

The Shields One-Design Class

Celebrating Fifty Years of Competition





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Foreward

When Bruce Wellington of Oxford, Maryland, home of Fleet #21, first approached the Shields Class Governing Board with the idea of creating a book to help commemorate the 50th Shields Nationals, the reaction was overwhelmingly positive. That said, I don't think any of us, herself included, foresaw how big a project it would become, and how much time and energy it would take to turn her dream into reality. But Bruce was up to the task. Work on this book took over Bruce's life this past spring and didn't relent until the end of the summer. As the final edits are made and the book goes to print, Bruce gets her life - and her dining room table - back. The Shields Class gets this book. It is a gift for which we will always be grateful.

Dozens of people contributed stories and photos to this book, but the driving force behind gathering the material captured in these pages was Wendy Goodwin, President of Cape Cod Shipbuilding Co. and Shields Class Secretary. Wendy has long been a tremendous resource for the Class. Armed with her deep love and knowledge of the Shields and her exhaustive list of contacts, Wendy was relentless in reaching out to the countless sailors who have made this Class great over the past half century. Just as the history of the Shields Class is closely intertwined with that of the Goodwin family, this book would not have been possible without Wendy's enormous contribution.

Simply put, this book was a labor of love. As such it is a fitting tribute to the Shields Class and its devoted members. Shields sailors are singularly committed to these classic sailboats and to the principles of one design racing. Their passion comes to life in the pictures and stories in this book. This book honors them.



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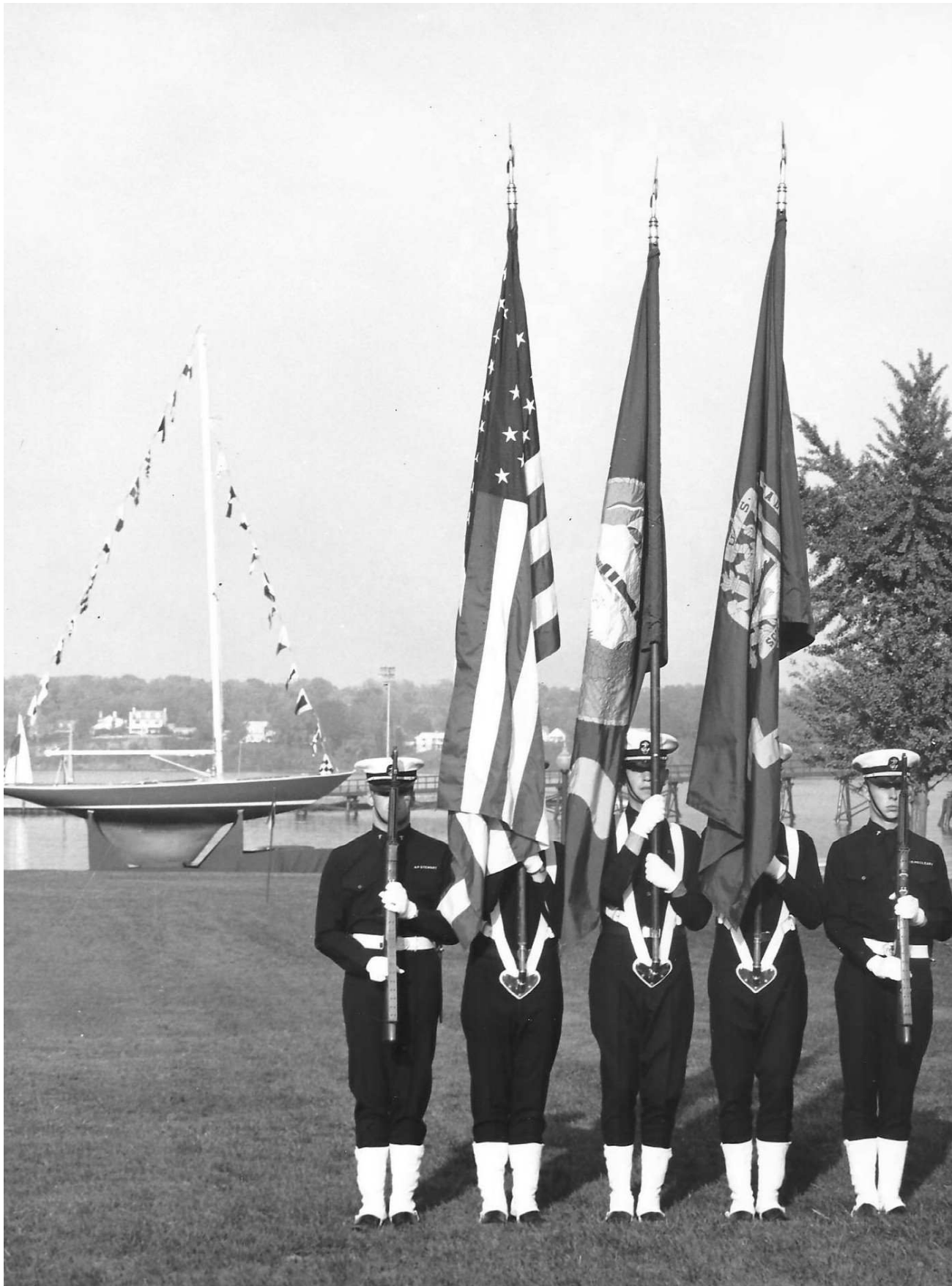


2011 Nationals at Mason's Island Yacht Club, Mystic, Connecticut.

Photo credit: Spectrum Photography/Fran Grenon

Builder and benefactor: E.L. Goodwin and Corny Shields, on the trial sail of Shields #1 at Cape Cod Shipbuilding Co. Wareham, Massachusetts. Corny Jr. says this picture is of his father's very first sail in the Shields.





Official U.S. Navy Photograph. U.S. Naval Academy, Annapolis, Maryland.



NAVY NEWS RELEASE

UNITED STATES NAVAL ACADEMY
SEVERN RIVER NAVAL COMMAND

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NO. 422
BY FERGUSON, JO2, USN

21 OCTOBER 1963

The U. S. Naval Academy will receive five Shields-class racing boats from the Paul V. Shields Foundation on Wednesday, Oct. 23, at 3:45 p.m., during formal presentation ceremonies to be held on the Academy's Worden Field.

Mr. Cornelius Shields, of Larchmont, N. Y., brother of the late Paul Shields, a renowned American yachtsman, will make the presentation at the dress parade of the Brigade of Midshipmen. Rear Admiral Charles C. Kirkpatrick, USN, Superintendent of the U. S. Naval Academy, will accept the boats on behalf of the Naval Academy. Midshipman First Class Walter W. Kesler, of Exeter, N. H., Brigade Commander, will present Mr. Shields with a Naval Academy plaque on behalf of the Brigade of Midshipmen, in recognition of the contribution.

The Academy received the first of the five boats when the "Companion" was brought to the Naval Academy on August 8. The second boat was received during the latter part of August, and the remaining three were delivered earlier this month.

These beautiful boats have already been integrated into the Academy's sail and training program, and recently participated in the Annapolis Yacht Club's Fall Series racing competition.

(more)

The boats have an overall length of 30 feet, two and one half inches, and are 20 feet at the waterline. They were built by the Cape Cod Shipbuilding Company, of Wareham, Mass., and are of fiberglass construction.

The Shields-class boats, developed by Cornelius Shields, and designed by Sparkman & Stephens, Inc., are identical to the ten boats presented earlier to the U. S. Merchant Marine Academy and the New York State Maritime College. Two boats of this class were also presented to the Naval War College in Newport, R. I., by the Paul V. Shields Foundation.

Mr. Cornelius Shields was the first winner of the celebrated Mallory Cup, emblematic of the North American Men's Sailing Championship. He sailed with the racing yacht "Columbia" in 1958, which won the America's Cup competition that year.

Mr. Shields has also presented a perpetual trophy to be competed for annually by the Naval Academy, the New York State Maritime College, and the U. S. Merchant Marine and Coast Guard Academies. The first intercollegiate racing competition for the trophy is scheduled for next Spring.

Mr. Paul V. Shields, who died last December, owned and campaigned the Twelve Meter "Columbia" in 1961-62. An ardent sailor during his lifetime and active in many classes, he was highly successful in the STAR boats, of which he built and owned six. He was also an owner in the very taut Sound Interclub and International Classes. Two Six Meters, "Challenge" and "Rebel" were built by him. Notably successful in International team racing, they were also winners of the Seawanahaka Cup in 1935-1937, respectively.

The Naval Academy Sailing Squadron's first annual Shields Invitational Regatta will be held on October 27, in which local yachtsmen and midshipmen from the Academy's sailing squadron will compete.

(USNA)

October 21, 1963 Official Navy News Release announcing that the U.S. Naval Academy in Annapolis, Maryland would receive five Shields Class racing boats from the Paul V. Shields Foundation.



Official photograph of the US Merchant Marine Academy. The caption reads, "'Two Salts in a Sloop'. The sloop is "Columbia", a new one-design 30-foot sloop of fiberglass. Shield on the sail identifies the new one-design boat. "Columbia" is the fifth given to Kings Point by Mr. Shields who has also given five sloops to Ft. Schuyler to enhance racing on Long Island Sound." Today, this Shields is currently moored with Fleet #8 in Edgartown, Massachusetts.

Michael Tynan, a cadet at The New York Maritime College in Fort Schuyler remembers sail numbers 2 through 6 being delivered. In those days the cadets took the masts out with a j-arm screw davit that was fitted to the pier and they hauled the boats using the training ship's cargo boom.

MEMO

TO: SHOP

DATE: 2/12/63

SUBJECT: SHIELDS CLASS BOATS

The first five boats will be finished as follows:

FORT SCHUYLER FLEET

<u>NAME</u>	<u>TOPSIDES</u>	<u>BOOT TOP</u>	<u>BOTTOM</u>
REBEL	WHITE	VERMILION	SINGAPORE BLUE
BARBARA	MERIDIAN BLUE	VERMILION	SINGAPORE BLUE
VIRGINIA	GRAY	VERMILION	SINGAPORE BLUE
DAINTY	GREEN	WHITE	GLOUCESTER RED
PATTENCE	CAPRI BLUE	VERMILION	SINGAPORE BLUE

The next four boats will be finished as follows:

KINGS POINT FLEET

<u>NAME</u>	<u>TOPSIDES</u>	<u>BOOT TOP</u>	<u>BOTTOM</u>
GOOD NEWS	GREEN	WHITE	GLOUCESTER RED
CHALLENGE	GRAY	VERMILION	SINGAPORE BLUE
BOLERO	MERIDIAN BLUE	VERMILION	SINGAPORE BLUE
COLUMBIA	WHITE	VERMILION	SINGAPORE BLUE
Alice H	Blue		

MR. SHIELDS' BOAT:

NAME
UNKNOWN
Dope

TOPSIDES
SPECIAL GREEN
(R.T.)

(VINYL RAIL TO BE GREEN)

WILLIAM DEF. MANICE, JR.' BOAT:

HULL: WHITE DECK: LIGHT GREEN
BOOT TOP: BLACK BOTTOM: GLOUCESTER GREEN

Cornu

Vermilion Boot - Singapore green

Presenting The



Built by

CAPE COD SHIPBUILDING CO.

A 1963 memo written by Les Goodwin of Cape Cod Shipbuilding Co. The memo was instructions to the shop for the first run of Shields. The boat names were selected by Corny, as were the colors. In pencil under the Kings Point Fleet it reads "Aileen" named after Corny's daughter, was to be painted blue. In pencil under the boat being built for Mr. Shields, reads "DoDo" LYC to be painted a special green. Dodo was Corny's wife's nickname and the LYC was for Larchmont Yacht Club. Many of the boat names here still exist in the class today.



FOR:
Chris-Craft Corporation
Pompano Beach, Florida

FROM:
Oristano-Pearsall Associates, Inc.
100 E. 42nd St., New York 10017
Larry Baker - MU 7-4741

In the 1970's Chris-Craft acquired the molds, jigs and patterns and eventually built 170 Shields. The press release announced that Chris-Craft would be building the boats at a reduced price of \$6,990 from the previous price of \$8,700. In this press release Chris-Craft used a boat built by Cape Cod Shipbuilding Co. because they had not yet actually built any boats.

FOR:
Chris-Craft Corporation
Pompano Beach, Florida

FROM:
Oristano-Pearsall Associates, Inc.
100 E. 42nd St., New York 10017
Larry Baker - MU 7-4741

Shields Class 30-foot fiberglass racing sloop to be manufactured by Chris-Craft Corporation at its Algonac, Michigan plant. The one-design boat was designed by Sparkman & Stephens to specifications suggested by Cornelius Shields, Sr., Board Chairman of Chris-Craft Corporation, world's largest manufacturer of recreational craft. Mr. Shields and the Paul Shields Foundation have donated a total of 18 of the one-design sloops to: U. S. Merchant Marine Academy, Kings Point, L.I., N. Y. State Maritime College, Bronx, N.Y., U. S. Naval Academy, Annapolis, Maryland, and the Naval War College, Newport, R. I. Chris-Craft announced it has reduced the price to \$6,990 from the previous cost of \$8,700.

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Early floatation testing at Cape Cod Shipbuilding Co. in the Wareham River. Seen in this picture are John Anderson, Billy Vaughan, Howard Pierce, John Marshan, Gus Johnson, Erica Francis, Bill Alberg, Tom Von Mello, Ann Francis and E.L. Goodwin (far right). After the photo was taken, Brett Thacher and Richie Neal got in the cockpit and swam around.



E.L. Goodwin, born in 1899 seen here at age 94, in front of his office at Cape Cod Shipbuilding Co.

Photo credit: Wendy Goodwin

Number 5, "Virginia" skippered by Pat O'Neal with his son Pat Jr. seated behind him. On the rail the crew of Mac Wilson and Nick Sparkman, Drake Sparkman's nephew.

Pat O'Neal is a two-time winner of The Shields National Championship. He won the first year at Indian Harbor in Greenwich, Connecticut, in 1965. He won again in his home waters of Western Long Island Sound in 1969. He sailed in Academy owned boats #5 and #166.

Number 5 remains active today, currently sailed by Tom O'Brien as part of Fleet #1, Larchmont, New York.



Number 4, "Patience" owned by Joan Thacher Tiffany and her husband. Joan's father, Ralph Thacher, was a president of the Shields Class. He also was the manager at Cape Cod Shipbuilding Co. and was instrumental in the building of the first twenty Shields.

Joan's brother, Brett Thacher, said that his most embarrassing Shields moment was when he and Kit Cunningham ran "Patience" aground in a squall on the Blankenship Cove side of Planting Island. They swam to shore and had to return at high tide to tow her back to her mooring.

The embarrassing part was that some of Joan Tiffany's Boston friends had rented a home that faced the exact place "Patience" ran aground. The word was all over Boston the next day!

Number 106 "Gremlin" seen here circa 1968, skippered by Buddy Wolf. She was named "Gremlin" after the World War II character.

Shields #106 is now owned by John Mawe of Fleet #1, Larchmont, New York.





Lofting the Shields One-Design at Cape Cod Shipbuilding Co.

Left to right: Designer Olin Stephens of Sparkman & Stephens, Master craftsman Onnie Anderson of Cape Cod Shipbuilding Co. and Sponsor Cornelius Shields, namesake of the Shields One-Design.



Cornelius Shields

In 1909, the then 14 year-old Corny sailed his first race as a skipper. The race was in Stamford, Connecticut, and Corny sailed "Virginia" the 13-mile journey up the Sound from New Rochelle. On the way up to Stamford, Corny's journey on "Virginia" started to go badly. The battens in the mainsail broke, the bobstay fitting let go and then the backstay parted and the tiller broke off at the rudder head. Corny rowed to the shipyard. Two hours later he was back out on the Sound. Although he would get a very late start, "Virginia" came up to the committee boat and sailed across the starting line.

The years had not been kind to "Virginia". As Corny steered with one hand, he bailed her with the other. Corny kept his eye on the boats that had started ahead of him, hoping to catch up to the fleet and maybe beat a straggler. But as he rounded the last mark, "Virginia" was half full of water. He had to keep her going while at the same time keep her from swamping! As "Virginia" wallowed across the finish line Corny shouted to the committee boat, "Who won?" The committee asked, "What class are you in?" Corny replied, "Special class R!" The response came back, "There are no other "R" class boats out today. You are the only one." Corny had won his very first race by default. After ten minutes of bailing out "Virginia", her bilges were dry and Corny set off for home.

Reluctantly in 1913, Corny sold his beloved "Virginia". The Larchmont Interclub One-Design was now his preferred class. He made a deal with a family friend to use one of the club boats. Eventually Corny bought his own boat and named her "Barbara". At 22 he won his first Long Island Sound Championship.

Corny joined the Navy at the start of World War I. In those days each squadron had a sailboat for racing competition. In 1918, when Corny was stationed at Guantanamo Bay, Cuba, he skippered the winning 33-footer in a fleet competition. At the war's end Corny headed back to New Rochelle. He proposed to a young girl with "lovely brown hair and a sunny disposition" named Josephine Lupprian. Her friends called her "Doe." Corny made the supreme sacrifice, selling his beloved Interclub, "Barbara", to pay for the engagement ring.

All through the 20's and 30's Corny packed as much sailing as possible into his busy schedule. He and his brother Paul opened their own investment firm, Shields and Company, in New York City. Doe and Corny had two children, Corny Jr. and Aileen.

Corny's beloved R-Class
sloop "Virginia".



The Seawanhaka Cup

Held since 1895, The Seawanhaka International Challenge Cup for Small Yachts, or The Seawanhaka Cup for short, was one of the most coveted international small boat trophies in the world. Numerous countries including the U.S., the UK, Canada, and Norway had won the cup. Corny's brother Paul commissioned a 6-meter yacht they called "Challenge", and in 1935, he and Corny sailed in defense of the cup against Norma IV, owned and sailed by the Crown Prince Olav of Norway.

The regatta was a best of five-match race. Corny and Paul got off to a rough start, losing the first two races. Lose another race and the regatta would be over. When they got back to the harbor they were approached by Walter Bowes, founder of Pitney Bowes. Walter told Paul and Corny that they should not be discouraged and that everything would turn out all right. Walter announced he would be their manager. First, he wanted them to ditch their genoa for a new one. Then he, Walter, would go visit the crew of Norma IV. He would extend some of his famous hospitality and see if he couldn't keep them up half the night.

By the third race, Challenge had a new mainsail and larger genoa, and Corny and Paul won by 40 seconds. They went on to win the fourth and fifth races and take home the Seawanhaka Cup, a trophy that Corny felt was one of his finest. Corny never learned whether Walter Bowes had kept the crew of the Norma IV up half the night, but he knew the competition was some of the best he had experienced. The brothers would repeat with a second successful defense two years later.

The IOD

During that time Corny was very active in the Larchmont Interclubs, but he felt that the Interclub boats had lost their uniformity and no longer provided fair competition.

If a new 6-meter boat could be designed, it would give skippers a chance to compete more economically and on a more equal footing.

Corny persuaded a group of fellow enthusiasts to start a new class. Inspired by the 6 Meter, "Saga", created by the famous Norwegian architect and builder Bjarne Aas, it was to be designed and built in Norway. They were 33' 5" long, with 426 square feet of sail area. The frames were oak, the planking Oregon pine, the decks canvas-covered spruce and the standing rigging was stainless steel. Corny's brother Paul, dubbed the class The International One Design class, or IOD, and an announcement about this new class was mailed to Larchmont Yacht Club members and other Interclub owners from Long Island Sound. The formation of the new class was met with overwhelming enthusiasm. The IODs would be sold for \$2670, a fraction of what some Interclubs cost. In December 1936, a fleet of 25 IODs were delivered from Norway, and they began racing on Long Island Sound the following summer.

Corny said this of the new class, "They are the loveliest boats in the world to sail. Nobody will ever come up with a better boat." The IOD quickly grew in popularity and could soon be found elsewhere in the U.S., the UK, Bermuda, Canada, and Norway. As had been Corny's vision, skippers could sail against each other on even terms and in borrowed boats.



Corny and Doe Shields



Corny and Doe's daughter Aileen, seen here at The Adams Cup. Originally the Hodder Cup, The Adams Cup was a sailing championship started in 1924 specifically for women. Aileen won the Adams Cup in 1948.

Frostbiting

To Corny's delight, in addition to the introduction of the IOD Class, another big change came to sailing in the 1930's. Bill Taylor, managing editor of Yachting Magazine, conceived of a plan to race dinghies in the winter. He dubbed it "frostbite" racing. Corny was naturally one of the charter members. He sailed his beloved little green dinghy, "Dainty", BO #1. Corny loved the competition of the Frostbite season and said, "I would sail pumpkin seeds if I could find competition."

Championship Racing

Another of the victories that meant a great deal to Corny was the Mallory Cup. The first men's championship was organized in 1952 and supported with a trophy from Mrs. Clifford Mallory in honor of her late husband, who had been the founder of the North American Yacht Racing Union.

The selection process and the elimination races were rigorous, and included yachts of every description. The finals took place in Mystic, Connecticut, and Corny was one of eight skippers to reach the Championship regatta. His son, Corny, Jr., crewed for him. They raced eight different boats and switched boats after every race. Corny would say that it was the toughest competition that he had ever faced. They won the series and claimed the title North American Sailing Champions, winning the final race by the width of a mast. Corny, Jr., would go on to win the event as skipper thirteen years later.



The start of an Interclub dinghy frostbite race on Long Island Sound. Seen here, Corny Shields, Jr. with a nicely timed start.



Interclub Dinghy circa 1949 shown here with Pat O'Neal crewing for Corny. Corny was a driving force behind the Interclub Dinghy, designed by Sparkman & Stephens. For many years Pat O'Neal had the privilege of crewing for Corny in the IC's. He later crewed aboard "Aileen". As a young man, Pat took care of Corny's boats until Pat went off to college.

In 1965 Pat skippered the winning Shields in the first Shields National Regatta in Indian Harbor Yacht Club, Greenwich, Connecticut. He won again in 1969, in Larchmont, New York.

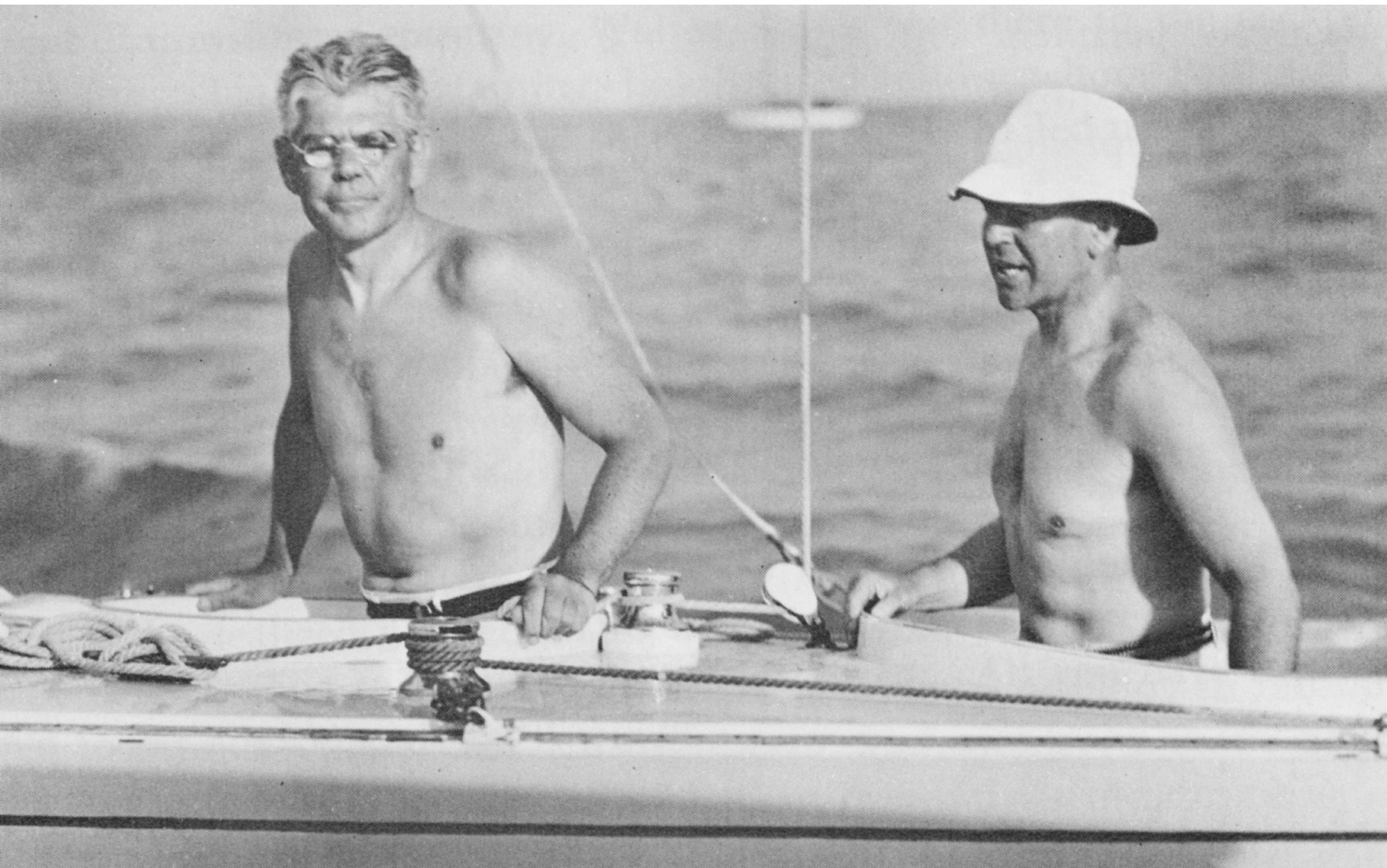
Pat O'Neal shared this photo of a "B" One-Design Frostbite dinghy. Here, Corny and his daughter Aileen can be seen sailing BO #1. Note Corny's sailing attire.

These boats were first built by Herreshoff Mfg. for The Larchmont Yacht Club and later built for Marblehead, Massachusetts.



Corny sailing an Interclub Dinghy.





Corny and Paul Shields in their 6-meter, "Challenge", built to defend The Seawanhaka Cup.

The Shields Class

In 1956, Corny's racing career came to an abrupt end. While sailing his beloved dinghy "Dainty" in the fifth race of the Long Island Frostbite Championship, he suffered a heart attack. Corny finished the remaining races and sailed to the committee boat. He knew his racing days were over and thought to himself that this was going to be worse than the pain in his chest.

Though no longer able to sail himself, in 1962 Corny wanted to create a new one-design class. He saw the need to borrow boats for major regattas as creating a great problem. Even when boats of the same class could be used, their condition varied greatly, making for unmatched competition and unhappy competitors. It so happened that the previous year had been very successful in Corny's business dealings. It put him in the position to make a large gift before the end of the tax year. He thought he would find a qualifying organization and make a gift that the recipient could then use to build a fleet of one-design boats. Those same boats could then be used for the Mallory and Adams Cups, the Sears Cup (National Junior Championship), and other major events when they came to the Sound. Surprisingly, a number of institutions had disappointing reactions, including a professional member of the Olympic Committee.

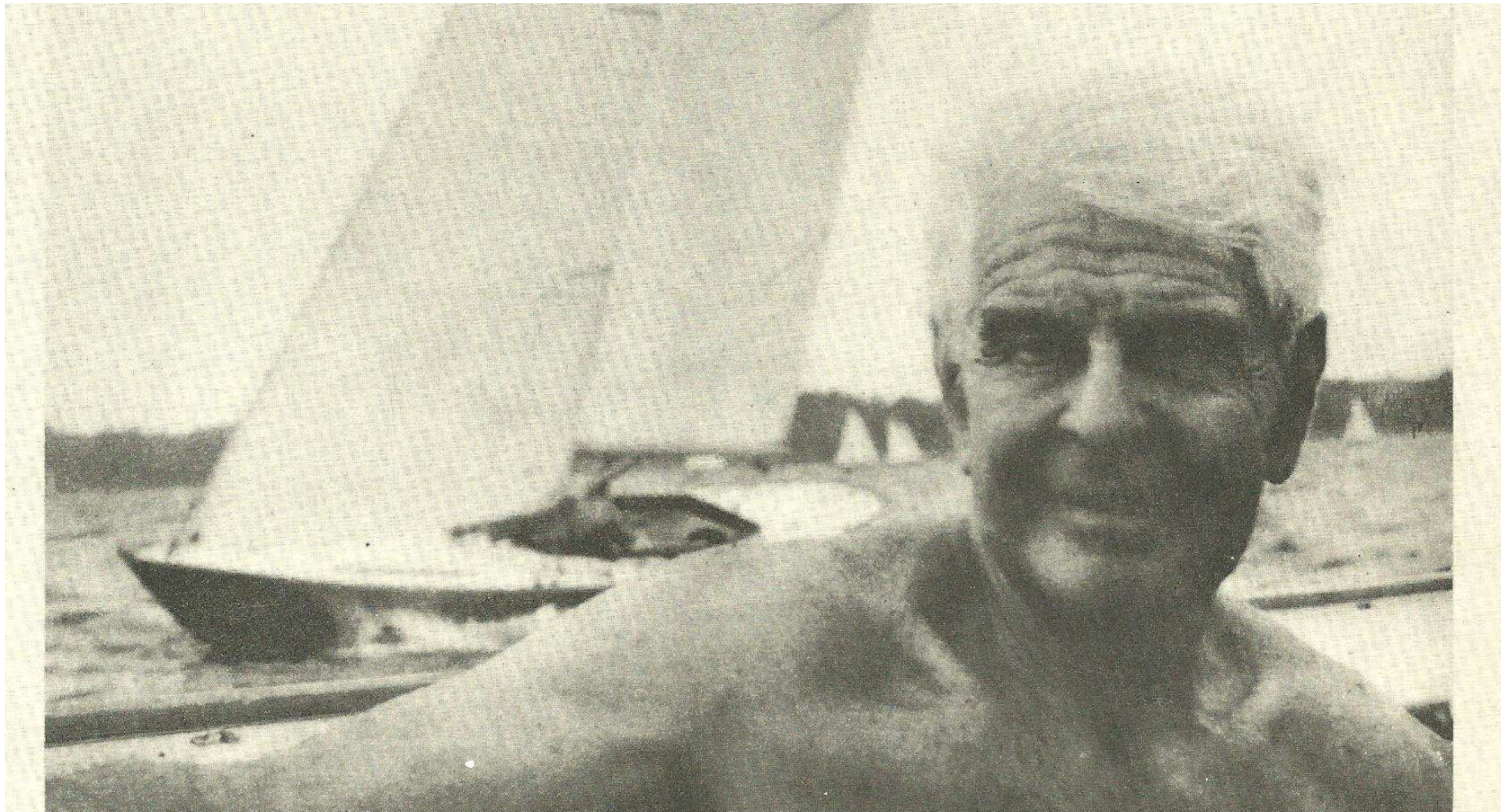
Corny did not give up. One day in a conversation with Drake Sparkman about his dilemma, Drake asked if Corny had considered the U.S. Merchant Marine Academy at Kings Point on Long Island and the New York State Maritime College at Fort Schuyler. These two candidates could use the boats during the school year and then loan them to the YRA for summer competitions. The schools were thrilled and the deal was done ten days before the end of the year. The cadets named the boats the "Shields One-Design Class" and suggested the insignia be a red shield with the letter S on it.

Sparkman & Stephens was selected to do the design. Olin Stephens put pencil to paper and Cape Cod Shipbuilding Co. built the molds, jigs and patterns that brought her to life.

The Shields Class was born.

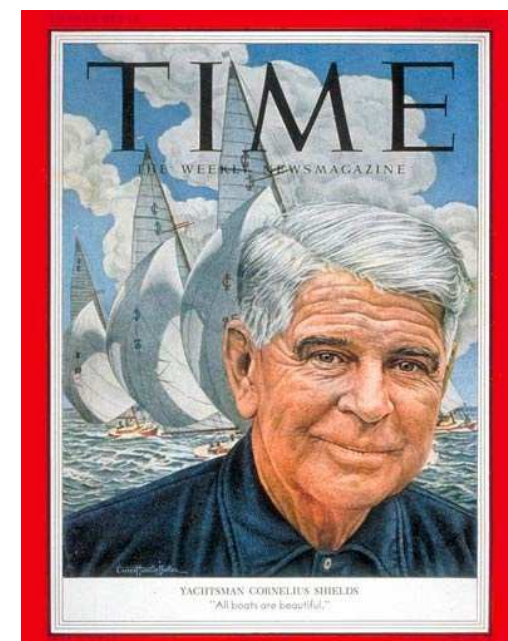


Corny's Shields boat, #25 now owned by Fred Werblow of Fleet #1, Western Long Island Sound, New York. Fred had the privilege of getting his Shields from Mr. Shields in the fall of 1973. Fred had had a very successful racing season in a Rhodes 19, winning that class championship in a fleet of 81 yachts. Mr. Shields called Fred and said, "Fred, it's time for you to race a Shields and I want you to have my boat." Fred told Mr. Shields that he was very flattered that he called, but really wasn't in a position to buy a boat. Mr. Shields then said, "You take my boat and we'll work it out." This was an offer Fred could not refuse. Fred became the very proud owner of Shields #25. Fred continues to race #25 and at the request of Mr. Shields, Fred renamed her "Checkmate."



The Gray Fox of Long Island

Time Magazine July 27, 1963: Yachtsman Cornelius Shields "All boats are beautiful". The cover was illustrated by well-known artist Ernest Hamlin Baker.



STATE OF NEW YORK

COUNTY OF [unclear]

DEED OF GIFT

This Deed of Gift by the undersigned, CORNELIUS SHIELDS, of Larchmont, New York,

W I T N E S S E T H :

That the undersigned does hereby assign, transfer and convey to the SHIELDS CLASS SAILING ASSOCIATION all of his right, title and interest in and to any and all molds, dies, castings, tooling, and property and equipment of all other kinds used in connection with the construction of Shields Class yachts.

IN WITNESS WHEREOF, the undersigned has hereunto set his hand and seal this 30th day of November, 1973.

Cornelius Shields (L.S.)
Cornelius Shields

1973 Deed of Gift to the Shields Class Association from Cornelius Shields. This gift gave the Association all rights to the construction of "Shields Class yachts."

2010 Nationals at Mason's Island
Yacht Club, Mystic, Connecticut
Winner: Robin Monk of Fleet #9,
Newport, Rhode Island, on
#160, "Diversión."



Photo credit: Spectrum Photography/Fran Grenon



Photo Credit: MacDougalls' Boatyard

"I would sail pumpkin seeds if I could find competition."

Corny Shields

Competition was at the core of Corny's One-Design vision for the Shields Class. For him, One-Design racing was the best part of sailing: "The greatest skippers come out of the One-Design classes. They win because they have proven they have more ability and judgment."

Though the fleets provide many opportunities to compete, The National Championship has proven to be an exceptional One-Design competition. This event has been held on both coasts and in Chicago and Texas. It originally was by invitation only as access to borrowed boats was limited.

But today the event is open to anyone in the Class. Strict rules require each skipper to qualify their sails by racing ten local races before attending the National Championship. Professional sailors are welcome but they must spend time in the boat first. Owners may only purchase one sail per year making the national competition a level playing field with exceptional sailing competition.

In 2014, the Western Long Island Sound Fleet #1, Larchmont Yacht Club, Cornelius Shields' home club, hosted the 50th Shields National Championship.



#245, "Hawk" winner of the 1993 Shields Nationals, skippered by John Hardy and Ched Proctor. Seen here as it rounds the mark on Lake Ray Hubbard in Dallas, Texas.
Photo credit Dallas Morning News: John P. Rhodes



The 1993 Champions seen here at the Rush Creek Yacht Club in Heath, Texas.



One of the largest National Regatta fleets in recent memory sets up for the start on the last day of the 2001 Championship at The Ida Lewis Yacht Club, Newport, Rhode Island.



Shields #23, "Rascal" skipper Com Crocker chased by #182, "Lure" skippered by Skip McGuire seen here at Larchmont Yacht Club Race Week 2013. Note #23 is still racing after 50 years.

Photo credit: Howie McMichaels



2008 Nationals at Tred Avon Yacht Club, Oxford, Maryland. Also note #25 is still racing after 50 years of competition.

Photo credit: Nick Mortgu

Ida Lewis Yacht Club had a five-boat fleet in the late 60's. This shot of the fleet is looking south into Brenton Cove from Newport harbor. According to Betsy Yale, "this was the first leg of a course from ILYC porch (yes), to Ft Adams seawall on a nice Saturday afternoon. Racers were started by Dr. Sayer, or Mr. Stackpole who fired a cannon off on the northeast corner of the club deck."

The boats pictured here: #1 Navy, #39 Robin "Wallace's" boat BAC-SI which is Vietnamese for doctor, # 143 Dr Toland, with whom Betsy sailed and # 165 is possibly Timothy Dwyer. The course was start club porch to R2 and return. There was no committee boat. This was the first leg from the porch to Ft Adams seawall. The tactics were to scrape people off at the Fort Adams seawall and also at the shore to Castle Hill. If the tide was incoming, it was always a game of chicken short tacking close to the shore.



"Dwyer's Rock" was the first bump out going south from Fort Adams towards Castle Hill. The rock was three and a half feet under water and the Shield's keels painted it often.

Note in the picture the traditional mainsheet configuration. And there are no buildings in Brenton Cove.

The Ida Lewis Yacht Club fleet today.



Photo credit: Betsy Yale

Towing in to Ida Lewis Yacht Club,
Newport, Rhode Island.



Photo credit: Curt Porter



2012 Nationals at Beverly Yacht Club, Marion, Massachusetts.
The winner that year was Tim Dawson #245 "Aelous" of Fleet #9, Newport,
Rhode Island. Note in the background, Cleveland Ledge Lighthouse.

Photo credit: Spectrum Photography/Fran Grenon



2003 Nationals held at the Chicago Yacht Club home of Fleet # 3. Robin Monk of Fleet #9, Newport, Rhode Island won the National Championship.

Photo Credit: Karen I. Hirsch



2004 Nationals held in Edgartown, Massachusetts. Jonathan Pope of Fleet #10, Marion, Massachusetts was the winner. Jonathan also won in 2005 at Larchmont Yacht Club.

Photo credit: MacDougalls' Boatyard

2013 Nationals held at The Tred Avon Yacht Club, Oxford, Maryland. Seen here past Class President, Mike Schwartz, at the helm of Horizon #243, owned by Gudy Irving (middle) of Fleet #21. Also seen here crew member Jennifer Wohlberg. Tim Dawson of Fleet #9, Newport, Rhode Island, was the winner again in 2013 after having won in 2012 at Marion, Massachusetts.



2011 Nationals held at Seawanhaka Corinthian Yacht Club in Oyster Bay, New York. John Burnham and Reed Baer of Fleet #9, Newport, won the National Championship this year as they had done at Seawanhaka in 2002.

Photo credit:
Cheryll Kerr/regattaphotos.net





Photo of Fleet #3, Chicago, competing in the Verve Cup.



Photography credit: Karen I. Hirsch

2014 Ocean-Great Lakes Challenge Cup, in Chicago, Illinois, won by Pakhtun Shah and the crew from Monterey, California. The Cup dates back to 1915 when it was donated to encourage one-design boat competition between Midwestern and Ocean-going sailors. The Chicago team won the last regatta sailed in 1953. Over a weekend in 2014, three Shields, representing the East Coast, the Midwest, and the West Coast, took to the water. After an absence of 51 years, the Ocean-Great Lakes Challenge Cup was once again on.

2003 Shields Nationals racing along the Chicago skyline.



Photo credit: Karen I. Hirsch



"Patience" following the Charles W. Morgan.

Shields #4, "Patience", owned by Joan Thacher Tiffany and Ed Tiffany of Fleet #10, Beverly Yacht Club, Marion, Massachusetts seen here in a once in a lifetime opportunity sailing next to the Charles W. Morgan.

The Charles W. Morgan is the last of an American whaling fleet that numbered more than 2,700 vessels. Built and launched in 1841, the Morgan is now America's oldest commercial ship still afloat: only the USS Constitution is older.

The whaleship left Mystic Seaport in May, 2014 to embark on her 38th Voyage to historic ports of New England. The nearly three month long journey raised awareness of America's maritime heritage. The ship returned to Mystic Seaport in August 2014 and has resumed her role as an exhibit at the Museum at Mystic Seaport.



Photo credit: Spectrum Photography/Fran Grenon

2006 Nationals Champion Bill Berry, #239, "Syrinx" receives the Shields National Championship Trophy at Beverly Yacht Club in Marion, Massachusetts. The trophy is seen here being presented by regatta chairman, William Moonan. Bill Berry went on to win the National Trophy again in 2008.

“I want to sail against the best of the best.”

Corny Shields

Corny would have never imagined in 1935 when he sailed in defense of the Seawanhaka Cup that there would one day be a Shields National Championship Trophy.

For the Shields Class, the National Championship sterling silver Chippendale tray donated by Corny Shields is a coveted trophy. It is awarded each year to the winner of the Shields National Championship Regatta.

The trophy was first presented in 1965 and was awarded to Patrick O'Neal of Western Long Island Sound. In the 49 years since its introduction, the Western Long Island Fleet has taken home this prestigious trophy twelve times. From 1989 to 1996 the team of Ched Proctor and John Hardy from Manhasset Bay, New York, won the trophy seven times in eight years. The team of Joe Schulz-Heik and Thierry de la Villehuchet, also of Western Long Island Sound, were consecutive four time winners. Many others have won this prestigious trophy twice including Patrick O'Neal, Richard and Jim Sykes, Joseph O'Hora and George Brazill, Richard Clark, Mike Deland, Chris Withers, Reed Baer and John Burnham, Jonathan Pope, Robin Monk, William Berry, and Tim Dawson.



Photo credit: Cheryll Kerr/regattaphotos.net

2011 National Champions from Fleet #9, Newport, Rhode Island. Seen here from left to right Reed Baer, Matthew Buechner, Peter Schott, Frank Alexander and John Burnham.

Mike Deland and wife Jane, of Marion Fleet #10, receive the National Championship trophy from Cornelius Shields. Mike won the Nationals in 1980 and again in 1987 in Edgartown, Massachusetts.



Frank Scully, of Marblehead, Massachusetts, sailed "Aelous" to win the Shields National Championship in 1977. Seen here with Ernie Godshalk and John Francis.

Photo credit: Naked Eye



The 1989 Championship Crew of #245, "Hawk", from Manhasset Bay, New York. From the left: owner John Hardy, Dave Mack, Regatta Chairman Jay Higgins of Fleet #3 in Chicago, John Brendel, and skipper Ched Proctor. Ched Proctor won the National Championship six of the following seven years.

Another of the coveted trophies is the Cornelius Shields Memorial Prize. The trophy is a wooden plaque with a Shields half model mounted on it. In 1982 this trophy was donated by Fleet #1 of Western Long Island Sound and Larchmont Yacht Club. It is in recognition of Cornelius Shields' invaluable service to the association. This trophy gets awarded annually at the National Regatta to the skipper that achieves the greatest improvement from the previous National Championship. John Shannahan of Fleet #21, Oxford, Maryland, is the most recent winner.



Photo credit: Spectrum Photography/Fran Grenon

2010 Shields Nationals Cornelius Shields Memorial Prize awarded to Wendy Goodwin, Rich Robbins, Ethan Robbins and Warren Thompson in Mystic, Connecticut.

The Class also presents a Senior Skipper Award, known as The Moore Trophy. James B. Moore of Manhasset Bay Fleet #2 in 1981 donated this trophy, a pewter tray. It is awarded for best performance among the five oldest skippers in the National Championship Regatta. The current recipient is Skip McGuire of Larchmont, New York.

That year, Mr. Moore also donated a second pewter tray to honor the best skipper of the five youngest skippers in the National Champion Regatta. This is called the Junior Skipper Award and also the Moore Trophy.

Skipper Ethan Robbins from the Marion Fleet has won this award in the past three consecutive National Championships.

The Goodwins and Cape Cod Shipbuilding Co. donated the Golden Stern Award in 2006. This stern section is given to the last place finisher of the National Championship. It is a trophy recognizing the effort it takes to race in a National Regatta and that last place is far superior to not participating at all!



Photo credit: Nick Mortgu

Gugy Irving, skipper of #243, "Horizon", from Fleet 21, Tred Avon Yacht Club, accepts the Golden Stern Award in 2008 with humility. Also seen here H.L. DeVore, class president at the time.



1978 National Champions seen here at Larchmont Yacht Club. In the back row are George Jacoma, skipper Dick Clark and Corny Shields. Front row seen here are Lorraine Jacoma, Arthur Knapp, crew members Jim Bradley and Don Whelan, Lorene Porvaznik, and crew member Mike Porvaznik.



Corny Shields makes a trophy presentation at the 1980 National Championships in Edgartown, Massachusetts. Also seen here, Jim Cannon a former Shields Fleet #8 Captain and also former Commodore of Edgartown Yacht Club.

There is also an award for the top-finishing skipper participating in his or her first National Championship Regatta. In 2007 Gordon Benjamin of Fleet #9 in Newport, Rhode Island donated this award and it is aptly named the Gordon L. Benjamin Memorial Newcomer Award.

The Kap-Dun trophy is given to the winning fleet calculated by the fleet's top three finishers with a minimum of three boats racing in order to qualify.

Fleet #21, The Tred Avon Yacht Club in Oxford Maryland, donated this silver bowl in 2008. Kap-Dun was the first name of the yacht club. The club later changed its name to Tred Avon Yacht Club. Fleet #9 from Newport has won this trophy five times in the six years it has been presented.

Three National Champions from Beverly Yacht Club at the 2006 Shields Nationals: Jonathan Pope (left), Mike Deland (center) and Bill Berry (right).



Photo credit: Spectrum Photography/Fran Grenon



The final and by far the most famous National Regatta trophy is the "Take A Bow" Trophy. This trophy is also known as "The Dancing Pig Perpetual Performance Award." The trophy is so noteworthy that in 1986 Yacht Racing and Cruising Magazine selected it as one of the 15 most prestigious awards in yachting. Standing tall amongst the America's Cup, the Sardinia Cup, The Whitbread Trophy, the Queen's Cup and the Rolex Trophy is our very own "Take A Bow" trophy.

The award dates back to 1984 when it was created and first presented at the Shields National Championship Regatta in Monterey, California. The award recipients were the crew of Lionheart, Shields #46, from Fleet #10 in Marion, Massachusetts. Known as "The Dancing Pigs" due to some confusion over the graphics on their boat (a lion in rampant, confused for a dancing pig by their competitors) the Lionheart crew from Beverly Yacht Club of Brian Ladouceur, Graham Quinn, John Eldridge and Stephen Kelleher tried their best to be competitive. Unfortunately, they were saddled with a tired green boat named, "Picolo", borrowed from the local fleet for the event. It turned out that Picolo had a slightly bent mast, thwarting any attempts at tuning. And she had a big hook in the rudder that precluded any chance at pointing with the rest of the fleet on starboard tack.

The winning tactics in Monterey were to start well, then stay on starboard tack to the kelp line and tack. Great starts notwithstanding, "Picolo" and the Pigs were always last to the kelp line and almost always last to finish. They never once passed another boat.

At the Championship ceremony, Monterey Peninsula Yacht Club Commodore John Laughton, asked the crew from Lionheart to come up to the stage and "take a bow." This was followed by a racket from the back of the hall and everyone turned to find the 10 foot long front third of a destroyed Shields being rolled into the room on a large furniture dolly. The Dancing Pigs were, literally, asked to "Take A Bow," which they did with great humor.

The recipient of this trophy is required to display the "Bow" prominently at the "winning" team's home club until the next Nationals. Each recipient must also make some improvement to the award during his or her period of stewardship. Over the years, the "Bow" has been resized, Awlgripped, had its hardware chromed, backboard replaced, teak replaced and many other improvements making it the treasure it now is.

Past winners have taken home this illustrious award for some outstanding reasons. In Marion one year, a skipper from Lake Ray Hubbard in Texas demanded to be launched immediately, despite the low tide. The boat was launched and subsequently sat with the keel in the mud until the tide rose. Another year Skip McGuire's boat ran aground. He received the "Take A Bow" trophy as he ran aground in his home waters. H.L. DeVore had a towing incident at the start of his 800-mile trip to the Nationals in Chicago. When his tow vehicle broke down, he purchased a new vehicle that came with unlimited miles, no questions asked, 30-day return option. The trophy was awarded one year to Kevin Toborek for skinny-dipping in the yacht club pool. Another year, Stephen Symchych was awarded the trophy for colliding with another Shields while becalmed and subsequently having a man over board. Com Crocker and Dual MacIntyre won one year for running into a moored boat while aboard their borrowed cruising boat used for their accommodations.



The Lionheart crew also known as "The Dancing Pigs."

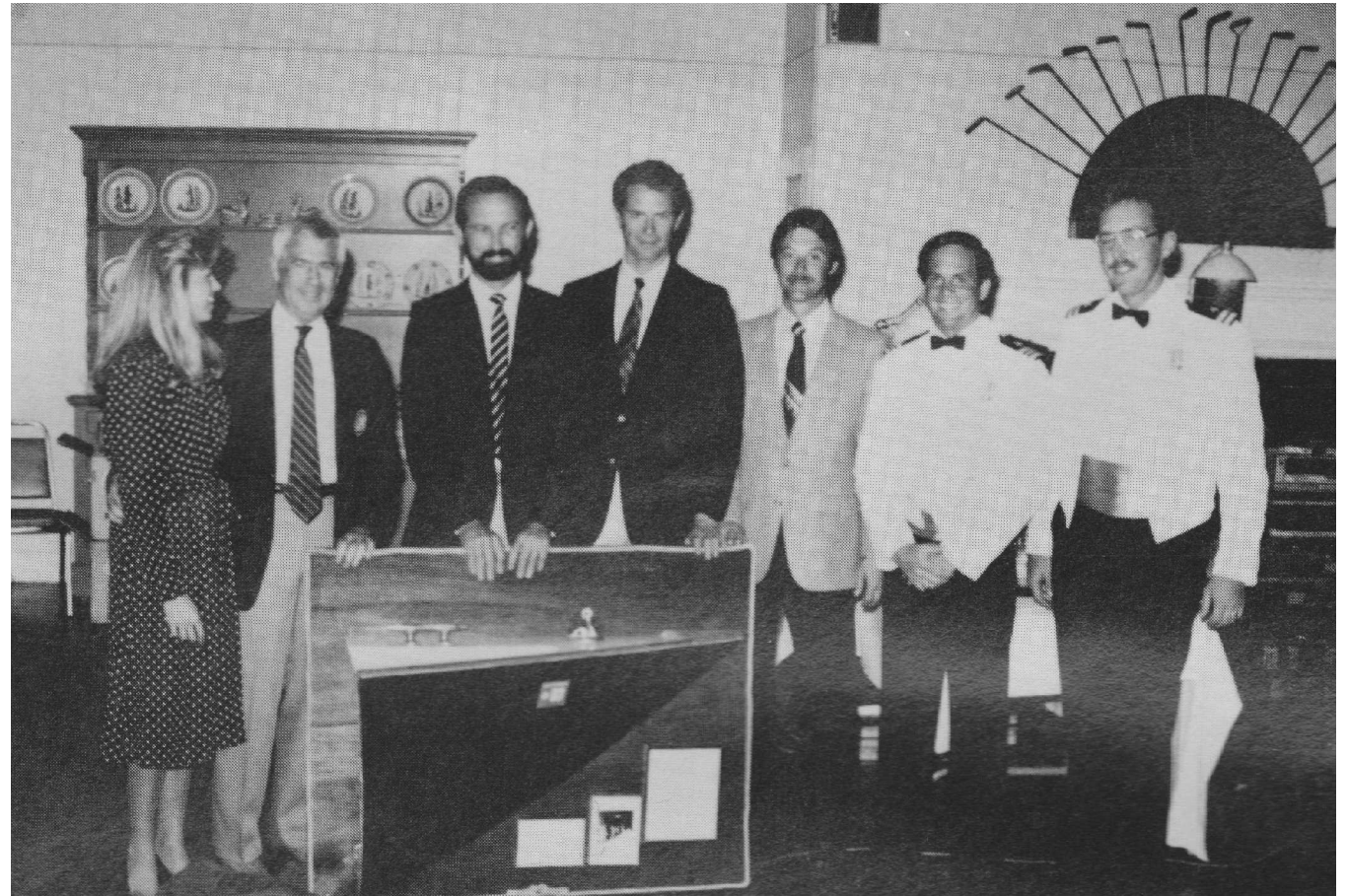


2012 Take A Bow winner George Gardner sailing #8, "Goodnews" right into this auspicious win. The Nationals were held by his home Fleet #10 at Beverly Yacht Club. George won the award as they lost multiple halyards. They went to the boatyard to retrieve them and ran aground while tied to the dock.

Photo Credit: Spectrum Photography/Fran Grenon

In the 1986 Nationals the crew of "Blazing Scalpels" won the coveted "Take A Bow" Trophy. Al Meril and his crew from Rush Creek were nominated early for the Dancing Pig Perpetual Trophy. Although they had stiff competition, they never looked back after the first race.

Blazing Scalpels clinched the nomination after the third race when, although sailing well, their third disqualification in as many races put them in last place, tied with Becky Wilson who had entered but did not show up. Al graciously accepted the trophy and then, true sportsman that he was, insisted on sharing the credit for this triumph with his crew. The crew were roused from hiding under the tables and brought to the stage for photos and autographs.



The crew of the #46, "Lionheart" from Fleet #10, Marion, Massachusetts accept the very first the "Take A Bow" award. Seen here Stephen Kelleher, Graham Quinn, John Eldrige and Brian Ladouceur. Over the years this trophy has been cut down, mounted and adorned. But at its first presentation it was truly a full sized bow.

Many Fleets also have their own regattas and trophies, one of which was The Armadillo Cup. This regatta was an invitational held at Rush Creek Yacht Club on Lake Ray Hubbard in Rockwall, Texas. Rush Creek was home to the now disbanded fleet #11. The invitational was widely attended and notorious for the racing and the fun. Bryan McSweeny called this event "True Texas style and unforgettable."

Jeff Randall of Fleet #8 in Edgartown, Massachusetts, said, "The Armadillo Cup was one of my favorite regattas. The Dallas fleet members were wonderful hosts and hostesses and drank tequila like we drink beer. Lake Ray Hubbard was drained and dredged to accommodate Shields and the lake was flooded before all the tree stumps were taken out. Over time the stumps would rot free from the bottom and surface like a reverse depth charge. Texas is also known for poisonous snakes. The snakes would sometimes sun themselves on or in the boats. We'd arrive every morning hung-over from drinking tequila. We'd find ourselves not only having to worry about wind speed, direction, sail trim etc. but also about poisonous snakes and exploding tree stumps."

In this photo Skip McGuire accepts a "special" award at The Armadillo Cup held in 1995.



1987 Armadillo Cup Race was nearly won by #199, sailed by Kelley Robinson and Jack McAleer of Fleet #12, Monterey. But in the end , the cup was safe in Texas as it was won by skipper Rick Tears of Fleet #11, Rush Creek Yacht Club, Rockwall, Texas.



The Tiffany Bucket is another coveted trophy. Joan and Ed Tiffany established the trophy in 1977. The race was to be fun and encourage Buzzards Bay Fleet #10 to participate at the Edgartown Regatta. The Bucket, a galvanized bucket painted gold, is awarded to the Shields with the fastest sailing time. The 24-mile race is from Centerboard Shoal in Marion to the Edgartown light and includes passage through treacherous Woods Hole. Racers take their own time and may decide when to sail any time prior to the Edgartown Regatta. The current "Tiffany Bucket" record holder is Joan Tiffany. Joan's winning time is 2 hours and 42 minutes.



The Roosevelt Cup Team Race, which had been dormant for many years, was reactivated as the associations and fleets grew in Marion and Marblehead. This race is one of the oldest in American yacht racing and was established as a team competition between the Eastern Yacht Club of Marblehead and Beverly Yacht Club on Buzzards Bay. The Roosevelt Cup Team Race between the two yacht clubs was very competitive for many years. The event would race five against five in Shields in Marion and the same five against five in IOD's in Marblehead. The best sailors in these two yacht clubs participated, which helped to build the fleets, especially on Buzzards Bay.



Seen here a Roosevelt Cup race held in Marion, Massachusetts. Photo provided by Bryan McSweeney.

1967 NATIONAL CHAMPIONSHIP REGATTA RESULTS
 AMERICAN YACHT CLUB, RYE, NEW YORK
 JOHN SCULLY - CHAIRMAN, REGATTA COMMITTEE
 ROBERT ERSKINE - RACE COMMITTEE COORDINATOR

RACES 1 & 2 -- FRIDAY, SEPT. 15 - Wind N/E - 15 to 28 knots
SATURDAY, SEPT. 16 - All races cancelled due to
 hurricane warnings
 RACE 3 -- SUNDAY, SEPT. 17 - Wind S/W - 1 to 12 knots

SERIES PLACE	BOAT NO.	SKIPPER(S)	CLUB	RACE POINTS			
				1	2	3	TOTAL
1	64	J.W. & R.N. SYKES	MANHASSET BAY Y.C.	3/4	3/4	3	4 1/2
2	5	P.O'NEAL	LARCHMONT Y.C.	6	3	2	11
3	6	P.D. SPARKMAN	RIVERSIDE Y.C.	7	5	3/4	12 3/4
4	61	A.B. WINSLOW	GREENHAVEN Y.C.	2	2	10	14
5	44	F.P. SCULLY	EASTERN Y.C.	4	8	6	18
6	79	R. COULSON	SEAWANHAKA Y.C.	14	4	5	23
7	32	J.B. GRANT	BELLE HAVEN CLUB	3	13	8	24
8	21	E.D. DOOLEY, JR.	LARCHMONT Y.C.	8	10	11	29
9	22	E.D. MUHLFELD	LARCHMONT Y.C.	19	7	4	30
10	39	J.B. GRINNELL	LARCHMONT Y.C.	11	12	7	30
11	66	H. JAMISON & P. HALLINGBY	AMERICAN Y.C.	9	18	12	39
12	85	H.F. WHITON, JR.	SEAWANHAKA Y.C.	10	14	16	40
13	101	J. BOGGIA & H. HASTINGS	LARCHMONT Y.C.	20	9	14	43
14	50	C. HOVEY III	SEAWANHAKA Y.C.	18	19	9	46
15	3	G. HALL	N.Y. STATE MARITIME COLL.	12	6	30/WD	48
16	65	LT. R.E. DUCK	U.S. NAVAL ACADEMY	5	17	30/WD	52
17	60	F.B. WOODWORTH	SEAWANHAKA Y.C.	17	22	17	56
18	86	L. GRISCOM, JR.	SEAWANHAKA Y.C.	24	11	23	58
19	140	S. CASSEDY	IDA LEWIS Y.C.	15	30/WD	15	60
20	81	J.R. SHEFFIELD	SEAWANHAKA Y.C.	16	24	21	61
21	2	F.E. HEINE	NEWPORT NAVAL STATION	26	16	20	62
22	107	J.D. McNITT	BELLE HAVEN CLUB	30/WD	23	13	66
23	118	MRS. L.P. PLEASANTS	EASTERN Y.C.	22	26	18	66
24	122	DR. S. OWRE	SEAWANHAKA Y.C.	13	25	30/WD	68
25	62	A. FRIMMET	SHELDRAKE Y.C.	23	15	30/WD	68
26	70	P.H. CONZE	BELLE HAVEN CLUB	30/DSQ	21	19	70
27	9	CADET M. CHOATE	U.S.M.M.A.	21	30/WD	22	73
28	80	N.D. PARKS	SEAWANHAKA Y.C.	DNF	20	DNS	80
29	75	E. COBB & H. COOPER	SANDY BAY Y.C.	25	27	DNS	82

1967 National Championship Regatta standings. Note the weather for Saturday, September 16th. The winners this year were Jim and Richard Sykes of Western Long Island Sound. They won again the following year, 1968, at Seawanhaka, New York.



Linda, Wendy and Gordon Goodwin sailing together on "George Gardner" night. Gordon and Wendy are second and third generation boat builders at Cape Cod Shipbuilding Co.



"George Gardner" Night at Buzzards Bay. George is seen here sitting to leeward.



George Gardner's Shields #8 "Goodnews."



Bryan McSweeney's boat #205.

Bryan McSweeney, also of Fleet #10, began his association with the Shields class one spring afternoon in 1975. He was driving from his home in Marion to meet with an old college friend at Onset Bay Marina. As he crossed the Wareham River on the Narrows Bridge, the lines of a beautiful sailboat on a mooring caught his eye. He turned the car and drove about 100 yards down the road and pulled into Cape Cod Shipbuilding Co. It was there that he met Les Goodwin for the first time. A half an hour later, after a pretty one-sided negotiation regarding the price of the boat on the mooring, he owned his first Shields, sail #205.

Bryan recalls he did have setbacks and learning adventures. He recalled back in the early 1980's when distance races took them all around Buzzards Bay using only government marks. During one Van Rensselaer Cup Race, they were broad reaching with spinnakers inside of the east side of Bird Island up the approaches to the Wareham River and

Wings Cove. The turning mark was the green can off Great Hill. As they rounded the mark, Bryan got excited looking at the rocks along the shoreline not too far away and hurried his turn, not watching his crew. As they headed back to weather, the spinnaker flew back around the backstay forming a beautiful hourglass, not only stopping the boat dead in the water, but also slowly sailing them backwards into the rocky shoreline that Bryan had noted earlier. After a few minutes of too loud commands and hard work by the crew, they were able to sort things out, avoid disaster, and rejoin the race. This was not the last hourglass Bryan ever had in his sailing career, but it was by far the most memorable. Bryan recounts two very important lessons: time your steering with what your crew is doing and thinks you are planning to do; and raising the volume and intensity of your commands does not help to solve a problem.



Seen here, Paul Mitchell, Bob Hayman, Richard Canty, Josh McCall and Joe Mattison from Fleet #8, Edgartown, aboard #251, "Amusing."

Photo credit: MacDougalls' Boatyard

2004 Nationals in Edgartown, Massachusetts, Jonathan Pope of Fleet #10, Marion, Massachusetts was the winner. Jonathan went on to win again in 2005.

A few years later, Bryan can recall Joey Tomlinson having the Shields Nationals in the bag, only to run into a bit of bad luck. Going into the final race, Joey could beat David "Moose" McClintock if he finished no better than last and "Moose" finished no better than fourth. Joey was doing great going into the final leg on Cow Bay. He was not last. In fact, he was first leading by a significant margin when he sailed into a "hole." Unable to escape and with all those behind him seeing his predicament and managing to avoid the hole, Joey did finish last. Moose was third and won the Nationals, with Joey as runner-up.

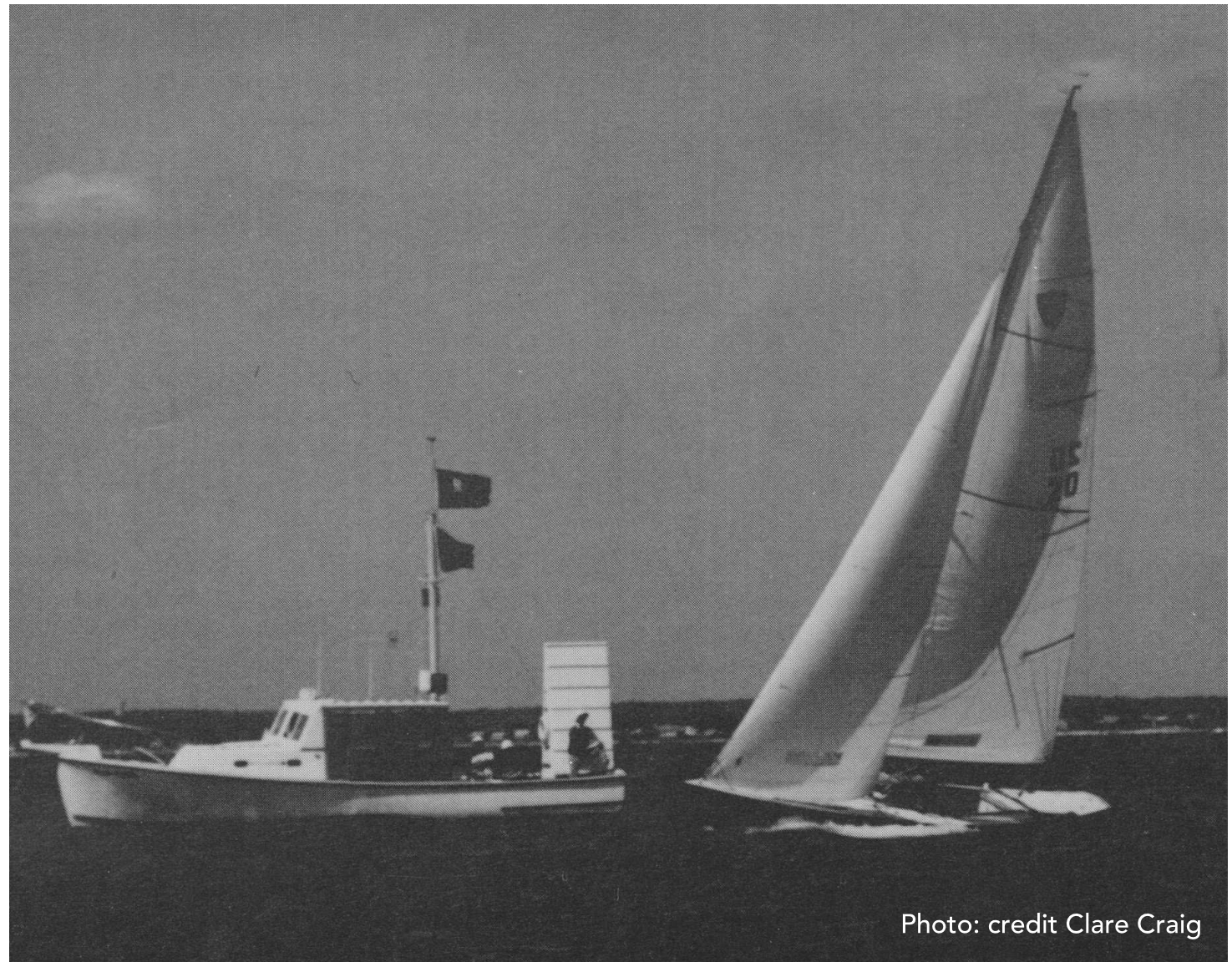
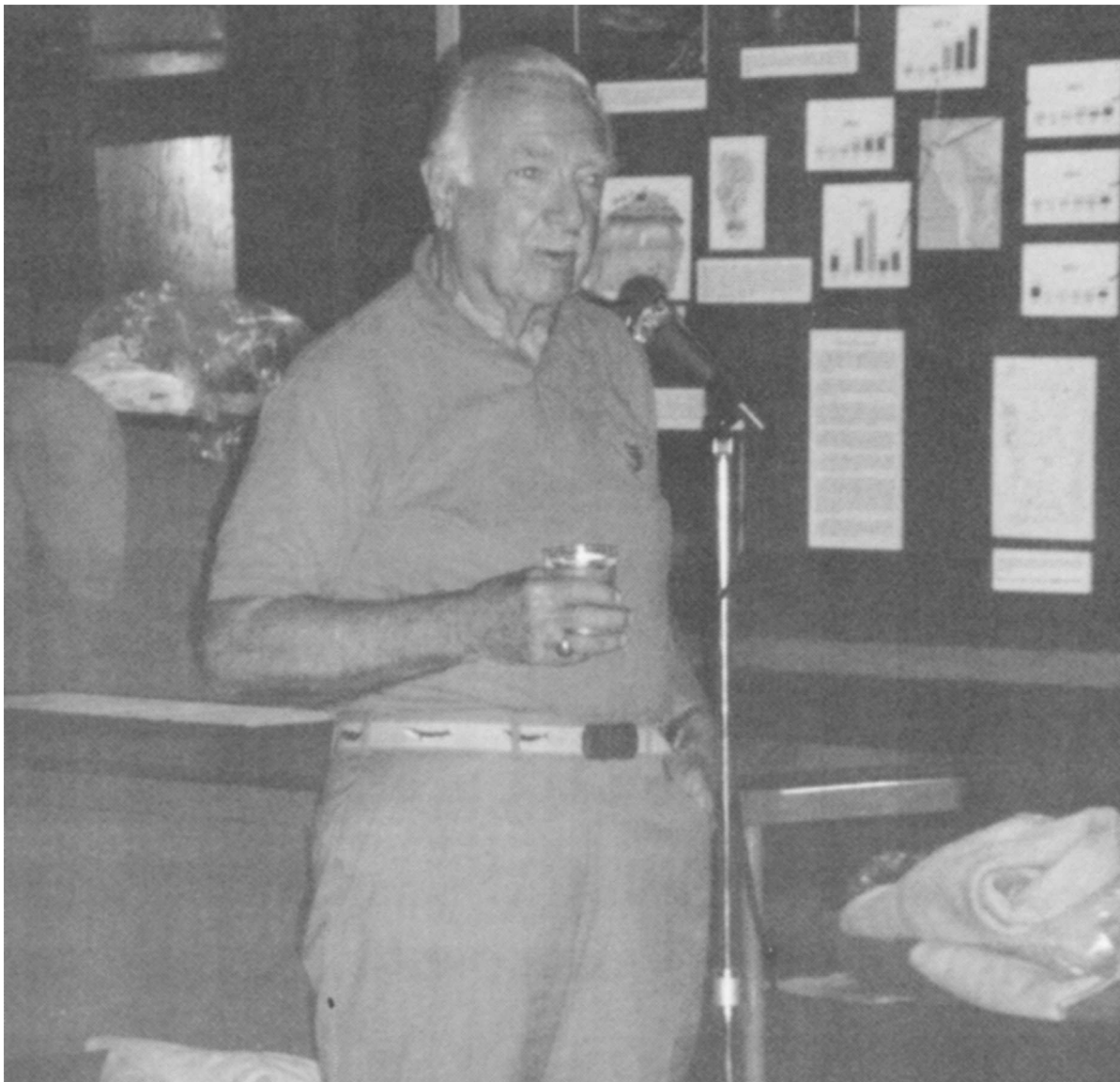


Photo: credit Clare Craig

David "Moose" McClintock and his Newport, Rhode Island, crew win the Nationals in 1986. It was held on Buzzards Bay, Marion, Massachusetts, by Beverly Yacht Club.

There were some funny moments in Edgartown: The Lionheart team of Brian Ladouceur and Richie Berry tying their Bayliner tender "The Wet Dream" at the Edgartown Yacht Club dock: Graham Quinn getting lost in the woods taking a shortcut back from a night at the Hot Tin Roof: Rick Wakeman taking five firsts in a regatta only to read the next day John Ahern's' Globe article with the headline, "Wiley Wakeman's Brother Rick Sweeps Edgartown Regatta."

But best of all was when Bryan McSweeny's wife Kelli yelled at an old guy motoring a 64-foot ketch named Wyntje out of Edgartown Harbor. Kelli yelled, "What the hell is a Wyntje?"



Only to have the old guy turn around and say, "I'm sorry, my dear. You had a question?" It was Walter Cronkite, oops. Wyntje was named after a distant cousin of Mr. Cronkite.

The crew of #205 Shields was not without their moments. Ed Leftkowicz and Charlie Ross were delivering "Cuchulain" to Edgartown and were in good shape near East Chop when the fog rolled in. They sailed on slowly as the wind dropped and eventually darkness arrived. They looked for a light, a match, something to use to see the deck compasses. They couldn't see the dials at all, so they threw out an anchor and spent the night on board. When they awoke in the morning light, they found themselves 100 yards from Edgartown Lighthouse.

Walter Cronkite, preeminent Edgartown Yacht Club member, seen here at the club in 1995.

Another story was about Frank Scully. Frank was instrumental in building the now disbanded fleet in Marblehead. Frank was the dominant sailor in the Fleet and was known as a real gentleman. He was an ex-Olympian with George O'Day in the 5.5 meter class. He sailed his own boat to most of the regional regattas back then, as did many of the early Shields sailors. At one Edgartown Regatta in the late 1970's, Frank was very late in arriving and explained that he was delayed transiting the Cape Cod Canal on his way down from Marblehead. It seems that the Corp of Engineers pilot stopped him sailing through the Canal because he did not have an engine. The Corp towed him to Buzzards Bay, and after the regatta he arranged for some help getting back through the Canal on his trip home. The next year, he showed up in Marion for the Buzzards Bay Regatta on time and without a problem in the Canal. This time he had an engine that he had hung over the side of his boat for the canal journey. The engine was fabricated from a piece of marine plywood to which he had affixed a poster of an Evinrude engine.

Bryan recounts that The Shields National Championship Regatta was held in Seawanhaka in 1988. That year they raced in very light air conditions, typical of Long Island Sound. Vic Onet won the Regatta quite easily, and everyone was impressed with how he was able to keep his boat moving around the course in little or no breeze. After the Regatta at the awards banquet, Bryan asked him what his secret was. He responded, "You dance on the rug, stay off the linoleum." Bryan has never forgotten his words and says he has made gains in light-air conditions remembering his tactic, the best piece of sailing advice he ever got in one sentence.



Photo credit: Naked Eye

Frank Scully #44, of Marblehead, Massachusetts, is over early at the start of the second race in the 1997 Nationals. He turned back and still won not only the race but the 1997 National Championship.

Fred Werblow, owner of #25 "Checkmate", Fleet #1, Western Long Island Sound, New York, recalls a NOOD regatta that was held at Larchmont Yacht Club in 2005. Due to the efforts of Fleet Captain H.L. DeVore, the Shields Class was accepted to participate in this regatta for the first time. Fred is the owner of the last Shields owed by Corny Shields, and he won the NOOD regatta. H.L. arranged for the designer of the Shields Class, Olin Stephens of Sparkman & Stephens, to make the awards presentations.

Larchmont Yacht Club Commodore Howard McMichael took this photograph.



Fred Werblow of Fleet #1, accepts an award from Olin Stephens. Also seen here Dave Smalley, winner of the second Shields National Championship in 1966. H.L. DeVore former Class President and winner of the 2009 National Championship can also be seen here as are Kurt and Maura Weisenfluh holding Kurt Jr. Kurt and Com Crocker won the 2014 National Championship.



Dave Elwell also of Fleet #1 was written up in the Herald Tribune in 1965 for his story.

The article reads, "Fathers and sons have had differences before and David Elwell, an intelligent dad, figured he had a peaceful solution. Dave Jr. wanted to skipper and I wanted to skipper," explained the elder Elwell, who owns a Shields class sloop. "So Dave chartered Norman Elliott's Shields for Race Week. And now we each have a boat."

Today Elwell the senior is wondering how smart a move it was. "I'm going to take a ribbing," he said, following 19-year old Dave's victory in the class. Dad was seventh and it marked the third time in four races that junior has beaten the old man.

Larchmont Dad Finds Son Learns Too Well

By ZANDER HOLLANDER
Of the World-Telegram Staff

LARCHMONT, July 23 — Fathers and sons have had differences before and David Elwell, an intelligent dad, figured he had a peaceful solution. *SR*

"Dave wanted to skipper and I wanted to skipper," explained the elder Elwell, who owns a Shields class sloop. "So Dave chartered one (Norman Elliott's) for Race Week. And now we each have a boat."

Today Elwell the senior is wondering how smart a move it was. "I'm going to take a ribbing," he said, following 19-year-old Dave's victory in the class yesterday. Dad was seventh and it marked the third time in four races that junior has beaten the old man.

But that really is what you get for training your tad in the approved manner. Junior is a product of Larchmont's junior program, he's sailed Blue Jays, One-Ten and occasionally the family's Shields boat. On Wednesday night's he's been at the helm in winning races, but yesterday's was the first YRA in the class that he'd ever taken. Young David, a sophomore at St. Lawrence University, had the satisfaction of beating Corny Shields Jr., the Race Week leader.

There's an additional wrinkle to Elwell's triumph. The boat hadn't been going well under Elliott, a perennial Rhodes 19 hotshot who moved to the new class this year with indifferent results. Elwell said he had only a minor problem, a leak which required pumping on the leeward leg.

As for Elliott, who won Race Week's Cullen Trophy as the MVP in 1962. He's well on his way toward his fifth consecutive Larchmont crown in the Rhodes 19 class following his third first-place in four starts.

Stu Armstrong took the Rhodes 19 race, but the story seems to belong to the Ivy Leaguers who were third, namely Steve Roth at the helm and Steve Johnson. The boat is registered in the name of Edwin Linville, whose son Jack, a Princeton man, has been sailing her.

Jack had to work yesterday and asked Johnson and Roth who'd never set foot on a Rhodes 19 before, to take her out in the interest of entering her in contention for the silverware. And that's what they did, putting the boat in a first-place tie with Armstrong's in the weeks standings.

Herald-Tribune 7-23-65

In 1976, #27 "Rascal" was destroyed in Larchmont Harbor in an extremely severe southeast gale. Bob Lundberg of Larchmont Yacht Club was the owner of #27 the time. The storm caused millions of dollars in damage to Long Island Sound.

Jeff Randall of Fleet # 8, Edgartown, Massachusetts, aboard the aptly named, "Trouble."



Photo credit: MacDougalls' Boatyard

Jeff Randall of Fleet #8, Edgartown, Massachusetts, started racing Shields in 1969 on his stepfather's, Jim Cannon, boat, #151 Manxman. At that point the Edgartown fleet consisted of two Shields, his stepfather's and # 128 True, owned by Hugh Bullock. The two boats raced each other every race for three or four seasons. Hugh was a much better sailor and won every race except for one, when he broke down. During Hugh's last season of racing, he was legally blind and still won every race.

Jim Cannon eventually sold his Shields and Jeff and his brother bought Hugh's Shields and renamed her Alison, after Jeff's Mom. He and his brother campaigned Alison for ten years with limited success. They spent more time fighting than paying attention. They were almost as bad as the Scully brothers of Marblehead, who according to Jeff's stepfather, were known to beat each other with paddles during arguments on board their Shields. Jeff eventually sold their Shields to Hal Scott of Edgartown in 1984. In 2000 he bought Shields #219 along with two partners, Jim Oakes and Geoff Caraboolad. They renamed the boat "Trouble." And trouble she has been ever since.

In 1972, the Edgartown Yacht Club syndicate bought Shields #9. The boat was at the Kings Point Merchant Marine Academy and Jeff Randall was asked to travel down to Kings Point and sail her back to Edgartown. Jeff was sixteen at the time and he thought it would be great idea to bring along a girlfriend. Only she didn't sail. The first day they were becalmed, set an anchor before going backwards and spent the night on the boat. The next day they got lost in a rainsquall. The third day, while sailing into Manhasset harbor in a thunderstorm, they got struck by lightening. (Jeff subsequently wrote Cornelius Shields to let him know that the grounding system worked.) And the 4th day they made it to Mattituck Inlet and ran aground. The 5th day his girlfriend said goodbye and left.

That afternoon, a good friend from the Vineyard, Alex Bryan, Cornelius Shields' grandson, flew down to help with the remainder of the delivery. Day 6 they set sail from the tip of Long Island, raised the chute in a beautiful southwest wind, and made it to the Vineyard in one day. Jeff says it was just another great adventure on a Shields!

Dick Clark of Fleet #12, Monterey, California, started sailing Shields in 1970 at the urging of Bob Allan. Bob had just moved to Monterey and he brought his Shields, #103, "Storm". With the help of Corny Shields, Bob grew the fleet from one to sixteen boats in less than five years.

In 1974, Dick raced in the Nationals for the first time. The regatta was held in Chicago that year. He and his crew drove from California to the regatta in an old Ford station wagon with sails and spinnaker pole piled on the roof. Feeling giddy after a second place finish behind local champ Martin Plonus and totally without the knowledge or authorization of their fleet or yacht club, they successfully bid to host the 1975 Nationals on Monterey Bay.

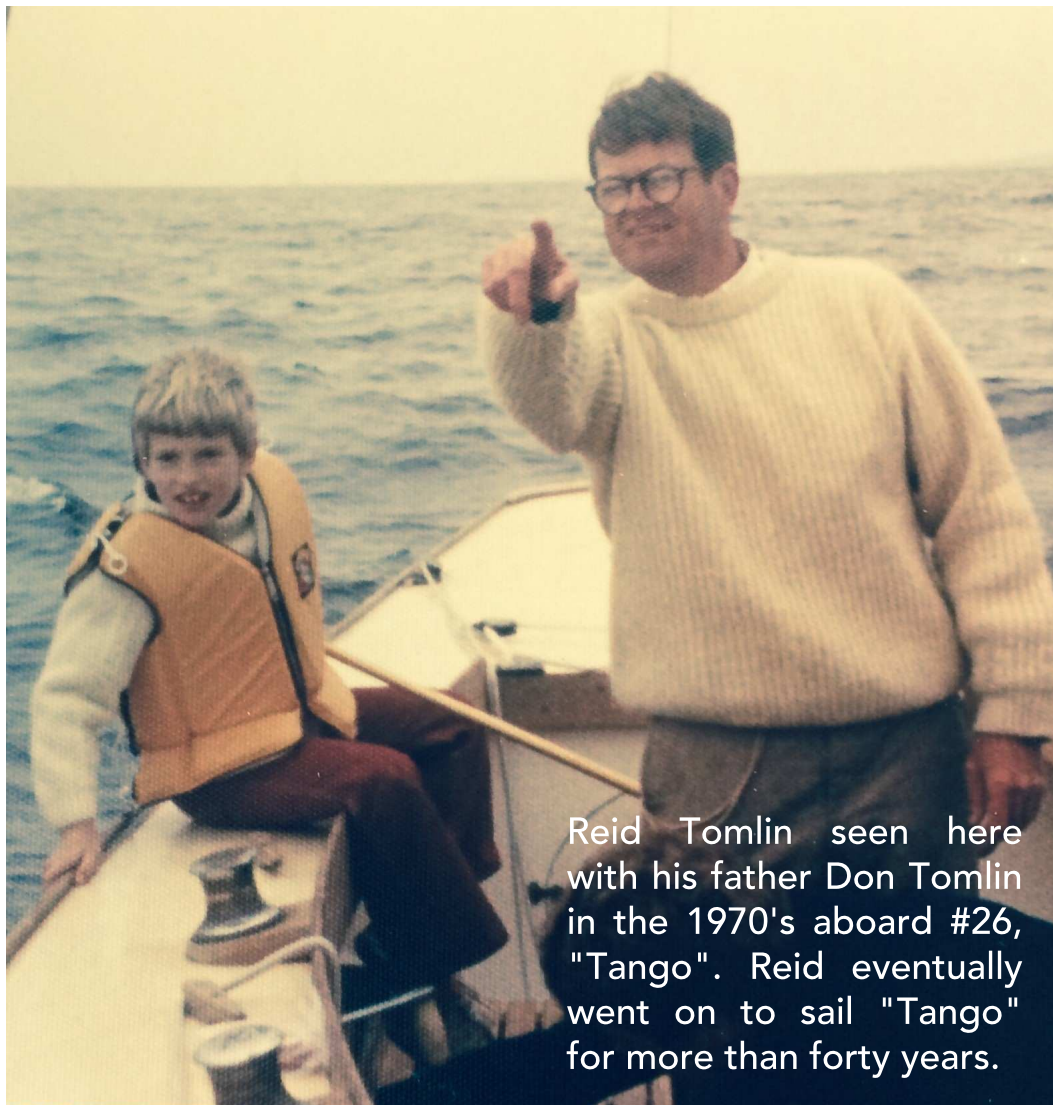
Fortunately, Monterey Peninsula Yacht Club and Fleet 12 were delighted with the news. The club worked hard to put on a first class event for the first west coast nationals. Steve Klotz, representing Stanford University Sailing Club, sailed a remarkable regatta, winning all five races in the "no throw out" series. However, he did not fare so well in the protest room as he was disqualified from the fourth race. That moved Dick and his crew into first place for the championship. Dick was thrilled to receive a call Monday morning from Corny Shields offering his congratulations.

Dick's second win was at the 1978 Nationals at Larchmont. The regatta was a magical series that started off with a private dinner with Corny Shields and was followed by another dinner with Arthur Knapp the next night.

The racing was intense and in the final race they found themselves with a one-point lead over Steve Benjamin. The situation was that if they couldn't finish any better than directly behind Benjamin, they had to drag him back to sixth or worse and they would both take a throw out. Steve tried to put a loose cover on Dick but one by one; boats passed them both as Dick purposefully sailed to the unfavored side of the course. At the finish, Dick and his crew had accomplished their goal; he had sailed their throw out race. The race was a thrilling finish to the regatta. Winning it was particularly rewarding as Dick has now won the title on both coasts.

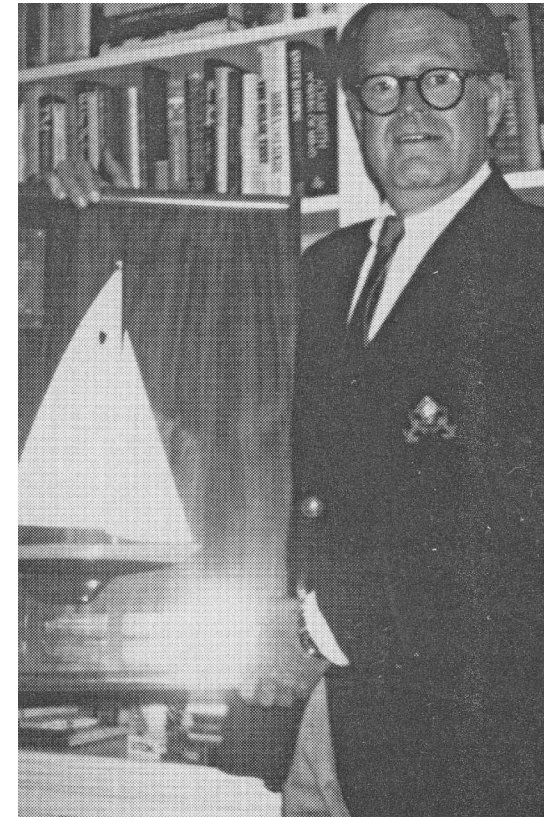


Martin Plonus of Fleet #3, Chicago seen here qualifying to compete in the 1989 Nationals to be held at Chicago Yacht Club. The team of Ched Proctor and John Hardy won the National trophy. They would go on to win six more National Championships in nearly perfect consecutive order. In 1992 Wayne Kennedy and Nick Burke of Marblehead, Massachusetts, briefly interrupted their streak.



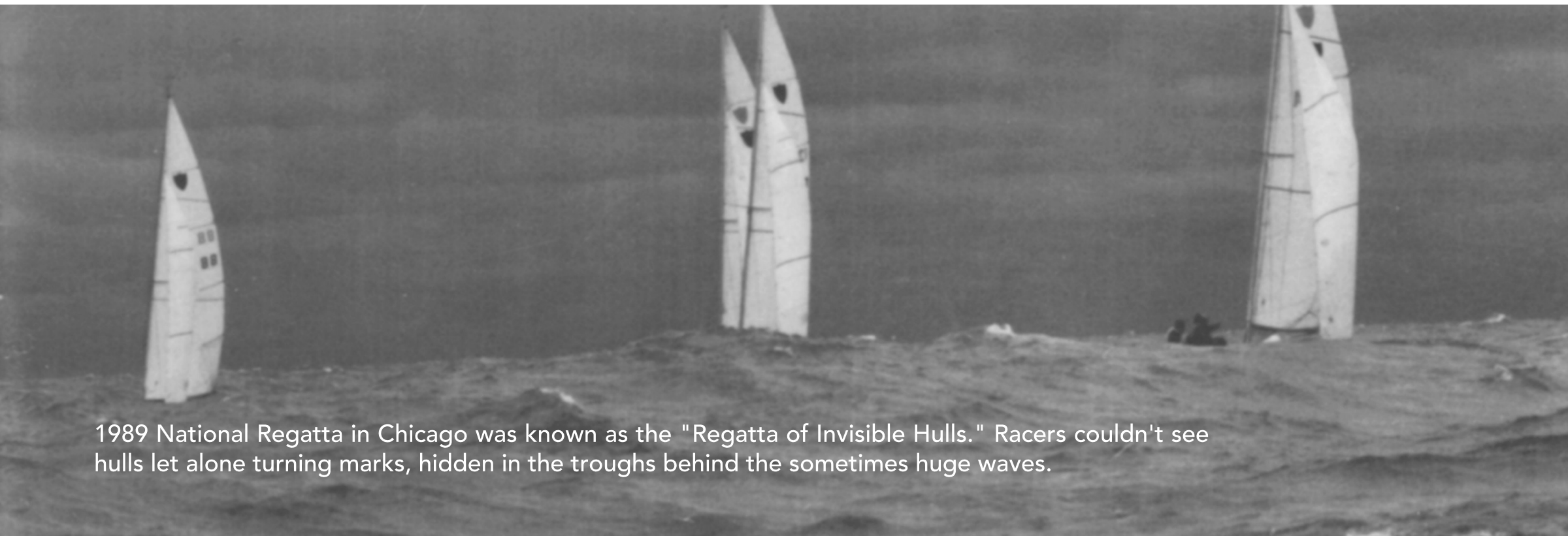
Reid Tomlin seen here with his father Don Tomlin in the 1970's aboard #26, "Tango". Reid eventually went on to sail "Tango" for more than forty years.

Don Tomlin of Fleet #1, Larchmont, seen here receiving the Cornelius Shields Memorial Trophy. This trophy is awarded to the skipper with the greatest improvement from the previous National Regatta.



In that year, 1989, the Nationals were held at Chicago. Most would have considered it a heavy weather regatta. The wind was never below 15 knots and blew as much as 28 knots.

Don said, "Oh it wasn't that bad. It blew really hard only twice: once for two days and once for three more."



1989 National Regatta in Chicago was known as the "Regatta of Invisible Hulls." Racers couldn't see hulls let alone turning marks, hidden in the troughs behind the sometimes huge waves.

Robin Monk of Fleet # 9, Newport, Rhode Island, is a two time National Champion and a second-generation Shields sailor. Robin won the National Championship in 2003 and again in 2010. His story may surprise you.

"My story of the Shields is not what you would think. It was actually my father who had the passion for the Shields. His Shields provided a great diversion from his all-encompassing professional life. She seemed responsible for the camaraderie and the friendships he would speak of most. She was also responsible for his fascination with tinkering on the boat. My father produced endless sketches. Sketches of goosenecks and head-knockers and all the pieces that he thought needed to be machined out of some aircraft alloy to make it lighter and stronger. I remember all the trips to Schaefer Marine and the other shops, including Cape Cod Shipbuilding Co. These partners would work with him to make his improvements reality.

In the 1970's and 1980's my Father and I spent many a day on the bay racing together. I became very accomplished at operating a manual bilge pump. Those were the days of racing off Castle Hill. U-boat racing, as one of my friends termed it. Then around 1988, I decided to purchase a Shields myself and to sell half to my Father. We became co-owners of #160, "Diversion".

Some years later my Dad became seriously ill. We nearly lost him and it was nothing short of a miracle we did not. As he regained his mobility he began making plans to sail again. It was then that my Dad said it was his wish to race the Newport Regatta. It was a two-day event of racing offshore. It could turn into a physically demanding and dangerous event at times. I had my concerns.

I'll never forget the conversation that ensued. My father looked at me and said, "I can go while I'm shoveling snow or I can go while I'm racing the Shields." He said, "I much prefer racing the Shields." I got the point and we competed in the regatta.

In 2003 my father's health was again in serious decline. That same year I decided to attend the National Championship in Chicago. I would sail with Dan Holloway. Dan had sailed with my father and me for almost twenty years. It was a long shot, but we decided to go. Each evening I called home to talk with my Dad. I called to say we had a blow out on the trailer while #160 was on it. I called to say the practice racing was over. I called to say racing had begun. Each day he wanted to hear every detail. On the last day of racing I called again. "How did it go?" he said. "Well," I paused, "we won." Right then on the phone I felt an unbelievable transformation in spirit. His voice changed, his very essence changed. He couldn't wait for us to come home to hear of every detail. Most of all he wanted to discuss what we were going to do with the boat the next year. By the time we made it home from Chicago he was in completely improved physical condition. This had to be another miracle. He had vitality and incredible optimism.

The Shields brought me one more miracle with my Dad. I was humbled to see my father attend the 2010 Shields National Championship dinner. Again, I witnessed a renewed vitality.

To all Shields sailors, may you always find your own little miracles".



Shields #143, the boat on which Robin and his Father sailed before they purchased #160, "Diversion." Robin is a two-time National Championship winner.

Monterey Fleet Championship Series

	Race Number														Total w/	Final
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	2 TO's	Place
PATRIOT	4	3	2	2	2	3	.75	2	.75	.75	2	.75	4	26	18	1ST
COLUMBIA	5	4	.75	.75	.75	.75	2	4	2	2	4	2	2	30	21	2ND
CAROL	.75	.75	3	4	3	4	4	3	6	7	3	3	6	47.5	34.5	3RD
OCTOBER	2	9	4	3	6	5	3	.75	5	5	.75	5	3	51.5	36.5	4TH
BARBARA	7	5	5	7	4	6	5	6	8	8	5	6	.75	72.75	56.75	5TH
MEDORA	8	9	7	6	5	2	6	5	3	3	6	7	7	74	57	6TH
STORM	3	2	6	5	9	9	9	9	9	9	9	4	5	88	70	7TH
HARRIET	9	9	9	8	7	7	8	8	4	4	7	8	8	96	78	8TH
STILLWATER	6	9	9	8	9	9	7	7	7	6	8	9	9	108	90	9TH
PATIENCE	9	9	9	8	8	8	9	9	9	9	9	9	9	114	96	10TH

comments on the 94 series:

Patriot prevails. Congratulations to Mark Chaffee and the crew of the, pardon the expression, (navy) blue boat . During the last half of the season Old #95 showed the fleet some serious pace, earning a well deserved invitation to the National Championship Regatta by edging out a very tough Paul Fuge / Columbia effort. Best of Luck out off the Vineyard.

The rest of us need work. More time on the water, faster bottoms, brains that stay engaged from start to finish. I seem to have particular trouble with the first part of that last one. Plenty mo opportunities to polish up our starting mid course, and finishing skills coming up. Two summer series, six fall series, & the Kelp Cup Invitational to be precise.

NOTICE *****

FLEET MEETING:

**SUNDAY
2 OCTOBER
FOLLOWING FALL
SERIES #4
MPYC BAR**

1994 Shields Class standings in Monterey. Fleet Captain Chick Hudson notes (bottom) an "invitation" to the 1995 Nationals has been made to Mark Chaffee, skipper of #95 "Patriot". He also notes, "The rest of us need work."



Photo credit: Jessica Hobson, daughter of Garth Hobson, owner of #103 "Stillwater"

Fleet #12 Monterey, California 2013. Monterey will host the National Championship Regatta in 2016.



Stephen Potter of Fleet #8, Edgartown, Massachusetts, in "Undertaker II" seen here in a death roll. Stephen says that this was during their regular series and the pictures are within a few moments of each other. They just acquired the boat and on this day it was blowing 20+ knots. Stephen and his crew hadn't yet learned how challenging that much air can be in a boat built for Long Island Sound. If there had been a photo taken seconds later it would have been the boat back upright with no spinnaker, as theirs was a very old Hood spinnaker and everything but the head shredded and blew away.



Someone told Stephen that sailors can't bury the spinnaker pole of a Shields, but clearly that is not the case! His son, Tripp, is driving. If you look closely, you can see the hands of the crew in this second picture desperately hanging on to whatever parts of the boat they can find.

“Never Get Excited”

Corny Shields

Cornelius Shields insisted he never got excited. He said, “The secret of winning is keeping calm.” Shouting at crew, he believed, “was a sure sign of panic.” Corny, who sailed in some eight thousand races in his lifetime, lived up to his maxim for sailing success: “Never get excited.”

It would be hard to imagine racing a Shields without some excitement. But some races are more exciting than others...



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



"Black Pearl" as she begins to rise from the bottom of the Tred Avon River.



"Black Pearl" makes her way back to Tred Avon Yacht Club, owner Jay Dayton aboard.

Saturday, October 10th is a day that the crew of aboard Black Pearl will not soon forget. It was the last day of the 2009 Fall Series at Tred Avon Yacht Club. Jay Dayton, Richard Slaughter, Arnie Boughner, Allison Downes and Braden Loveless were hoping for a couple of good finishes to boost their spot in the standings.

They headed out to the Choptank River racecourse in a building 15-knot breeze. By the time they rounded the first windward mark it was blowing 18-20 knots and gusting higher. They were surfing down the building waves. They took a couple of small knockdowns as the gusts tried to round "Pearl" up but they managed to recover each time. At one point, the chute folded momentarily and when it slammed back full, the topping lift snapped. They elected to use the jib halyard as a temporary pole lift.

As they approached the leeward mark, they started preparing early to get their jib up and take down the spinnaker. However, they were going to need to remove the jib halyard from the pole and put it back on the sail. Just as the guy was uncleated, they were hit with a huge gust. The pole skied; the chute went out further and oscillated leeward, which sent them into an immediate, full-on broach. As they lay on their side waiting for the keel to right them, the waves threw water into the cockpit filling her to the seats. The crew

tried frantically to blow the spin halyard and begin to pump and bail. Before they could do so, another huge wave of water poured in. "Black Pearl" was filled to just below the cockpit coamings. It became clear that they were in danger of sinking.

As the stern began to go under, Skipper Jay Dayton grabbed his handheld submersible VHF radio and began issuing maydays. The crew was now swimming in the 60-degree water. Fortunately, "Black Pearl" settled upright in the mud allowing Jay, Richard, Arnie and Alison a few feet of mast to cling to. Braden got swept away from the boat and was hanging on to a floating floorboard.

The race committee heard the mayday call and came to pull the cold and exhausted crew from the rough waters. Immediate recovery plans were made and salvage efforts began the next day. Two divers went down and unrigged the boat. Six air bags were then used to bring her back to the surface. Pumps helped get out the water and she was towed back to the Tred Avon Yacht Club.

Luckily, "Black Pearl" only sustained minor damage. Owners Jay Dayton and Richard Slaughter spent the winter renovating her and she was back on the racecourse for the Spring Series in 2010.



Paul Lennon of Fleet #1, Larchmont, New York, recalls this as one of his "high visibility" memories is from the nationals.

Paul says they had half of Cow Bay inside the boat. Though they popped right back up and sailed across the finish line.

Mike Carr from Larchmont, New York, was the skipper and he won the "Take A Bow" trophy for this wipe out.



Paul says that following his skipper's instructions he eased the main as much as possible as they rolled downwind.

A couple of years later Paul showed these pictures to one of the perennial champs and he quickly diagnosed the problem. The main should have been trimmed, not eased!



Photo credit: MacDougalls' Boatyard

#221, "Cornelia" knock down, an infamous moment at the 2004 National Championship in Edgartown, Massachusetts.

Gordon Goodwin recovering the mast & sails of Graham Quinn's Shields #235 "Harrier." Gordon is seen on the Cape Cod Shipbuilding Co. workboat, "The Gillie."

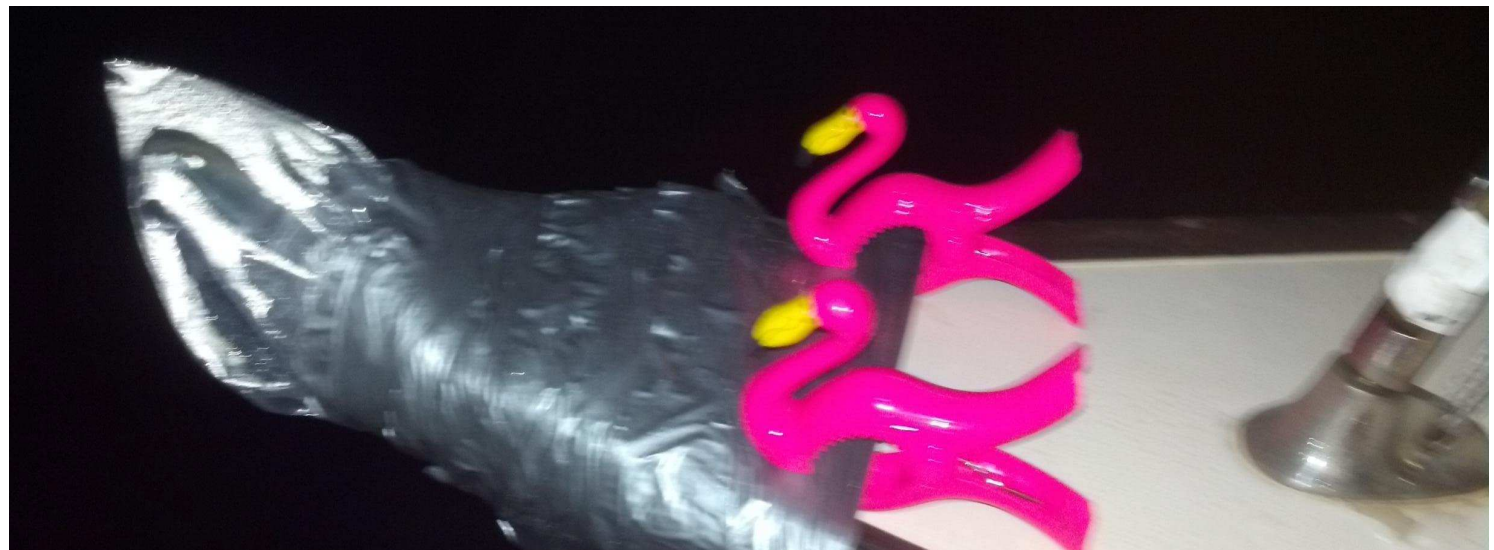


Photo credit: Wendy Goodwin.

Shields #235 has been through quite a lot. She broke her backstay and as a result, her mast. She also had the bow chock fitting ripped off as a result of the crew tugging too hard on a fraculator. As a result, water came pouring in during the Buzzards Bay regatta. A duct tape repair was made while on the water.



Subsequently during some late night shenanigans, Wendy Goodwin and Paul MacKinnon decorated the bow with flamingoes. The flamingoes rode the remainder of the summer. The owners never knew who had added the flamingoes, until now.



Shields #231 sank in Long Island Sound in 60 feet of water off Larchmont in a lumpy Easterly in 1999. This story isn't about sinking, however, but about her eventual salvage and rechristening, "Mermaid".

Fred Werblow was sailing nearby when #231 went down, and his crew, Witold Gesing, made a note of the GPS coordinates on his cell phone. Longtime Fleet One member Bill Gerety became determined to locate the boat, using Witold's coordinates and trolling the seafloor with his Hummingbird fishfinder aboard his wooden lobsterboat, "Fidelity", herself a salvage. He found nothing, and surmised that the boat may have sailed for some distance underwater as she sank. But Bill didn't give up. He contacted the insurance company and eventually learned that they had located the boat themselves using side-scanning sonar. Armed with a new set of coordinates, Bill tried again. With the assistance of his wife, Drayton, and step-son David Jenkins, Bill discovered a long silhouette on the bottom of the Sound. He marked the coordinates on his GPS. He had found the boat.

The story goes cold at that point until a few years later, when Bill ran into H.L. DeVore at LYC one Saturday morning. H.L. owned and raced Shields #106, Lady, but told Bill that he was thinking seriously about salvaging the lost boat. He had heard that Bill knew where she lay, and told him if he could put a buoy on her that he would get her raised. Bill would later refer to what followed as, "the dramatic and relentless pursuit of a driven man in his quest for sunken treasure."

Bill returned to the spot where he had first located #231 with Lada Simek, an amateur salvager who had previously expressed interest in the story of the lost Shields. They anchored over the coordinates and Lada dove in search of the boat. In no time he rose with thumbs up - he had found the boat by bumping into it with his head as he circled the seafloor in the zero visibility environment.

The boat was sitting upright amidst a lot of debris. The mast was broken, likely from barge traffic as the boat was in the deep and heavily trafficked channel. Lada attached a line to her, the other end of which was tied to a lobster buoy.

Bill later returned to the site with H.L., Lada, and H.L.'s father-in-law, Howie McMichael, past LYC Commodore and owner of McMichael Yacht Yard, but they couldn't find the buoy as it was being dragged under in the heavy tide. They trolled for it with a grapple, snagged the line and dropped an anchor. H.L. and Lada suited up to dive down and have a look. Before sliding overboard, Lada looked at H.L. and said, "So you've really never dove in Long Island Sound before?" Without answering, H.L. grinned and fell over backwards, into the water.

H.L. describes his excitement when he first reached out and touched the side of her hull. But even then he couldn't be sure it was a Shields. He worked his way along the side of the boat until he got to the bow. Clutching her bow chock in both hands, he knew he'd found her. Now he just needed to get her to the surface!

Though sitting upright, #231's cockpit was full of mud and her decks covered in the downed rigging of her broken mast. With significant assistance from Lada, along with Bo Bohmert of Bohmert Marine, it would take H.L. several dives, working in nearly pitch black conditions and at times heavy current, to clear the debris and dig out enough of the mud in order to be able to reach #231's keel bolts. He eventually made it to the floorboards which he removed in order to attach the lifting cables to her keel bolts. On October 2, 2002, over three years after she went down, a barge-mounted crane gently plucked #231 out of the mud and slowly pulled her to the surface.

Upon surfacing, Bill Gerety jumped aboard to help pump her out. Once buoyant, she was towed to McMichael's Yacht Yard in nearby Mamaroneck, NY, where she was hauled from the water and her long, painstaking restoration begun.

Given the name "Mermaid" by H.L.'s 5 year old daughter, #231 was rechristened in time for the 2004 season. H.L. and his crew would go on to win the Nationals aboard Mermaid in Chicago in 2009. #231 had also won the 1992 Nationals in Marion, MA, sailed by Wayne Kennedy and Nick Burke of Marblehead.



Photo credit: Howie McMichael

After more than three years at the bottom of Long Island Sound, number #231 rises to the surface. Seen here in the boat H.L. DeVore in a wetsuit and Bill Gerety.

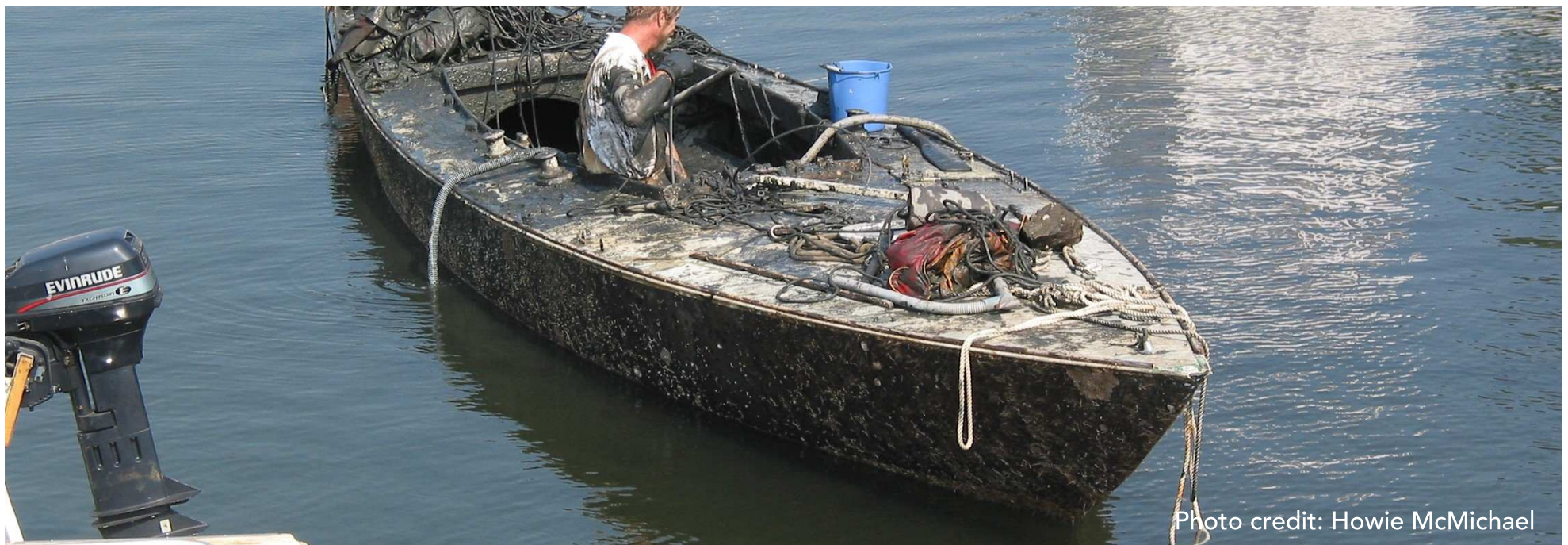


Photo credit: Howie McMichael

Bill Gerety pumping her out.

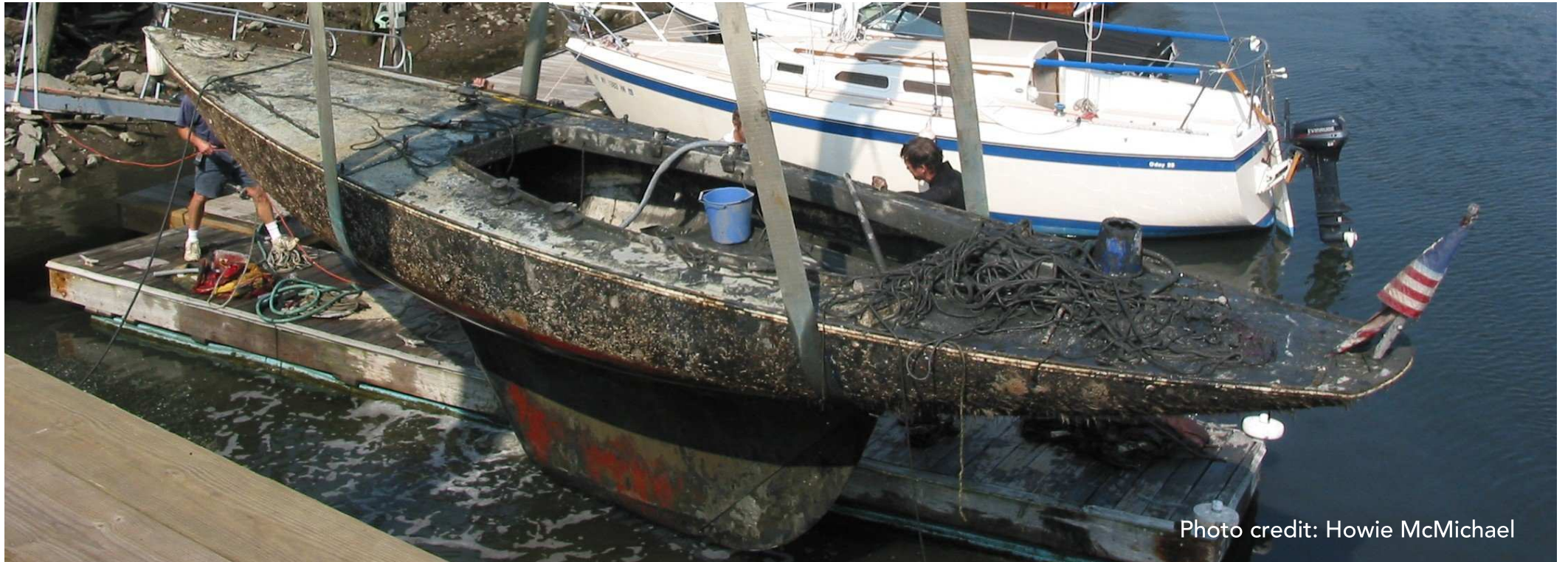


Photo credit: Howie McMichael

#231 arrives at McMichael's Yacht Yard to begin the long journey of restoration.



Photo credit: Howie McMichael

The christening of #231, "Mermaid" in 2004 at McMichaels Yacht Yard.



After winning two National Championships in 2006 and 2008, Bill Berry didn't fare so well in the 2009 Edgartown regatta.

Jeff Randall of Edgartown captions this picture perfectly. "Bill Berry discovers the submarine approach to the leeward mark is slow".



The beautiful Larchmont Yacht Club, founded in 1880. Seen here the clubhouse and view of the harbor. Larchmont is the home to Fleet #1, Corny Shields home fleet. Celebrating the 50th anniversary of The Shields One-Design Class here was a fitting tribute to the man who brought us our beloved class.



“The greatest One-Design Class ever.”

Corny Shields, Jr.

In September 2014, the Shields Class held its 50th National Championship at Larchmont Yacht Club, home of Shields Fleet One. In all, some 200 Shields sailors took part in the four days of racing. They came from a dozen local fleets, from Maryland to Massachusetts, from Chicago, Illinois to Monterey, California. They included some who had sailed in the very first Shields Nationals back in 1965 and some who were competing in their very first National Championship. The one thing that bound them all together was their love of One Design racing, and of the Shields Class in particular.

Regatta Co-Chairs John Mawe and Com Crocker decided early on that it was only fitting to kick off the 50th Shields Nationals with a Legends Regatta. As Mawe described it, the purpose was, “To honor those sailors central to the success of the Shields Class over the past half century.” Past National Champions were automatically eligible, though in keeping with the spirit of the event, competitors were restricted from skippering in both the Legends Regatta and the National Championship itself.

Word of the Legends Regatta spread quickly. Pat O’Neal, winner of the very first Shields Nationals back in 1965, signed up. So did Dave Smalley, past LYC Commodore and winner of the 1966 Nationals, and Ted Weisberg who won in 1973 co-skippering with Arthur Knapp. Joan Tiffany Thacher, signed up and was the only female skipper. Others included Chris Clarke and Mike Polkabla of Monterey, California, who hold three National championships between them. Seven-time winner Ched Proctor registered, as did Doug Allen of the Mass Bay Fleet, who bought a share of Shields #75 back in 1972 and still sails her today.



2014 Shields National Championship Legends. Mike Polkabla (far left) of Monterey, California led off with wins in the first two races, then held on with a 6th in the final race to win the event, narrowly edging out fellow West Coaster Dick Clark by one point in the final standings.

The final day of racing at the 2014 National Championship in Larchmont, New York. Sailing in view of the Throgs Neck Bridge.



Photo credit: Cheryll Kerr/regattaphotos.net

In all, 14 Legends sailed in the three-race regatta on Wednesday, September 10th. In addition to the 15 Shields National Championships between them, they had collectively won over a dozen national championships in other classes. They included 6 Meter World Champion Hans Oen and America's Cup winner Bizzy Monte-Sano. Mike Polkabra from Monterey led off with wins in the first two races, then held on with a 6th in the final race to win the event, narrowly edging out fellow West Coaster Dick Clark by one point in the final standings. The teams from Monterey had come to compete, a theme that would continue in the Championship itself.

Thursday's event dinner focused on the history of the Class. As competitors enjoyed dessert, the lights dimmed and a large screen flashed images of classic racing yachts from the first half of the 20th century. The gravelly voice of Cornelius Shields, Jr., America's Cup veteran and Mallory Cup winner, began to talk about learning to sail from his father, the venerable Corn Shields. As the film continued, Corny, Jr. talked about 6 Meters and the birth of the IOD Class, and

eventually spelled out his father's vision for a new, slightly smaller One-Design yacht, inspired by the 5.5 Meter Class and designed by Olin Stephens. It was built of fiberglass to minimize maintenance and upkeep costs. The first 20 boats were donated to the service academies but made available to local sailors during the summer and used for the major One-Design regattas such as the Mallory and the Adams Cup. Thus the Shields Class was born more than 50 years ago.

The lights came back up and the audience rose to its feet, cheering the film and its creator, Peter Fernberger, and their beloved Class. But their loudest applause was for the diminutive narrator of the film, Corny, Jr., who sat among them. Corny took the microphone, brushed aside a tear, and thanked those gathered for helping to make his father's vision a reality. "Thank you for helping make the Shields Class the greatest One-Design Class ever, and thank you for coming to Larchmont Yacht Club to compete in the 50th Shields National Championship!" The crowd roared its approval.



Photo credit: Cheryl Kerr/regattaphotos.net

#103, "Tango", winner of the 2014 Shields National Legends Regatta skippered by Mike Polkabra from Monterey, California.

2014 National Champions Maura Weisenfluh, Kurt Weisenfluh, Chad Corning, Com Crocker and Matt Tym of #23, "Rascal" from Fleet #1, Larchmont, New York.



Photo credit: Cheryll Kerr/regattaphotos.net

Racing for the Championship itself began Thursday, September 11th, in the shadow of the Freedom Tower. The date was not lost on the 33-boat fleet. Bobby Lippincott, sailing with Jim Alpi of Tred Avon Yacht Club, in Oxford, MD, approached the Race Committee prior to leaving shore, a rolled up, oversized ensign in his hands. "I wondered, given what day it is, if we might be allowed to break with tradition and fly our ensign while racing today." PRO Butch Ulmer quickly granted the request, and followed up with an announcement over the radio extending the same courtesy to the entire fleet. And so the competition began.

After seven races sailed over three days in a variety of conditions, the 50th National Championship was won by Shields #23, Rascal, co-skippered by Com Crocker and Kurt Weisenfluh of Larchmont. It seemed a fitting tribute to Cornelius Shields that the Chippendale tray he donated would be won by someone from his beloved Fleet #1 in Larchmont.

During the Championship, the Class got a good glimpse of its future. It had to like what it saw. Andrew Young and Chris Foley of Fleet #1 had crewed on #23, "Rascal", for years. However, in this competition they sailed #183, "Alice", with Andrew driving them to a 7th place finish overall. Ashley Hobson of Monterey, California, sailing with her father, Garth, drove a borrowed boat to 5th place in her first Shields National Championship, taking home the Moore Trophy for top finishing junior skipper, along with the Benjamin Memorial for best newcomer.

Also from Monterey and competing in her first Shields Nationals, Charlotte Benbow finished 12th, just one place behind Ethan Robbins, a three-time winner of the Moore Trophy, sailing with his father, Richard.

The day after the Nationals ended, Com Crocker got a call from Corny Shields, Jr. "He told me how proud his father would be to see the Shields Class doing so well after 50 years. He was happy a Larchmont boat had won, but he also pointed out that #23 itself is 50 years old! What better way to honor his father's vision for this one design class than to win the Nationals in one of the oldest boats in the fleet."



Andrew Young and Chris Foley of Fleet #1, Larchmont, on #183, "Alice" placed 7th overall in the 2014 Shields Nationals.

Ashley Hobson of Monterey, California, sailing with her father Garth in a borrowed boat named "Tango", drove her boat into 5th place in her first Shields National Championship. Ashley won not only the Moore Trophy but also the Gordon L. Benjamin Newcomer award.



Photo credit: Cheryll Kerr/regattaphotos.net



Event Co-Chairman, John Mawe and the crew of #106, of Fleet #1, Larchmont, New York, won the coveted "Take A Bow" award for this creative spinnaker take down technique.



Photo credit: Bryan McSweeney



Photo credit: Cheryll Kerr/regattaphotos.net

2014 second place winners John Burnham and Reed Baer aboard #107, "Grace" from Fleet #9, Newport, Rhode Island. Burnham and Reed are two time National Champions winning in 2002 and again in 2011.

Starting line of the last race at the 2014 Nationals. Seen here in first place Com Crocker and Kurt Weisenfluh aboard #23, "Rascal" of Larchmont, second place winners John Burnham and Reed Baer aboard #107, "Grace" of Newport and third place winners Tim Dawson and Tom Hirsch #254, "Areolus" also of Newport. Dawson and Hirsch won the National Championship in 2012 and again in 2013.



Photo credit: Cheryll Kerr/regattaphotos.net

Shields #223, "Aileen" belonging to Corny Shields grandson, Tim Bryan, prepares to head home to Edgartown, Massachusetts after the 50th National Championship.



Photo credit: Bryan McSweeney

