri-tip and fixings arranged



by SYC’s Commodore Foderaro and staff. The day’s prize award bottle of Glenfiddich 15 was shared by many welcome competitors during the post-dinner celebration. **Sat, Sun & Overall Champs: Yankee. Shown- Scott Brubaker, Ryan McMillen, Dave Morris and Michael Polkabl**

Sunday's event consisted of a noon-ish start and an open ocean return race back to Monterey with the Shields competitors jostling for position beating along the Pebble Beach coastline to Cypress buoy and then close reaching on port tack to Point Pinos. Spinnakers were set at Pinos and boats reached and ran along the beautiful Pacific Grove coastline to once again finish at our famous "F" buoy off of Monterey's Wharf # 2. Yankee again prevailed to be the Konigshofer Regatta winners for 2019. The Bulleit Small Batch Bourbon was awarded and cracked open in the MPYC Clubhouse to share with willing competitors.



**Top Left: Charlotte's Crew - Top Right: Stillwater #103 in Stillwater Cove
Bottom Left: Helen #257 - Bottom Right: Crew from several Shields**

eMasthead is a free periodic newsletter sent to members and affiliates of the Shields Class Sailing Association.

Articles, photos and graphics are welcomed and shall be published at the next issue after submission.

For those interested in acquiring a Shields Class sail boat, please see our listing of boats currently for sale:

<https://shieldsclass.com/boat/forsale.php>

If you are interested in starting a Shields Fleet at your local yacht club, a listing of class officers can be found here:

<https://shieldsclass.com/association/officers.php>



Conceived by Cornelius Shields in the 1960's as a fiberglass renewal of his cherished IOD class, this Sparkman and Stephens design remains the finest one-design sailboat ever produced. With active fleets sailing throughout the Northeast, Chesapeake Bay, Lake Mich-

igan and California, Shields are raced by sailors who love to compete. At 30' this 4,000 lb. keelboat will impress you with its ability perform on windward legs and will delight the crew with its ability to drive deep while running. Don't dismiss this as "just another pretty boat" until you have experienced the essence of one-design racing in a Shields. Very affordable, Shields sailboats have remained true to their original charter and maintain strict class rules on sail purchases to create a level playing field for all competitors. If you are interested in owning a shields or starting a fleet, please contact us at stephenmettler@gmail.com