



## SHIELDS

ILLUSTRATION BY JIM EWING

"**T**his boat is a thoroughbred of the finest breed. It flies, the way she lies at a mooring, her responsiveness to tiller and boom, everything about her—her quality and beauty." That's what Donald B. Morris, the pre-eminent boating writer of his day, had to say about the Shields one-design in a March 1964 review in *The Skipper*. Yachtsman Arthur Knapp said, simply: The Shields is "lovely to sail."

The boat was crowned by the top sailor of his day, Wall Street financier Cornelius "Corny" Shields of New Rochelle, N.Y. It's hard to imagine a sailor as a nationally recognized sports figure, but Shields was just that. He was on the cover of *Time* magazine in

1955, the year he won the inaugural Mallory Cup, the U.S. men's sailing championship.

The "Corny Fin of Long Island Sound" began his racing career in 1908 after moving east with his family from Minnesota. During the next 47 years—he retired from racing in 1956 after a heart attack—Corny Shields sailed in more than 8,000 races. He made a last comeback in 1958 as skipper and advisor to Columbia's successful America's Cup defense.

An Otis Stephens design, the Shields shows the graceful lines and simple rig of the Sparkman & Stephens boats of the day. She measures just 2 inches over 30 feet LOA—20 feet on the waterline—and

has a slim 6-foot, 5-inch beam. The deep, narrow keel provides more than 3,000 pounds of ballast. Main and jib are 360 square feet, with a 520-square-foot spinnaker.

Morris called the boat "close-winded, nimble in light going, and steady and invincible in heavy weather." The Shields, he said, is a "swart, low-sloping boat of smart appearance and fine all-around sailing ability."

More than 250 have been built over the years, and they're still actively sailed around the country. The 2012 Nationals, sailed at Beverly, Mass., were won by Tim Chasman, of Newport, R.I.

—Mark Knauth