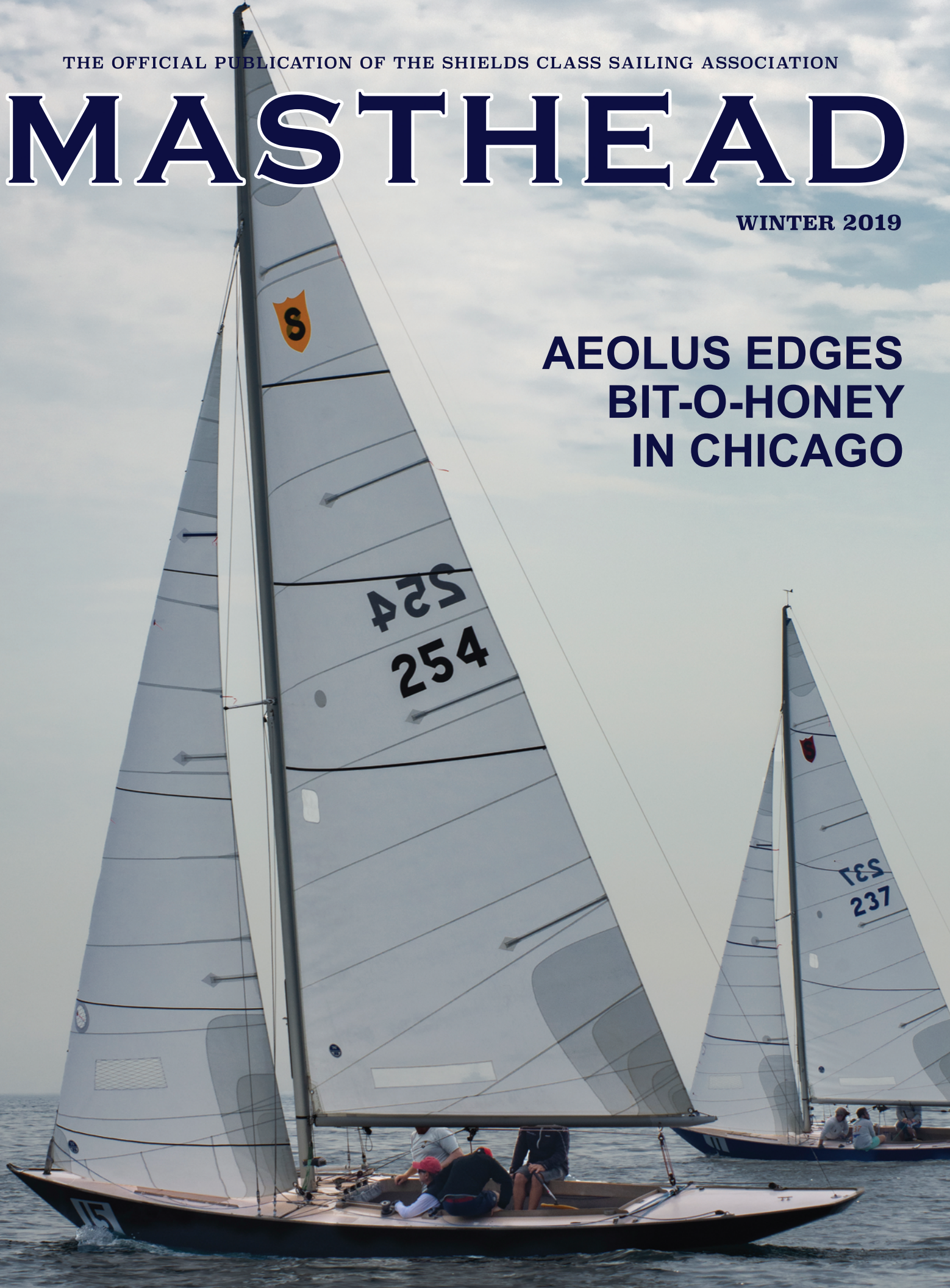


THE OFFICIAL PUBLICATION OF THE SHIELDS CLASS SAILING ASSOCIATION

MASTHEAD

WINTER 2019

**AEOLUS EDGES
BIT-O-HONEY
IN CHICAGO**



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On the Cover: #254 Aeolus and #237 Bit~O~Honey in Friday Racing

Cover Photo by: **Karen I. Hirsch Photography**

<https://www.kihphoto.com/>

Order of Finish - highest score excluded from total 2019 Shields National Regatta, Chicago Yacht Club

Finish	Bow	Skipper	Boat	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Series Total
1	15	Hirsch/Dawson	254 - Aeolus	1	2	2	1	1	2	7
2	11	Ken Deyett	237 - Bit~O~Honey	2	3	1	2	2	1	8
3	13	William Berry	239 - Syrinx	3	1	3	5	3	5	15
4	14	Daniel Goodwin	248 - The Grinch	11	7	4	3	4	3	21
5	8	Eric Anderson	191 - Tiburon	4	5	6	8	7	4	26
6	4	Mark Passis	63 - Dauntless	5	4	5	6	8	7	27
7	5	Kristian Martincic	88 - Peanut	8	6	8	4	6	6	30
8	12	Richard Robbins	238 - White Rabbit	6	14	7	7	5	8	33
9	10	Tom McManus	207 - Circe	10	13	9	9	9	DNF	50
10	11	Stephen Mettler	11 - Deja Vu	9	8	12	10	13	12	51
11	6	Michael Schwartz	130 - Sapphire	13	12	10	11	10	10	53
12	3	Sam Veilleux	45 - Hellcat	12	10	11	12	11	13	56
13	9	Gary Ropski	196 - Insidious	7	9	DNF	DNF	DNF	9	57
14	2	John Gronberg	13 - Erica	15	15	13	13	12	11	64
15	7	Russel Six	170 - Chaste	14	11	DNF	DNF	DNF	14	71

President's Message - Shields Strength

The strength of the Shields Class is generated by each individual contributor. Our leadership from founder Cornelius Shields to recent past president Eric Anderson, from National Champions to the one-time weekend warrior, all add to the strength of our class. Buying a Shields and leading a team to sail or race in this classically beautiful boat places you into this legacy of leadership. John Quincy Adams stated, *"If your actions inspire others to dream more, learn more, do more and become more, you are a leader."*



In the past year we have seen increased leadership and participation in our class with the addition of Fleet 18 of Holland, Michigan, led by John Gronberg. John is now looking into the possibility of an upcoming OGLC to be hosted by Fleet 18. If we can find just a few more Johns, then we can continue to expand our fleets and sailing venues.

Michael Schwartz, Sam Veilleux and Kristian Martincic led a team of enthusiastic sailors hosting our Nationals in Chicago. We know the hard work it takes to run this event. Chicago is one of the longstanding venues in our class. Thanks for your collective efforts – it was a great success and it is much appreciated. Congrats to team *Aeolus* on their win.

As the decade changes, so does our Presidency. It was a hard decision for Eric Anderson to step down from this role. He has made the Shields Class stronger and more attractive to new sailors. His work in our class is not over. Eric remains to lead our Masthead publication and he will be an integral part of the growth of our class. He leaves big shoes to fill.

2020 here we come! Rich Robbins' committee has begun reviewing class rules on national regatta courses and number of races held. Doug Millar is leading a committee to consider championship awards updating, insurance and secure transport to/from events. Class Measurer Garth Hobson has already held the first Technical Committee meeting in years. They are evaluating class rules presented by members. If you desire a rules clarification or have measurement topics to forward, contact him at turbogarh@hotmail.com.



Fleet 2's Tom McManus continues to build the Shields presence in Indian Harbor. With a few more boats he will soon be racing One-Design. His leadership will make this happen. Tom has the full strength of the Shields Class behind him.

Fleet 10 has no lack of leadership. The entire fleet is working to make the OGLC a success on June 26-28. Upon arrival at Beverly Yacht Club crews will step right onto a fully rigged and competitive Shields waiting at the dock. Boats will sail to the race course and return for a cocktail party and dinner.

Jay Dayton and Fleet 21 in Oxford are working on the 56th Shields National Regatta, scheduled September 23 - 26. Previous nationals in the Chesapeake have been fantastic events. Sign up early to avoid a peer pressure phone call.

Above: #237 Bit~O~Honey
Photo Credit: Karen I. Hirsch

Kenneth Deyett
 Shields Class President

The Grinch's Nationals Diary by Daniel Goodwin

The Journey to Chicago

First crew pick up in Rhode Island, second pick up in Connecticut and off we went. Or so we thought we were off. One trailer bearing was hot to the touch. We cleaned as much grease out as possible, pumped in lots of fresh grease and the bearing cooled down. I had the horrible feeling that this bearing could make us late or miss racing. On we went ticking down the 1050 miles. The three of us had tons of things to catch up on and sea stories to remember. We were splicing new lines in the car and running down the worklist to be completed once we arrived at the regatta.



Luke and Dan - Coffee Stop All Roads Lead Through Ohio Team Grinch Practice Day

Items Replaced/Repaired Before 1st Race

1. We finally changed to Tac Tic compass
2. We installed a fraculator to stabilize the rig
3. We installed new spinnaker and jib halyards
4. Loos Gauge readings seemed off
Note: replace this device every 20 years!
5. Turnbuckles were worn and dry
Boeshield T-9 spray worked like magic
6. Replaced entire vang for gust response
7. All winches cleaned, new springs & grease

Thank You

- Crewmates Rob, Luke, Craig and Bonnie
- Christina and Maria for letting Rob and Luke join me for the week
- Gordon Goodwin for pulling it all together
- Wendy Goodwin - keeping The Grinch sailing
- Harding Sails - Old Grinch spinnaker saved us
- Kristian Martincic for delivering 6mm line
- Doug and Corey, our fabulous Chicago hosts!
- CCSB Team for stocking regatta with spares
- Dan Coughlin for use of his Loos gauge



Syrinx and Grinch 1st Around



Grinch Pancakes



Partial List of Post Race Repairs

1. Harken traveler car blocks shot
2. Thru-deck block ball bearings gone
3. Vang shackles bent in heavy air
4. Bilge pump mount re-glassed

Aeolus Wins Third Shields Championship in Challenging Conditions by Tim Dawson

Aeolus owner Tom Hirsch crewed in a past Shields Nationals in Chicago for Dr. Charles Shoemaker, a Fleet 9 legend on #245 *Hawk*. He's always said he'd like to go back when the Nationals returned. This year we finally had the opportunity!

Our current team consisting of Tom, Nate Frizzell, Kyle Martin, Scotty Innes-Jones and myself has been sailing together since 2010. We have competed in all but two of the National Championships held in that time, winning in 2012 and 2013, with a few close misses in others. It's difficult to field a team for 22 summer Wednesdays, so we end up filtering 3-4 people into the crew we have on standby over the course of the summer. Having a good consistent crew has been the key to our success over the years.

Our trip to Chicago almost ended before it started. After getting through New York, we stopped in New Jersey and noticed that the trailer wheels were very hot. We'd recently had the trailer serviced, so we found it a bit odd. The local mobile trailer service technician found the brakes simply required adjustment. We were back on the road and on our way.

We arrived at the Chicago Yacht Club around 3 am, dropped the boat at the club and made our way to our Airbnb for a few hours of sleep. We went to the Cubs game that evening. None of us had ever been to Wrigley. As Red Sox fans we appreciate friendly old ballparks! **Right: Aeolus & Chicago Skyline** **Photo Credit: Karen I. Hirsch**



How to best utilize practice time before an event is always an important consideration. We have been sailing long enough together that we're comfortable with our trim settings and boathandling. Our first focus is on making sure the boat is rigged properly and the rig tune is looking good. Our focus then shifts to knowledge of the racing area and getting a feel for how the boats that we've not seen before sail. One of the most important things to successful Shields racing is how you position yourself with other boats. John Burnham from #107 *Grace* once wrote, "Shields don't like to be around other Shields". We always take that to heart. Our top priority is always to try to get into clean air and open water, but obviously at the beginning part of races you need to sail from a crowded starting line and in some tight lanes. Knowing if other boats sail higher or lower than our normal upwind mode is valuable information for how we want to position ourselves to start a race.

It was very light air on the practice day, so we weren't too sure how much we were going to get out of the day. During the practice starts we learned two things that would help form our strategy for the next three days. It was obvious that no one was going to be intimidated by the golden shield on our mainsail signifying a past National Champion and let us start however we want. Sometimes we find that boats like to stay away from us which makes things easier. It was clear that was not going to be the case and a couple were particularly aggressive with us as if the golden shield was a target! We thought our speed would be good enough to win if we sailed well. If we have a weakness it tends to be in the very light air upwind so it's always good to confirm you're going well in what you think is your weakest condition.

Friday's racing was going to be challenging due to very light air. With a potentially stormy forecast for the weekend, the Race Committee was eager to try to get 3 races in on the first day. Our goals for the day were to start clean and try not to sail a "throwout" race. We always say, "You can't win the regatta on the first day, but you can lose it". Tricky light air days at Nationals bring back bad memories from Larchmont in 2014, where our light air finishes of 18 & 22 cost us the regatta despite winning four of the seven races in the series. That one still stings!

I had only sailed in Chicago once before and our local knowledge research all seemed to say that there was unlikely be a dominantly favored side. It was key to keep heads out of the boat for the best breeze, generally favoring getting offshore when possible. Our plan was to start conservatively and have a good lane going towards the left side of the course, which was the offshore side. To John Burnham's point, it's always best to get in front of the main pack and out of the fray as soon as possible. There aren't huge speed differences in the boats, so grinding back from behind can be difficult. Despite average starts at best, were able to post a 1, 2 in the first two races. As the wind got lighter, it seemed unlikely to complete a 3rd race, but given the weekend forecast it made sense for the committee to try. Thankfully for us, the wind died completely and race 3 was abandoned. We were in the pack at the leeward gate and forced to the left gate heading to the right side upwind and fell into a hole. At the time the race was abandoned we were in 10th or 11th. It could have been a much different event had that race been completed!



We were happy to survive the first day and head into the windy weekend with the lead with *Syrinx* and *Bit-O-Honey* close behind. We've sailed against *Syrinx* many times, but never before against *Bit-O-Honey*. We took notice of their strong day and expected they would be a factor the rest of the way. We're comfortable with our heavy air speed, but the Marion guys are used to sailing in a lot of wind also.

The weekend would seem like an entirely different regatta, and the two days were nearly carbon copies of each other. Strong south-westerlies from the city replaced the light easterlies we'd had for the past two days. We had a similar strategy to day one, don't necessarily try to win the start, but get off the line clean and let our speed work for us. With the wind coming straight from the city, we weren't sure what to expect as far as what side of the course would be better. It was very puffy and shifty and would get shiftier the closer to the windward mark we got. Keeping the boat on its feet and staying on the lifted tack would be the keys to the day.

Our conservative starting strategy put us behind a couple of times. In less extreme conditions, our starting could have come back to bite us. If we had to do it over again, we would fight harder for the favored end of the line like we do in our Fleet 9 racing. But in what could be considered nearly survival conditions by Shields standards the fleet tends to get pretty spread out and it became apparent in the first heavy air race that *Bit-O-Honey* was the boat we would have to beat. They had similar speed to us upwind and they would be difficult to pass when we got behind them. Sure enough, we traded 1sts and 2nds the next four races, which was enough to secure the win in what turned out to be a very tight series and our 3rd National Championship.

Above: The Fleet Downwind on Friday

Photo Credit: Karen I. Hirsch



The weekend provided some of the most difficult downwind sailing I have encountered on a Shields. Big shifting puffs in the flat water caused some spectacular wipe outs within the fleet. We had two very close

calls where we nearly crash jibed, but generally we kept it together downwind, which proved to be very important. We've raced in 20+ knots several times, but always with much bigger waves which actually makes the boats much more stable. The flat water with big puffs and shifts made for the most stressful Shields sailing we have ever done, knowing that a single wipeout could lose us the event. At the final moment of the last race heading for the finish we got a big lifting puff and for a moment it seemed like we'd sail past the gates unable to turn down to the line!

The Chicago Yacht Club did an outstanding job of putting on the event in what turned out to be difficult conditions for running races at both ends of the windspeed spectrum. The club did a great job making us feel welcome with great social events as well. Thank you to all from the CYC all the other boats that made the effort to attend. We hope to see you next year in Oxford!

2019 Shields Nationals Awards - Race Results Available on Page 2

National Champion - #254 *Aeolus*

Tom Hirsch, Tim Dawson, Nate Frizzell, Kyle Martin and Scotty Innes-Jones

Kap Dun Trophy for Highest Finishing Fleet - Fleet 10, Marion, MA

Cornelius Shields Memorial Prize - Kenneth Deyett, Marion, MA

Gordon Benjamin Memorial Newcomer Award - Tom McManus, Indian Harbor, CT

James B. Moore Senior Skipper Award - William Berry, Marion, MA

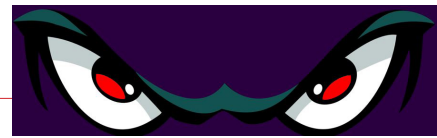
James B. Moore Junior Skipper Award - Jason Carminati, Monterey, CA

Take - A - Bow Award - Fleet 21, Tred Avon Yacht Club, Oxford, MD

Above: Shields being Towed on Friday Below L: After the Start Race 2

Below Right: #88 Peanut and #207 Circe at Weather Mark All Photos: Karen I. Hirsch





Observations from “The Bow Committee”

Rest assured...we are watching!

Each year the excitement and nervous energy of competitors for the Shields National Championship includes the extra stress of NOT becoming the next honoree of the “Take-a-Bow” trophy. Completely avoiding misadventure for 4 or 5 days is a tall order for most sailors. Somehow, misfortune, accident, shame and scandal are plentiful enough for several worthy Bow Contestants.

Generally, the anecdotes qualifying a boat as a nominee are assembled by the Bow Committee throughout the regatta. The Committee is comprised of former Take-a-Bow Trophy recipients at the regatta. Prior to the awards, the committee will select honorable mentions and the winner for the Take-a-Bow award. This year, the awards were in a compressed format, so we’re including some details for anyone who misses the traditional format, or who wasn’t at the Regatta.

Honorable Mentions-

#248 Grinch was an early frontrunner having had their truck towed and impounded, forgetting the keys at CYC and nearly missing the Cubs’ 10-inning loss on Wednesday...and exploding their kite during a practice set. Were these guys trying for the prize?

The Race Committee had diverse conditions to manage and were consistent. Each race was shortened from the class rule six miles regardless of wind strength under 5 or over 25. Race 3 was canceled as several boats rounded the weather mark in a fair breeze. By the time they forgot to award the Championship Tray, the Take-a-Bow Award had already been presented.

#237 Bit-O-Honey was slowed down with brake and bearing trouble in New York, broke two poles in two races on Saturday, AND had their candy stolen by the Grinch. The heist was three months too early and nowhere near Who-ville. Reserve provisions were deployed to serve the fleet Bit-O-Honey during the postponement. **#239 Syrinx** was rumored to have stowed away the lake-soaked stash of Bit-O-Honey. This is NOT the recommended recipe for saltwater taffy.

An **unnamed boat** crashed into a moored boat while trying to get to the dock without a jib on the last day. Lack of naming is designed to preserve this sailor’s reputation at CYC.

#11 Déjà vu had the best hair throughout.

Masthead Editor Eric Anderson for shortening the Grinch’s Travelogue from 17 pages to just 1.

The Housing Committee did their best. With 2.74 million residents, many of the best spots in Chicago weren’t available.

#207 Circe made a late and spirited attempt for the Bow Trophy when the skipper went overboard in the last race and was rescued by a patrol boat and was scored DNF.

#238 White Rabbit showed up at the Saturday dinner at 1700 rather than the scheduled 1900 (the math is tricky). The Monroe Station experience was new for many of the visiting teams. It may have been a new experience for some of the Chicago crews too.

Eye-witnesses from Marion and Indian Harbor are reasonably sure that it was the **Red Boat from Michigan** that snapped the parking gate when it crashed down on their bow having opened politely for their truck on the way out of town. They charged ahead to the next turning mark to make a seamanlike rounding at Lakeshore Drive.

Lastly, we were all very grateful for all 854 professional photographs of Friday’s light air racing. Unfortunately, the extraordinary racing conditions and the epic photo opportunity from Saturday’s and Sunday’s racing is completely lost to history at this time.

Fleet News

Fleet 1 - Larchmont Yacht Club

submitted by Doug Millar

Fleet 1 sailed 30 races this year, with 10 Shields qualifying for the season and 13 boats total in the water. The racing was highly competitive with different race winners. Larchmont Race Week was held in July. We had 9 races, with new Fleet 1 member Doug McKiege's #220 *Natalie* and 3 bullets for 1st, Takata/Campbell/Wertheim, #176 *Katherine* was 2nd with O'Shea/Sawyer, #41 *Havoc* in 3rd. The Overall Season Winner was #176 *Katherine* with #220 *Natalie* 2nd and Werblow/Gesing/Pujadas, #25 *Checkmate* finishing 3rd. Fleet 1 held its Annual Awards Dinner in October and honored Fred Werblow with the Hoke Simpson Award, for his continued devotion to the Shields Class and to honoring the spirit and values of One-Design sailing that Corny Shields championed in creating the Shields Class. We look forward to 2020 with a few new and old Fleet 1 members joining us, including #26 *Tango* with Kevin Hynes and Karen & Dan Ronan and #142 *Intime* with new owner Michael Kohler.

Fleet 2 - Indian Harbor Yacht Club

submitted by Tom McManus



On September 14th Indian Harbor Yacht Club hosted its 10th Classic Yacht Regatta, open to classic yachts, spirit of tradition yachts and classic One-Designs. The regatta consisted of 6 classes that ranged in length from a Buzzards Bay 14 to the Herreshoff-designed "Ticonderoga" at 72.

The Shields division consisted of 10 boats -two of our own from Indian Harbor Yacht Club and eight from Larchmont Yacht Club. We sailed the long course at a distance of approximately 12.5 miles. The race started on a beat to a dropped mark within the harbor and then proceeded to the

open sound through the east channel towards Stamford. **Left: #207 Circe at Classic Regatta**

Fleet 3 - Chicago Yacht Club

submitted by Michael Schwartz

CONGRATULATIONS Fleet 3 Season Winners!

First Place	Gary Ropski	Insidious	Right: Local boats Sapphire & Insidious Photo: Karen I. Hirsch
Second Place	Sam Vielleux	Hell Cat	
Third Place	Kristian Martincic	Peanut	

2019 proved to be one of the most trying seasons ever for the one-design fleets. Out of a schedule of 36 potential races, only 16 were sailed. This excludes the Friday/Saturday/Sunday schedule for our National Regatta. Of course, the weather for the Nationals mirrored that of the entire season: too little wind or too much. At least the fifteen boats competing in Nationals were spared the nasty seas of North Easters this time around.



In addition to the Season Awards, the fleet recognized Kristian Martincic with our Achievement of Excellence Trophy for his untiring work on the 2019 National Regatta. Kris and first mate Nikki, in spite of unusually difficult family and business obligations, managed to put it all together in the form of a great competitive event. Congratulations too to Sam Vielleux our Shields Class VP.

Fleet 4 - Northern Massachusetts

submitted by Rick Gibson

2019 is Doug Allen's fiftieth year sailing #75 *Finesse* in Marblehead. Five years ago at the Fiftieth Nationals in Larchmont, Doug led Fleet 4's entry in the Legends races for Shields sailors with "a distinctive connection with the class." While some of us have seen a lot of fiftieths recently, including the boats themselves, the class championship, old school reunions, our wedding anniversaries..., don't those all rather pale in comparison with fifty years sailing the same boat?

Fleet 8 - Edgartown Yacht Club

submitted by Steve Mettler



We enjoyed active and competitive racing in Edgartown 2019. Our season of weekend racing began in early July with the Independence Series and ended in late August with the Commodores Cup. We had typically four to six boats on the line for most races during the summer. New-comers, Lindsay and Jason Majane in #128 Mystic and Bruce Stewart, were welcomed and provided excellent competition. These new boats help to offset the retirements of long time competitors, Tim Bryan in #223 *Aileen* and Jeff Randall in #219 *Trouble*.

Richard Robbins, Fleet 10 Marion, came over to Cow Bay for the Edgartown Regatta in July. Edgartown was represented at both the Buzzards Bay Regatta in Marion by #251 *Amusing*, skippered by Paul Mitchell, and at the Shields Nationals in Chicago by #11 *Déjà vu*, skippered by Steve Mettler. At these events, we were able field boats by merging crews from different boats.

Above: Cindy Delotto, Steve Mettler, Stu Randall and John Stevens at CYC

Fleet 8 is looking forward to another great season of racing in 2020 locally and nationally. We plan to participate in the Ocean Great Lakes Challenge in Marion and the Nationals in Oxford.

Fleet 9 - Ida Lewis Yacht Club

submitted by John Burnham

Newport's largest one-design fleet enjoyed an extremely competitive season in 2019, supported by the ILYC Race Committee. Ted Slee with regular helms Andy Green and Betsy Alison captured the John Robertson Memorial Trophy with a dominant performance in the Wednesday night series aboard #33 *Maverick*.

Tom Hirsch and Tim Dawson aboard #254 *Aeolus* did Fleet 9 proud by winning the Shields Nationals. This was their third Nationals title and the fleet's 8th win in the last nine Nationals sailed.

Jamie Hilton's #217 *John Dory* won the Wednesday spring series and finished among the Wednesday night season podium. #107 *Grace* won the Manice trophy for best overall performance in weekend and Wednesday racing combined. Burnham and Baer also took home the Aloha series trophy for weekend racing.



Overall participation was down slightly with approximately 15 boats racing on an average Wednesday night. This winter, the fleet's executive committee is taking a look at ways to reverse the trend and has also assembled a good list of local boats available for sale or charter or whose owners may be open to partnering.

In 2020, we welcome two new boats. Scott Foberg and John Muccini will be sailing #151 *Meander* and Ben Paterson on #1 *Columbia*. **Above: Fleet 9 on Wednesday Night**

Ted Slee was recognized for extraordinary service to the fleet for the past nine years, five as secretary and the past four as fleet captain. Kurt Edenbach also stepped down after filling his second stint as secretary. The new committee elected is John Burnham, fleet captain; Mike Toppa, executive officer; Bill Doyle, secretary; Ron Oard, treasurer; David Bush-Brown, at large.

Fleet 10 - Beverly Yacht Club

submitted by Dan Goodwin

The Marion Fleet season starts in May for boat prep with racing starting by the end of the month. Fleet 10 participated in the Edgartown Regatta, the Buzzards Bay Regatta and the Shields Nationals. We welcome two new boats to Fleet 10: #124 *Fluent* and #223 *Aileen*. #19 *Dione* is expected to join for the 2020 racing season as well. All of the newcomer boats are well supported by current fleet members. **Right: Fleet 10 at Wrigley Field**



The Shields National Championship was held in Chicago, 1,050 miles from Marion. All four Marion Boats (*Bit-O-Honey*, *Syrinx*, *The Grinch*, and *White Rabbit*) were in the water practicing and getting inspected two days prior to the first gun for racing. Fleet 10 defended its Kap Dun Trophy from 2018 which is awarded to the fleet with the combined highest finishes. Our own Ken Deyett was elected Shields Class President while Rich Robbins continues as the Webmaster. Please join us for the OGLC next summer in the beautiful village of Marion.

Fleets 12 & 7 - Monterey Peninsula Yacht Club

submitted by Eric Anderson



2019 proved to be a memorable racing season for our fleet. It began with hosting the Oceans Great Lakes Challenge in April, our second time hosting this prestigious event.

We had 15 registered Shields for the season with 8-9 most Wednesdays and similar participation for our Sunday series. Top finishers for the season were #187 *Yankee*, #103 *Stillwater* and #191 *Tiburón* for One-Design events with *Stillwater* winning the the Sunset Series Championship. #69 *Mokey*, a Shields crewed entirely by MPYC junior sailors, won several awards and the final OD race of the season! **Left: Konigshofer Regatta**

2020 will see some transition for our fleet with past champions Michael Polkabra and Pakthun Shah stepping down. *Yankee* has new owners in Becky Brock and Erin Myers Madeira and will remain active. Ashley Hobson will serve as our Fleet Captain.

Our Navy boat and crew (Fleet 7) received generous funding from the NPS Foundation and is planning extensive upgrades to #139 *Delaplaine* for hardware, sails and rigging.

Fleet 17 - Coasters Harbor Navy Yacht Club

submitted by Ron Oard

The Newport Navy Shields were pulled the second week of November and placed in their new winter home, as the boat shop was shuffled to another building on the base. Unfortunately, the new building does not possess heat or running water, making it impossible to work on the boats during the winter. Or perhaps at all, without running water or an eyewash station. It's an OSHA safety thing... The Navy has plans to install heat and water, but it's unlikely to be anytime soon.

This was followed by the unfortunate news that the Navy plans to sell four of the five remaining boats as a cost avoidance measure. They have to hire a crane each time the boats are launched and removed from the water. They plan to keep only #158 *Glory* since they have a trailer for one boat. This season only *Glory* was chartered for racing (by yours truly), and without the revenue to offset expense they have little desire to keep the boats. One boat has already been sold.

As for the racing, *Glory* participated in the Fleet 9 Wednesday and weekend racing all season with pretty much an entirely new crew. We were fortunate to have several active duty personnel from the Surface Warfare School and Coast Guard join us this year.

Fleet 18 - Macatawa Bay Yacht Club

submitted by John Gronberg



We began our year by competing in the Ocean Great Lakes Challenge in Monterey. We had a magnificent time and learned a great deal. We concluded the season by fielding 2 boats in the Chicago Nationals! Thank you to Fleet 3 for all the hard work! Our 2 crews learned a lot and enjoyed the friendships made.

Our fleet includes #193 *El Bandito*, owned by Guy Heistand, the only holdover from the original Fleet 18. #132, originally owned by Chris Smith, the son of Chris of ChrisCraft, is now owned by Kurt Sale and Rich Dirkse. The balance of Fleet 18 is #13 *Erica* John Gronberg/Jafer Patterson, #22 *Sambuca* John Gronberg, #170

Chaste Russ Six, and #40 *Rebecca Lee* by Tom Buddie. **Right: Iceboats are a Winter Diversion at Macatawa Bay YC**

Contact John Gronberg via email at john.gronberg@gmail.com or 616-403-4569. We are interested in knowing of any boats or Shields equipment that may come available.

Fleet 19 - Mason's Island Yacht Club

submitted by Bob Banas

Fleet 19 suffered a series of unexpected and unavoidable events last spring that reduced the number of boats in the water to three! Just before the first race additional complications prohibited one of those boats from racing. With the fleet down to just two, the format converted to match racing so #7 *Rip* and #114 *Sophie* spent the summer battling one on one. Skippers Dan Van Winkle and Al Burnett enjoyed the head-to-head competition and raced as if they were vying for the America's Cup. Every race was a hotly contested tactical duel with very tight finishes. At the end, Danny Van Winkle, with Jim Gibbs at the helm, Claudia Koerting and Jonathan Tobin crewing, came out on top and took home the champion's trophy. In mid-August #79 *Rebel* was finally able to join in the fun so the final two races had three boats on the starting line.

Back in the early spring no one foresaw that our fleet would unwind so quickly. Despite the unanticipated reduction in the number of boats in the water the teams that raced had an enjoyable season. However, we expect the entire fleet to return in 2020. We fully anticipate that all five boats will race next year. **Right: Al Burnett and Chris Wick**



Fleet 21- Tred Avon Yacht Club

submitted by Harry Seamans

Another season of racing is over and we anticipate next year. Plans have been started for Shields Nationals 2020. We are most excited about hosting and are expecting a great turn out.

We finished up our season with seven boats registered. This was a good turn out with very close competition. We all had moments of glory. That's what so great about these boats, anyone can win at any time! The winds were very favorable each weekend but very shifty at times. One weekend we followed the race committee up and down the river many times as the wind shifted here and there, very discouraging for all. There was also heavy rain involved to make it a most miserable day on the water. We did, however, get three races off that day with very close finishes by the two leading boats for the series and high point for the year. *Liberty* started out that morning being one point ahead of *Intrepid* but quickly fell back. *Intrepid* took the lead after the first and sailed well the next two leaving *Liberty* behind by three points and losing High Point position. As they say, there's always next year. Congratulations *Intrepid*, well done. Be ready for a great 2020! **Right: #98 Intrepid and #180 Seagull**



Join the Shields Class at the 2020 Nationals in Oxford, MD