

THE OFFICIAL NEWSLETTER OF THE SHIELDS CLASS SAILING ASSOCIATION

# eMASTHEAD

CHRISTMAS ISSUE 2020







**Fleet 21 Champions - Crew of Intrepid #98 L to R: Tait McCarthy, Peter Maloney, Elizabeth Wainwright, and Ed Cassidy. Not pictured: Bob Dunning**

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Also see the class website [www.shieldsclass.com](http://www.shieldsclass.com)

**Cover Photo: Paul Todd/Outside Images**

Class Webmaster - Richard Robbins

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# Photo Gallery



Clockwise begin Upper Left - Ken Deyett and Bit~O~Honey #237 at NYYC Regatta 2020, Courseboard at Beverly Yacht Club in Marion, summer 2020, Russell Six and Chaste #170 at Chicago Nationals 2019, Helen #257 in Monterey Bay circa 2015, and Kevin Hynes on Tango #26 at NYYC Annual Regatta 2020



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## President's Message

The Star Wars philosophy of the force is a symbol of dualism and complementary interconnect- edness of the dark side and the light side. It is a symbol of opposite forces constantly waning and waxing in the hopes to restore balance. 2020 has severely disrupted this balance, creating a year where many were not even able to totally enjoy their dearest passion, yacht racing. Yet, The Shields Class Association has endured the volatile force of the 2020 season, conquering obstacles we were not even aware existed in 2019. At the beginning of this year, we had some exciting plans for 2020; plans of a North Sails seminar, the Ocean Great Lakes Challenge, the New England Championships, the Classic Yacht Regatta, and the Shields Nationals in Oxford, not to mention the numerous fleet events there were scheduled. As Shields sailors, we are used to the sometimes drastic shifts in the wind, the cycles of the tides, and the notion that the best "balance" is seldom flat but often with just a little heel. Sailing makes us adaptable, constantly adjusting to the force of our surroundings, but no one was prepared for the drastic wind shift of 2020.

The power of the dark side canceled the plans of a North Sails Seminar organized by one of our Shields Class Jedi, John Burnham. John and the North Team pushed back with the power of the light side of the force. It was decided they could host a webinar which gave us all something to do in the early season.

Although the dark side continued to push at the beginning of the season, the members of the Shields Class adapted and strove to bring balance back. We wondered if we would have any fleet racing at all this season. But the force inside us enabled all the fleets to hold some type of racing. As the force struggled for power over the OGLC and the Shields Nationals it seemed inevitable the dark side would be all-consuming. Countless hours of hard work went into each event. The leadership struggled whether to hold or cancel. The decision was made for the OGLC to postpone to 2021. With the gracious offer from the Larchmont fleet to give Oxford their 2021 Nationals spot, it made it easier for Pete Bailey and his group to make the right call to postpone until 2021. But Pete was not finished. The Oxford team pushed back to restore some balance and reminded us of the generosity and kindness of our Shields community. With a generous discount for the 2021 Nationals, Pete and his team got an impressive 24 Shields to pre-register for the event... an act that gave us all hope that balance would be restored.



**The Shields Class Constitution states in Article II "Objects" that... "The objects of the Association are to promote Corinthian racing of Shields Class yachts and to maintain the one-design character thereof as sponsored by Cornelius Shields and designed by Sparkman and Stephens**

Despite all the obstacles in 2020, two top events took a stand against the darkness. We saw strong leadership from Steve Mettler and the Edgartown Yacht Club and Tom McManus at Indian Harbor. They pushed through the dark force to hold the New England Championships and the Classic Yacht Regatta. The impressive Edgartown Yacht club got 12 races in over three days while keeping the competitors safely housed and fed. Team Rascal won the one-day event at Indian Harbor as they kept social distancing on the forefront.

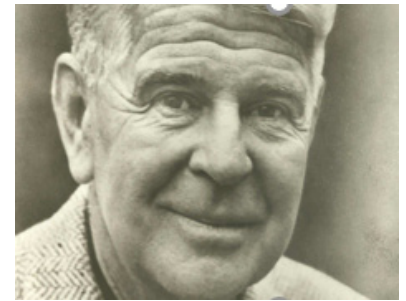
In early October, the force was with us as John Burnham and Ted Slee helped organize the Shields Class at the New York Yacht Club's 166th Annual Regatta. Two events over three days brought 14 Shields to race in this event. It would be as close to National racing the class would get in 2020. There were multiple national champions in this field, evidenced by the numerous gold Shields on mainsails. After 9 races in three days of competitive racing in Narragansett Bay, the Jedi duo John Burnham and Reed Baer shined as they won both events.



A tremendous amount of hard work by key members has made our class grow stronger and more resilient. I would like to take a moment to show my gratitude to these members by highlighting them here. Rich Robbins is not only our webmaster, but he also led our Shields National Racing Rules Committee which helped pass new recommendations. Doug Millar led the Trophy Committee and restored the Kap Dun Trophy. Eric Anderson spent countless hours editing our eMastheads. Jay Dayton was dedicated to keeping our finances in line. Steve Mettler ran the Zoom end of our meetings and kept our minutes up to date. Finally, Garth Hobson and his Technical Committee worked on our rules and tightened the class specifications. We could not be a class without our 6 class vice presidents, fleet captains, measurers, secretaries, and treasurers all working hard to keep

our class moving in a productive direction. I cannot thank them enough for all their hard work and I hope you will join me in showing them some gratitude when you see them. [Left: Kap Dun Trophy](#)

The pandemic has changed all our lives. It has shown us darkness we never thought existed, but it has also shown us the best way to restore balance is through empathy and the power of generosity. The dark side seems to be shrinking our fleet and class overall. We can push back and restore balance. It is our goal to bring back the genius and generosity of Cornelius Shields, the founder of the class who donated over 100 boats to colleges sailing programs throughout the country.



The formation of the Shields Class Foundation was a source of light during this dark year. This 501 (c)(3) non-profit corporation was created to address several strategic needs of the future of our class. Among the more prominent goals it hopes to achieve include strengthening boat counts of existing fleets, equipping youth Shields crews and establishing fleets at new clubs and locations. Beyond the obvious benefits to our class, this opportunity presents class members and others a tax break on any donation. This foundation needs Shields, Shields equipment and financial gifts so it can implement these programs. I encourage anyone who can donate to the foundation to consider making a 2020 gift and continue the legacy and generosity of our founder, Corny Shields.

I know 2020 a was dark time for us all and darker for some than others. May the force be with us in 2021, may the wind be at our backs, may the new year bring us hope and faith. May the Shields Class excel as our founders dreamed of, may all of you have a happy New Year.

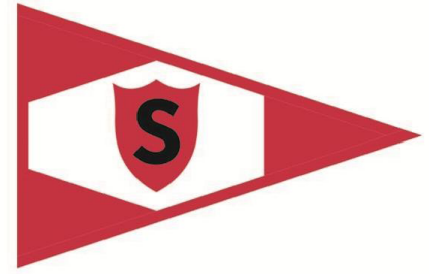
[Shown Below: Ken and Crew at 2020 NYYC Regatta](#)



I will see you sailing Shields in 2021,

Ken Deyett  
Your Shields Class President  
#237 Bit~O~Honey

# SHIELDS CLASS FOUNDATION



The recent announcement of the establishment of the Shields Class Foundation has been welcomed with great enthusiasm. The concept of charitable giving is deeply ingrained in our American DNA. Our class was conceived by and named for one of the great early philanthropists in U.S. sailing history.

The backstory behind the foundation's inception is nothing more than the realization that our class has an uncertain future, as measured in years, but not enthusiasm. Purchases of new Shields from Cape Cod Shipbuilding has slowed to a trickle, and our existing hulls have dwindled at a slow, but predictable linear pace. An internet search for a Shields which was proudly campaigned in a local fleet 20 years ago often returns no results. Many class members know of the one in the Puget Sound which was converted into a cabin cruiser. Other "missing" boats are now owned far away from our racing fleets or have become long-term unfinished renovations, where they reside on trailers with the new Harken traveler track and a Zephyr boom still in the factory wrapping on its cockpit benches. More than a few of our lost hulls end up in a state of disrepair where after several years, they sadly become nothing more than "parts donors" to the remaining racing Shields.

Each of our fleets has benefitted from the efforts of one or more stalwarts who have tirelessly worked to keep their fleet going and attract new owners and crew. It is typical for these heroes to donate parts, knowledge, physical labor and even personal funds to benefit the fleet and continue the local Shields legacy for another few years. These dedicated men and women are the inspiration for the conception of the Shields Class Foundation. We recognize that Shields sailors are passionate about our boats, our class history and we share a commitment to the sustainability of the purest form of one-design keelboat racing available today.

*"The smallest act of kindness is worth more than the grandest intention" – Oscar Wilde*

Our mission statement is - **To preserve authentic one-design yacht racing competition and culture through the introduction and education of new adult and youth sailors to Shields Class sailing everywhere.**

Organized as an educational charity, the foundation stands ready to assist the ongoing efforts of the class and our fleets toward outreach and recruiting new members. This function may take the form of sponsoring informational seminars on relevant topics to coordination and assistance with on-the-water instructional clinics. Consistent with our initiative to introduce new sailors to the class, we hope to also introduce the class to new sailors. We plan to bolster current fleets where numbers are low and to equip one or more youth/college crews at each existing fleet. We also will explore how the class can accommodate adaptive sailing where possible and support Shields sailing at non-traditional venues like Community Sailing Centers.

Individual Americans gave  
**\$292 BILLION**  
to charity last year, according  
to the Giving USA report.

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The foundation is the confluence of several major initiatives. It was designed to marry the commitment and energy of class members with the powerful fundraising capability of a 501c3 charity to extend the horizon of class competition and Shields culture well into the future.

A summary of the major initiatives we plan to undertake

- Establishing new Shields fleets where we have never existed
- Enabling one or more junior Shields crews at each of our established fleets
- Attracting talented high school or college student sailors or "Twenty Somethings" to our class
- Introducing new adult sailors to one-design racing
- Creating Shields sailing opportunities to non-traditional constituencies
- Preventing Shields sailboats from leaving our racing fleets
- Providing an opportunity for Shields Class devotees to donate their boats to an organization committed to keeping them racing

### **The New Green Ideal**

Help us to "recycle" your Shields boats, good condition used sails, deck hardware, spars, trailers and other useful items and in turn, strengthen the class. Through the years Shields skippers have a history of donating each of these items -- whether it was boats to organizations like Oak Cliff Sailing in Oyster Bay or sails to the military and college fleets who had a need.

*"Sooner or later, everything old is new again" – Stephen King*

**The Shields Class Foundation hopes to become the one-stop clearinghouse to fulfill numerous class objectives, offer a tax deductible benefit to those inclined to give and most importantly keep our Shields racing.**

Please visit our website at: [www.shieldsclassfoundation.org](http://www.shieldsclassfoundation.org)

We have designed the website to promote an easy way to make a gift and to supply donors with tax reporting paperwork. Cash donations are easy to make and easy for us to process immediately. Other proposed gifts require some additional information and may involve a review by board members prior to final acceptance. The website will provide paperwork at the time of offering to enable a 2020 gift proposal, pending review for non-cash offers. The "foundation" has been laid to make this dream become a reality. Now we are asking for help from you.

2020 has been a terribly challenging year for everyone. We recognize there are numerous worthy organizations in need of assistance. On behalf of the Shields Class Foundation, I ask you to consider making a gift during 2020 to our collective cause.

Respectfully,



Eric Anderson  
President, Shields Class Foundation



Click [HERE](#) to learn more about corporate matching



## Deja Vu, Anew

by Steve Mettler

I had high hopes for the Shields 2020 Summer Series in Edgartown. John Stevens and I had spent many weekends getting #11 'Deja Vu' ready, and she was looking good. The bottom was sanded smooth, the deck was repainted a bright white, and the dark green Glycoat was buffed. The standing and running rig were familiar and tuned. The sails were in good shape, although not new. She was ready and so was her crew – Cindy Alten-DeLotto, Stuart Randall, John Stevens and me.

It was not a certainty that there would be any sailing in Edgartown this summer. We knew that it would be a different normal after COVID-19 began to spread. Regulations were changing, guidance was ambiguous, and implications for sailing were not clear. As the secretary of the Shields National Class Association, I had drafted our communication that our Class priority was our safety. I was comparing notes on status with other fleets on our monthly calls. Some fleets like Monterey and Newport had started their racing somewhat normally. There was a lot of uncertainty about the larger events. Edgartown was hosting the Shields New England Championships during the Annual Regatta in July.

In June, I was fielding calls from Shields Fleet 8 (Edgartown) members who were not sure about launching their boats. I recall the Edgartown Fleet 8 Zoom call. Anthony Giordano, EYC Commodore, had urged us to have optimism. 'it is always easier to cancel than to organize a new event.' We had enthusiastic support from most of our fleet and decided to race. Four shields decided to launch, #230 Bolero (Ian Smith and Bob DeVeer), #58 Undertaker (Rob Long and Stephen Potter), #76 Tashmoo (Bruce Stewart), and #11 Deja Vu. We also supported hosting the Shields New England Championships during the Annual Regatta.



Then it happened. With about 30 seconds before our first start of the season, at 1 pm on Friday, July 3, with strong North winds and swells, #11 Deja Vu collided with #76 Tashmoo. We sustained significant damage on our starboard side of the hull. We were both disappointed that we could not have done more to avoid. We both retired from the race and made it safely back to the mooring. I was a bit in denial and shock. I imagined damage could be easily fixed and be back into racing. I was incorrectly optimistic. **At Left: Damage to Hull**

Following sage advice from Wendy Goodwin of Cape Cod Shipbuilding to seal the hull with duct tape, John

Klein and I were able to make her seaworthy. I was able to tow #11 Deja Vu over to MacDougall's in Falmouth on Friday, July 10, with help from Tim Bryan and Bob Hurst. The transit was only possible in the dense morning fog with the radar and GPS in Tim's Regulator. This was only one day before a tropical storm was to hit Edgartown which may have caused additional damage.



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MacDougall's did a great job getting her into the shop, evaluating, and providing repair estimates. Unfortunately, the significant damage would cost more than the boat was worth or insurance covered. #11 was a total loss. I needed a plan B. I had the support of my partners including John Klein and crew. #11 Deja Vu missed the New England Championships which the EYC, Race Committee, and Shields Fleet well supported and executed.

Jeff Randall had mentioned that #219 was available and was stored at Edgartown Marine. The terms were too good to be true. Thanks for the generosity of Jeff Randall and partner, Geoff Caraboolad, to make her available. John and I surveyed 'Trouble.' We bought her on the spot and launched her the following week. We removed the previous name on the transom, applied the dark green vinyl decal with the new name, and christened her 'Deja Vu' with a Corona on the bow. We were back in business with the new Deja Vu and in time for the August Series. **Right: No Trouble for New Deja Vu**



Meanwhile the insurance and salvage company had moved the old #11 to a boat yard and listed her for auction. I believe that she was purchased and hope that someone is able to get her back in the water and hopefully racing in a fleet again.

It was great to be back on the water participating in the weekly races in August with the other boats and the crew of (new) Deja Vu. The Race Committee did a fantastic job getting multiple races started. Our fleet was very competitive and fun. Many races were decided by short distances, and I believe that all four boats won at least one race. The last race of the Commodores Cup was an example. We started in first. We were passed by both 230 Bolero II and 58 Undertaker, and then won the gun on a favored port pin on the final upwind finish by less than a boat. Our crew of Cindy, Stu, John and I had not lost a step. The best part was being cheered on by John Klein, Nancy Vietor, and David Vietor.

'Already Seen' is an appropriate name for our Shields #11 Deja Vu. She has had a long and accomplished history. She was one of the first 12 Shields produced by Cape Cod Shipbuilding. She began her career at the U.S. Merchant Maritime Academy at Kings Point and was sailed by our own John Klein. She arrived in Edgartown a long time ago, campaigning successfully for many years by several accomplished sailors. She was a fleet champion winning the Colorado Cup. She will sail again as the (new) Deja Vu. In the end it is just a boat - a piece of fiberglass, metal and lead. What makes her special is the opportunity to sail in Edgartown, with its generous and caring people, Corinthian spirit, and fantastic location. **Left: Cindy Alten-Delotto, Steve Mettler, Stu Randall & John Stevens**



Thank you, Edgartown, and see you next year!

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# Shields - Biggest Fleet at New York Yacht Club Annual Regatta

by John Burnham

When a regatta is to be held for the 166th time, it's worth rescheduling to try to keep it going. The New York Yacht Club Annual Regatta was first run in 1846 and has been held almost every year since, but 2020 being the year it's been, the club had to work at it to pull off the event. Usually a June event, the regatta was first postponed until August and then finally held October 2-4.



The Annual Regatta is normally a big-boat-only event, but the club wanted to maximize participation where possible in a year of pandemic and agreed to include Shields Fleet 9, the biggest keel-boat fleet in Newport, R.I. Fortunately, the timing of the event prior to the fall surge of Covid-19 cases worked out, and four out-of-state boats were able to join 10 local boats for the three-day event: White Rabbit (248) and Bit-O-Honey (239) from Fleet 10, Tango (26) from Fleet 1, and Nemesis (205) from Fleet 2. Ida Lewis Yacht Club provided launch service for the visitors, and we were able to have a physically distant drink or two with some of the crews on the outdoor deck at the club after racing.

Over three days, we shared a course with the Sonar fleet, right in front of Newport Harbor, and we had a full mix of winds—a good westerly on Friday that faded in the afternoon, a 15- to 20-knot southerly on Saturday, and a dying northerly that became a spotty southeasterly on Sunday. The racing consisted of four races held on Friday as a separate regatta while the larger boats raced around Conanicut Island, and then six more as a two-day series on Saturday and Sunday. Seven boats sailed on Friday, and 14 turned out for the weekend.

Ken Deyett's 239 crew posted two firsts and two thirds on Friday, and the 107 team co-skipped by Reed Baer and me matched their scoreline; however, we were fortunate to win the last race and thus win the tiebreaker for the series. With great consistency, David Bush-Brown (121) scored three seconds and a fourth to finish third. [All Photos of NYYC Regatta courtesy of Paul Todd/Out-side Images](#)

The sea conditions on Saturday were often quite rough and frequently random due to all the boat traffic in the East Passage, and although 107 started badly in some races, we had excellent speed, found a few good shifts, and were able to win three of four Saturday races. The reigning national champs, Team Aeolus (254) came out for the weekend races, and while Tim Dawson and crew won the first race, we held them off during the next three. On Sunday, Ted Slee's Maverick (33), another past national champ, stepped up with finishes of 2-1 to finish the series third behind 254 and 107. Top-finishing visitors were Bit-O-Honey (239) and Tango (26) in fourth and sixth, respectively.





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# Ocean - Great Lakes Challenge Returns to Beverly YC

by Rich Robbins

The Ocean-Great Lakes Challenge Cup was born when the Chicago Yacht Club initiated a challenge to eastern yacht clubs in 1915. The first club to accept was Indian Harbor Yacht Club of Greenwich, CT. Addison Hahan skippered the P Class yacht Josephine to victory for IHYC and the cup went to Greenwich. The challenges continued until 1953. In 2014 the event was re-started using Shields Class boats. The 2014 event was held on Lake Michigan (Chicago, IL) and won by the Monterey Peninsula Yacht Club, Fleet #12. The 2015 event was held in the Pacific Ocean (Monterey, CA) and won by the Beverly Yacht Club, Fleet #10. The hosting duties have rotated each year with Larchmont YC and Ida Lewis YC also serving as venues for this event. The participation in this event has grown each year, with the recent three years cups seeing 8 or more crews on the line.

The Shields Ocean-Great Lakes Challenge Cup in 2021 will occur on June 11-13, 2021 on Buzzards Bay, Massachusetts with the Organizing Authority (OA) Shields Fleets 10 (Marion, MA) and the Beverly Yacht Club with support from Shields Fleet 8 (Edgartown, MA).

- Fleet #10 and Fleet #8 provide loaner boats as many as possible
- Each active fleet is allowed one team entry
- Teams provide their own sails, jib and spinnaker sheets
- Boats are selected by random with no team sailing their own boat
- Boats not used by fleet representative teams are available to sponsoring local teams who have loaned their boat
- Practice race on Friday - Regatta racing on Saturday and Sunday
- Housing provided. Food available Friday night and included dinner on Saturday night

Shields Fleets 10 (Marion, MA) and the Beverly Yacht Club with support from Shields Fleet 8 (Edgartown, MA) intends to hold the event Shields Ocean-Great Lakes Challenge Cup as described in the Notice of Race with the understanding this will be done in full compliance with the Commonwealth of Massachusetts (Massachusetts Executive Office of Energy and Environmental Affairs) Guidelines for Youth and Adult Amateur Sports COVID-19 Safety Measures and COVID-19 Travel Order in effect at the time of the event.

Follow this link to register your fleet's crew  
<https://fleet10.shieldsclass.com/oglc/registration.php>



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## Fleet News

Fleet 9 - Ida Lewis Yacht Club

Submitted by John Burnham

Reflecting on our sailing season now, amidst the fall Covid surge, I'm more grateful than ever that the planets aligned and allowed Fleet 9 sailors to have a great, albeit shorter-than-planned season on Narragansett Bay. We were unable to start racing in May as we usually do, and we staged "scrimmage" races with three masked sailors per boat for three Wednesdays in June, but beginning at the end of the month, supported by the Ida Lewis Yacht Club Race Committee, we began weekly racing with four or five sailors per boat with masks in place.

Racing continued through October 7th, and we experienced increased turnout, thanks in part to having four new boats in the fleet and in part to the fact that many other Newport sailors couldn't race their normal boats and wanted to join us. We pushed our Wednesday afternoon start time back 25 minutes to 6pm, which also seemed to help, and 17-20 boats on the start line was a common event. In our non-spinnaker racing, one Saturday per month, we ranged from 6 to 12 boats, a healthy bump up from previous years also. When the New York YC invited us to sail in their Annual Regatta in early October, we were able to invite Shields from other fleets.

Of course, we did very little socializing at that regatta or at any other time during the summer, but we kept up twice-a-week email communications and saw a lot of each other on the water and the docks. We were also able to finish the season and distribute our awards with an informal, fun, and physically distanced outdoor gathering at Belle's Restaurant, which has a sprawling seating area at Newport Shipyard. Mike Toppa (156) won our overall season trophy, and Tom Hirsch/Tim Dawson (254) won the Wednesday Night series overall.

Most energizing was the enthusiasm of our new boat owners, Austin Cohen/Kelsey Patenaude (204), Clay/Nancy Deutsch (258), Eric Shealy (17), and Scott Foberg (151). Most of them raced every chance they got! We're also happy to report that three more boats we didn't see on our starting line this year have acquired new owners who are ready to sail in 2021. They are 66, 101, and 200, and we look forward to introducing their owners to you.



Finally, we had excellent teamwork on our fleet's executive board this year as well, keeping lots of balls in the air as race requirements and schedules changed nearly every week: Mike Toppa (156), Bill Doyle (39/222), Ron Oard (158), David Bush-Brown (121) and past fleet captain Ted Slee (33). Thanks, you guys!





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## Fleet 10 - Beverly Yacht Club

Submitted by Luiza Smith



Like most fleets across the country, Fleet 10 was challenged with the varied restrictions and precautions that were put in place by the State due to COVID-19. That being said, a number of skippers and crew went out for unofficial racing in accordance with our regular schedule (Thursday evenings and Saturday afternoons) and had a ball! While we missed the scoring and post-racing comradery at the yacht club, it provided an opportunity to practice starts and mark roundings, shake out new boats and try new positions within the same boat. We finished our season with our Fall series, held on Sunday afternoons, allowing for family-friendly sailing through Columbus day.

While it was disappointing (but necessary) to postpone the Ocean Great Lakes Challenge in June, we were very thankful that COVID levels reduced in time for us to attend/support Edgartown's 98th Annual Regatta and the 166th Annual NYYC regatta. Fleet 10 was incredibly impressed with how these fleets were able to adjust with the support of their yacht clubs to hold safe and competitive events. While we hope life will go back to "normal", we will definitely take some learnings from these events for the 2021 season. [Above: White Rabbit at NYYC Regatta](#)

Looking forward to next year's Ocean Great Lakes Challenge at Beverly Yacht Club – June 11-13.

## Fleet 21 - Tred Avon Yacht Club

Submitted by Ed Cassidy

Fleet 21 on the Chesapeake Bay wrapped up a spirited though COVID-shortened season in early October. Unable to resume racing until July, the Tred Avon Yacht Club's official one-design class completed 18 races, roughly 2/3 of a typical season. When the dust settled, Ed Cassidy and his crew aboard Intrepid #98 claimed their second straight club championship by winning 4 of 8 races in a closely contested Fall Series. Taking 2nd place for both the series and the season was Jim Alpi's Seagull #180, charging hard with three bullets in the final days of racing.

2020 was unusually challenging for TAYC's Shields fleet with a shortened schedule, several boats sidelined for the year and then cancellation of the Shields Nationals, set for late September in Oxford. However, the club's skippers, crews and race organizers are very appreciative that the class officers have awarded the 2021 championship regatta to TAYC. Coast-to-coast excitement is already building for next year's event with 25 paid pre-registrations and a top-notch PRO and race committee confirmed and ready to go.

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Fleet Captain Harry Seemans (Liberty #110) recently gathered Fleet 21 skippers to finalize plans for our 2021 season. Adding some variety to a full slate of fleet racing, next summer's Shields schedule also features a two-day match racing championship (The Jim Thompson Cup) and a 10-12 mile distance race during the 91st annual Oxford Regatta. To sharpen our skills, the fleet will run several practice starts prior to scheduled races, and also discussed several of the technical changes under consideration or that have recently been approved by the class.

As always, the meeting focused on ideas for building the fleet beyond our 6-7 stalwarts and getting several "sporadic" or "mothballed" Shields back out on the river more regularly. As COVID-related caution eases (hopefully) and with excitement building over our club hosting Nationals, we expect to see several more boats on the line next season. In that vein, veteran Shields sailor John Christ (Merlin #149) has signaled he's returning to action after a several season hiatus. And John Shanahan (Old Paint #71) reports his major, stem-to-stern overhaul of Shenanigans #133 is complete and hints he's assembling a top notch team to campaign her. [Left: Intrepid #98 & Black Pearl #73](#)

An especially welcome development in 2020 was the return to our ranks of longtime Shields skipper Pete Bailey who has reacquired Freedom #255 on which he won four club championships. Although not competing in our Shields fleet races this year, Pete took 1st Place for the season against several dozen PHRF boats in TAYC's summer-long Friday evening beer can series. Not surprisingly, he obviously didn't have much rust to knock off!

In conclusion, all of us in Fleet 21 are deeply grateful we were able to sail this year when so many racing series and events across the sailing world were cancelled due to the coronavirus. We're working hard to pull together a banner season next year and the highlight for us will be welcoming our many good friends from fellow Shields fleets back to Oxford for some spectacular Chesapeake fall sailing next September!

## 2021 National Regatta Update

by Peter Bailey

Fleet 21 and Tred Avon Yacht Club are delighted to be hosting the 2021 Shields Class National Championship Regatta, September 22-25, 2021. After the unfortunate cancellation/postponement of the 2020 Regatta, due to Covid 19, the Shields Class honored Fleet 21 with the opportunity to come back in 2021. [Click the Nationals Logo at Right to Register Now!](#)



During the 2020 Regatta time frame, we held a special promotion to register early for the 2021 Regatta, and 24 boats, representing 8 Shields fleets, signed up with their deposit. We so appreciate this amazing show of support, and we're sure you will agree, with this impressive base, we have the potential to achieve record attendance for our Nationals next September.

With some clarity in the new year, we will be fine tuning our 2020 Regatta Plan with the objective of delivering a Championship Regatta "for the books". We would very much appreciate it if all Fleet Captains, and the already registered class of 24 skippers, would talk up 2021 and help us break some records.

We wish you a very happy Christmas Holiday Season with your families.