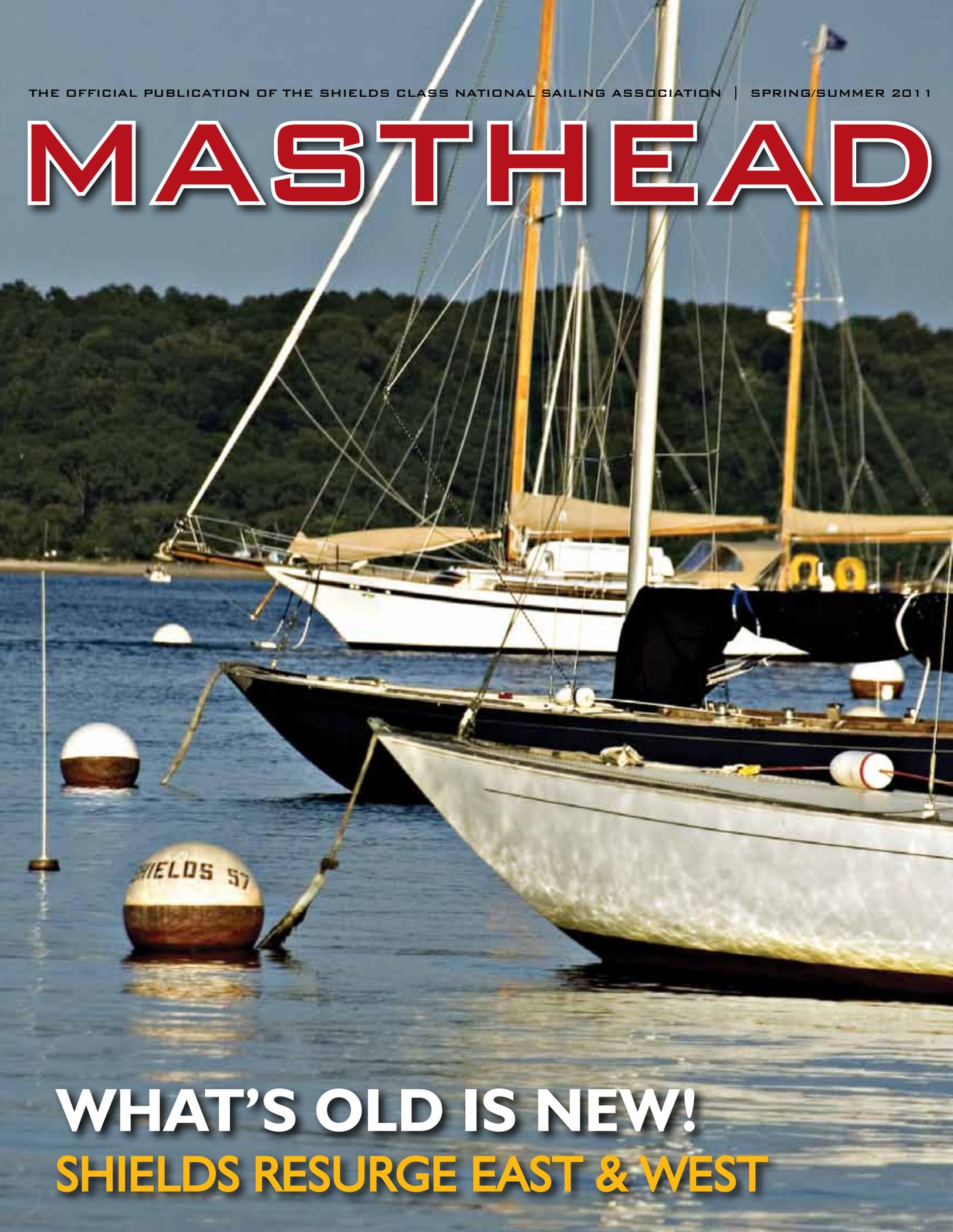


THE OFFICIAL PUBLICATION OF THE SHIELDS CLASS NATIONAL SAILING ASSOCIATION | SPRING/SUMMER 2011

MASTHEAD



WHAT'S OLD IS NEW!
SHIELDS RESURGE EAST & WEST

THE OFFICIAL PUBLICATION OF THE
SHIELDS CLASS NATIONAL SAILING ASSOCIATION

MASTHEAD

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2011 NATIONAL DUES

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YACHT AND OWNER/SKIPPER \$50

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PRESIDENT'S MESSAGE



**PRESIDENT,
MICHAEL
SCHWARTZ**

Many thanks to the folks in Oyster Bay and Wayne Marciano in particular for putting this issue and the 2011 Nationals together. Kudos to Richard Robbins and his great Technical Committee for their incredible work as well.

I'm reminded that one of our fleets' most important callings is the promotion of sailing and involvement of young sailors in our sport.

The quest to link junior sailing along with the great energy and enthusiasm generated by youth participation to 'big' boats and a lifetime love of being on the water, has been a bit of an enigma for many years. Yacht clubs both large and small have searched to find the perfect stepping stone to expand the horizons for young sailors.

Aggressively growing the sailing school program at Chicago Yacht Club served only to highlight our inadequacies in channeling this resource. After conversations with Shields Fleet members around the country, I became one of many advocates of the club's seeding

purchase of four 'stepping-stone' Sonar keel boats for the 2011 season. Our current and thoroughly professional Sailing School personnel will manage the program.

What has been the opinion of my sampling of Shields sailors on this subject? "Once they sail a Shields, the die is cast. It will only be a matter of time until they get Shields fever."

I'm reminded of my first Shields experience. After selling our offshore racer many years ago, we were looking for a racing 'fix' that would minimize the enormous toll of time and effort that had become part of our lives. The boat had to be easy to maintain yet fun to race.

I got a late afternoon call inviting me for an evening Shields sail. As trite as it sounds, the night was dark and stormy. The quick trip out of the harbor got my pulse up, but when we popped the chute, I was a 'goner.' The immediate surge of water – not past the life-lines, but within reach of my hands, glowed phosphorescent in the moonlight. It is still fresh in my mind today. I had only one question for my friend Gene about making the leap. What was that 'creaking' sound I kept hearing as we were sailing? It turned out that the boat was fine, but our host had a prosthetic leg that was in dire need of lubrication.

As always, anyone visiting Chicago is welcome to come for a Shields ride and a fresh-water facial if it's blowing hard. I look forward to seeing everyone in September at our 47th National Championships.



FEATURE STORY

CAPTAIN'S HARBOR FLEET 2 REBORN

BY RICK HENDEE

Captain's Harbor in Greenwich, CT was where the original Shields Fleet 2 raced in the 60's and 70's. Indian Harbor, Old Greenwich and Riverside Yacht Clubs were represented by over 25 Shields which were the dominant one-design class in the area at the time, and many have fond memories of the tight competition and camaraderie after racing.

Beginning in the late 70's, the Etchells and J/24s began to displace Shields in Captain's Harbor, and by the 80's Fleet 2 was gone, but not forgotten. The new classes enjoyed growth into the 90's but they too began to fade, as competitors tired of the hassle of dry sailing. Three years ago, a group at Indian Harbor conducted a detailed analysis of what happened to one design sailing, and what should be done to revitalize it.

A survey was conducted in which members were asked for their preference among a wide range of one design boats, and the conclusion was a boat that is wet sailed, which is tactical and not technical so members of all ages can race on a level playing field generated the greatest interest. Another important element was the presence of local fleets for intra club racing and support. Then the recession came along, and the project was dry docked while members rode out the storm.

Last fall, Ted Graves and Rick Hendee took another look at the study and concluded that only one boat met all the criteria: the Shields. They reached out to Com Crocker, John Mawe, Dual Macintyre, "HL" DeVore and Roland Schulz of Fleet 1 (Larchmont, NY) and Wayne Marciano of Fleet 5 (Oyster Bay, NY) for help. Shields sailors sprang into action, and a test sail was quickly arranged by Fleet 1, complete with 2 boats and a full race committee! Over 20 Shields racers showed up to make the October 30th event a big success, and the rest as they say is history.

Fleet 2 was reborn at Indian Harbor in 2011, with growing interest from Riverside and Old Greenwich Yacht Clubs. Members are purchasing Shields individually and Captain's Harbor One Design Fleet Association, a non-profit sailing foundation, was established for those members who want to sail a Shields, but prefer to be part of a fractional ownership program. With only five members per boat, cost is very reasonable and the group is committed to having fun.

Fleet 2 looks forward to the 2011 season and sailing with Fleets 1 and 5 at least once a month, including the Districts, Larchmont Race Week, Indian Harbor's Classic Yacht Regatta and the Nationals at Oyster Bay. Fleet 2 is revitalizing one design sailing at Captain's Harbor thanks to the timeless appeal of the Shields, and the enthusiastic support of Fleets 1 and 5.

Anyone in Connecticut with interest in Fleet 2, contact Rick Hendee, Fleet Captain: rickhendee@optonline.net, 203.858.3906.



COM CROCKER SHARING THE THRILL WITH TED GRAVES, HELM. HIS WIFE SHELIA GRAVES AND DUAL MACINTYRE CREW, IN BACKGROUND.



RICK HENDEE AT THE HELM. PHIL ZECHER IS CREW, IN BACKGROUND.



LARCHMONT YACHT CLUB RC AND SHIELDS OWNERS HOST THE FLEDGLING FLEET 2 ON A BREEZY OCTOBER AFTERNOON.

WHAT'S OLD IS NEW!

OAKCLIFF SAILING

STRETCHES THE SEASON IN OYSTER BAY, NY TO THE MAXIMUM

Sailing from mid-March through Thanksgiving, the very short winter is used to completely inspect and service all of the boats as needed and then fluff and buff them all in a flurry of painting and varnishing and waxing and cleaning before spring splashing. It is an ambitious schedule, but the team at Oakcliff, including saplings (staff) and acorns (intern/apprentice) as well as many supporters and volunteers work with determination to get the huge fleet ready and in top shape each spring.

This year added, attention has been paid to the livery of 6 Shields within the larger Oakcliff fleet so that they are in top shape for the season and the Shields Nationals September 21-24 which is co-hosted by Oakcliff Sailing and SCYC. Oakcliff's fleet include hull numbers: 20 Mischief, 167 Mayhem, 202 Symphony, 228 Skimmer, 246 Vivo.

Oakcliff's Shields are available for full-season charters for those wishing to sail Nationals. A season charter includes all Shields Fleet Five events: Sundays at Seawanhaka, the Districts and of course, the Nationals. If boats are not chartered for the season, they may be available for a Nationals-only charter.

By far the preference is to have all six boats out on the water consistently and throughout the season rebuilding Shields Fleet Five in Oyster Bay alongside SCYC.

The boats come fully rigged with a good suit of sails that would be reserved for your racing. On days that you don't plan to use the boat, we may use them for Oakcliff Supporters. It costs Oakcliff \$18,000 to operate one Shields for a season. This includes the winter maintenance, bottom painting and prepping, cleaning, and regular equipment maintenance and replacement. It does not include overhead or winter storage. We are asking that charterers become supporters of Oakcliff by making a significant contribution towards covering this cost.

As one of Oakcliff's more versatile fleets, the Shields are not only used for Fleet Five events; they are also used for match race practice and racing, and weekday fleet racing. With their classic lines and local heritage they fit right in with the Oakcliff classic yachts. If you haven't sailed a Shields in awhile, you can try them out by signing up for our early racing.



SHIELDS RESURGE EAST & WEST

OAKCLIFF SAILING PREPARING CHAMPIONS

Oakcliff Sailing is completely unique—an advanced coaching and training center with programs to raise the level of any adult sailor who walks through the door. The fleet includes Match 40s, Melges 24s, Farr 40s, IRC boats, Classics and Shields plus support boats.

Meeting a need in American sailing with a top level mentoring and apprenticeship system, Oakcliff was founded by a Manhattan family who is passionate about Oyster Bay, Long Island and competitive sailing.

Oakcliff brings together dedicated sailors who support the concept with their time and their dollars, and gives people multiple opportunities and significant life experiences. It is a place for anyone with talent and dedication to get quality time on the water with organized practices, training and coaching to ensure that every moment is efficient and productive—raising the level of sailors and sailing.

The weekly schedule includes: Tuesday match racing drills, Wednesday fleet racing, Thursdays Classics, weekends are filled with everything from classic racing, IRC away regattas, Melges 24 racing and Clinegattas on top of an intense schedule of 18 graded match racing regattas.

Oakcliff invites all sailors to come down and sail, train and race. There are multiple coaching and team building programs available and if this all sounds too serious don't worry—we believe a debrief with good friends new and old over a frosty beverage is an important part of the learning process. Oakcliff Sailing is located in Oyster Bay, less than an hour from three major airports and the city of New York.

More information can be found at www.oakcliffsailing.org. Contact Oakcliff at (516) 802-0368 or at race@oakcliff.org.



CATALINA BOUND!

BY CHARLIE ABBOTT

Catalina bound! CSULBSA hosted a return to Catalina Island's Two Harbors with three Shields.

After a 20-year hiatus, the breeze was perfect for the 26 mile passage. What fun!

SHIELDS #
51 ISABELLE,
ALONGSIDE BIRD
ROCK AT THE
ISTHMUS



SHIELDS #10, DARK HORSE, SAILING
IN 25K OF BREEZE AT THE ENTRANCE
TO TWO HARBORS ANCHORAGE



BOTH BOATS ENTERING THE ANCHORAGE

REPORT FROM THE SHIELDS TECHNICAL COMMITTEE

BY RICHARD ROBBINS, NATIONAL MEASURER, WEBMASTER@SHIELDSCLASS.COM

The Shields Technical Committee is composed of seven members and the National Measurer and has been active in several projects this off-season. The following topics are actively on our agenda:

1. Guidelines related to re-building Shields decks, deadwood and other common repairs.
2. Updates to the rule (Section V-1.7) that the Sail Inventory card be delivered to the National Measurer by August 15 of each year (note that this rule has never been implemented).
3. Proposal that the mainsail can be loose-footed and the upper batten be full length.
4. Enforcement of the Basic Rules of Uniformity.

RE-BUILDING GUIDELINES: BASIC RULES

Section III-3.0 Basic Rule Governing Substantial Damage to a Registered Yacht

In the case of substantial damage to a Registered Yacht, the Fleet Secretary shall report the extent of such damage to the National Measurer. The Measurer may take action to ensure that after repair the Yacht continues to perform to the Specifications.

Section III-8.0 Admonition to Authorized Builder(s)

The authorized builder(s) shall not change the design of the hull, deck, spars, rigging or equipment supplied on the new boats or placed on the existing boats without first requesting approval from the Governing Board. The Technical Committee shall review such requests and make a recommendation to the Board. Any changes that are approved shall be relayed to the authorized builder(s) in writing.

The Technical Committee has agreed that the owner or his contracted boat shop doing more than annual patching, fairing and painting MUST notify the National Measurer as to the nature of the repair and the technique to be used and this should occur before starting work to insure enforcement of the Basic Rule of Uniformity. The National Measurer, with input from the Technical Committee, will promptly rule on the legality of the repair. Owners who proceed with repairs without permission may find that their boat judged not compliant. The re-building guidelines (when available) will provide assistance in this process.

SAIL INVENTORY CARD DELIVERY

The proposal being discussed replaces the delivery of the Sail Inventory Card to the National Measurer by August 15 with a system to log sail inventory on the website before any sail is used in a sanctioned race. More on this will be provided as the details are worked out.

LOOSE-FOOTED AND FULL-LENGTH UPPER BATTEN MAINSAIL

Discussion is ongoing and a proposed rule is being written where yachts using loose-footed mainsails would coexist with yachts using the current mainsail. Also discussion is occurring as to the

benefits of allowing a full length upper batten. If the Technical Committee and Governing Board decide to proceed with either of these changes the rule changes will be presented to the members meeting in September for adoption.

ENFORCEMENT OF THE BASIC RULES OF UNIFORMITY

Certain discrepancies in yachts have been observed and notice is given that the following items will be enforced.

- a. Mainsheet, traveler control, boomvang, mainsail outhaul and backstay purchase shall not exceed 8:1.
- b. Shrouds must not use solid or compacted strand (Dyform) and the turnbuckle must not be "Sta-Master" type.
- c. Mainsheet bail is required for the mainsheet turning block(s) at 12 feet 1-7/8 inches from the after face of the mast.
- d. A band, 1 inch wide and of a contrasting color shall be placed on the boom with the inner edge located 13 feet 3-5/8 inches from the after face of the mast.
- e. A band, 1 inch wide and of a contrasting color shall be placed on the mast with the upper edge located 2 feet 5 inches above the deck at the centerline.
- f. Fore/aft (18 inches) and ninety degree (15 inches) jib sheet tracks both starboard and port must be installed. The aft end of the fore/aft track must be 38" center-to-center.
- g. The mast step placement must conform to Shields Mast Step Location Guide (Section IV-5.11) and if moved must be certified by a fleet measurer. The aft edge of the mast partners shall be 11 feet 3-3/8 inches (+/- 3/8 inch) from a vertical projection of the mooring line groove in the bow chock. The mast partners shall be no more than 7-1/2 inches in the fore and aft direction.
- h. One or two small holes not to exceed 3/8 inch in diameter at the top of the aft bulkhead to accommodate lines for trimming the backstay may be used. Other perforations in the bulkheads shall be watertight while racing. Fore and aft bulkhead hatches shall be in place and be fully seated and secured against gaskets of soft rubber or its equivalent.
- i. Two cockpit seats are required and shall consist of no less than 6 slats, 1/2 inch thick, 1-1/2 inches wide and 51 inches long.
- j. Anti-fouling paint shall be used on the bottom at all times.
- k. The spinnaker pole length must not exceed 9 feet 4 inches (including fittings) and if tapered can only taper to 2 inches.
- l. Mandatory safety equipment must be on-board including properly sized anchor with line, lifejackets, paddle (at least 4 feet), sound making device, pump(s) and compass.

The Shields Technical Committee is striving to insure that the Shields (of any age) are fun, fair, safe and affordable and we welcome your comments. Please contact anyone on the committee or the National Measurer.

FLEET 10 **BEVERLY YC, MARION, MA**

BY GEORGE GARDNER

Fleet 10 is looking forward to another busy summer season. We have approximately ten boats that race regularly. Racing begins on June 2 and concludes on Labor Day weekend. Two races are scheduled for every Thursday evening and Saturday afternoon for a total of nearly 50 races. In addition, many of us will go to Edgartown to attend their regatta in early July.

Spinnakers are not used in our Thursday evening races. This makes it easier to find crew, makes it more fun for family members, and is a good way to introduce newcomers to Shields racing. On Saturdays, we use spinnakers, and because of our windy conditions, we also allow use of a smaller experimental spinnaker. These spinnakers have proven popular, and we recommend that other fleets look into their use.

This year, we are going to have a Guest Skipper Regatta with up to four races. The skipper of each boat will be an invited sailor who does not normally sail in Shields but has expressed an interest in the boats. Crew will be either invited yachtsmen or regular Shields sailors. The purpose of the regatta is to generate new interest in Shields among local sailors.

FLEET **UPDATES**

FLEET 19 **MASON'S ISLAND YC, MYSTIC, CT**

BY AL BURNETT

After hosting the 2010 Nationals, Fleet 10 is eagerly awaiting the upcoming season. There is talk about a couple of our boats entering the Newport Spring Series. We will see. Our season at Mason's Island starts in the eastern end of Fishers Island Sound on Sunday June 26. The Sunday series races will be run by The Stonington Harbor Yacht Club, tentatively on the following dates: June 26, July 10, July 24, July 31 and August 14. Our Thursday series will run from June 30 through August 25. A number of us are also looking forward to sailing in the 2011 Nationals at Seawanhaka Yacht Club in September. All Shields sailors are welcome to race with us in our Sunday or Thursday series joining as crew in our boats or in your own boat.

FLEET 12 & 17 **MONTEREY PENINSULA** **YC AND NAVY POST-** **GRADUATE SCHOOL,** **MONTEREY, CA**

BY JERRY STRATTON

The start of Summer Series Race 6 in August 2010 on Monterey Bay. Harriet is #161 and Carol is #112.



FLEET UPDATES

FLEET 21 TRED AVON YC, OXFORD, MD

BY RICHARD SLAUGHTER

All is well on the Chesapeake Bay and down in Oxford on the Tred Avon River. It has been a long winter and a very cold spring. Even now in early April, we haven't had too many days above 45!

With that being said, our fleet of 13 boats is only 4 weeks away from the start of our spring series. The 2011 racing schedule promises to be very good and will include five regattas and Friday night racing beginning the first Friday in May. As the official one-design fleet for Tred Avon Yacht Club, we will kick off the season with a Wednesday night dinner celebrating the fleet and hope to increase the visibility of the fleet and generate additional interest.

Fleet #21 is looking forward to a full season of sailing and another great showing at the Nationals. We are also anxiously waiting to hear from the National Committee to know if we will host the 2013 Shields Nationals.

From all of us at TAYC, we wish you good sailing and we look forward to seeing many of you competing this year in Oyster Bay.



PHOTOS FROM THE
"LIDO-CAM" ABOARD AL
BURNETT'S REBEL (#79).
PHOTOS COURTESY OF
JOSH PATERSON.



FLEET I



**"CORNY"
SHIELDS,
LARCHMONT, NY
2010**

LARCHMONT YC, LARCHMONT, NY

BY COM CROCKER

It's an exciting time to be a Shields racer in Western Long Island Sound. With the rebirth of Fleet 2 at Indian Harbor YC, and Seawanhaka and Oak Cliff hosting the Nationals this year, there will be more opportunities to race locally and more boats to race against.

We kicked off 2011 with a rousing awards banquet to recognize the achievements of 2010—both admirable and of a more dubious nature. Dual Macintyre and Com Crocker (#23, Rascal) took home the Season Championship trophy, while Class Treasurer Fred Werblow (#25, Checkmate), was honored with the Hoke Simpson award for service to the Fleet. A highlight of the evening was a heartfelt toast by Corny Shields, Jr., who has raced a few times with Roland Schulz and crew in recent years (#70, Coquette). As always, Skip McGuire (#182, Lure), had the 130 attendees in hysterics as he delivered the Committee Report, detailing some of the more embarrassing moments from this past year. "Remember—I am merely the messenger."

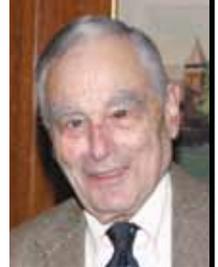
McGuire, John Mawe (#106, Lady), Macintyre, and Crocker have been keeping their skills sharp in the offseason by racing Interclub Dinghies in Larchmont's Frostbiting season, as well as contributing on Race Committee.

Looking ahead to the 2011 season, in addition to a full schedule of Saturday afternoon racing and holiday weekend regattas, we look forward to hosting boats from Fleets 2 and 5 for our District Championships in late June and for the 113th Annual Larchmont Race Week in July. Larchmont will also be a first time host for the Leukemia Cup Regatta in September. After that, the Fleet travels down the Sound for the Classic Yacht Regatta hosted by our new friends at Indian Harbor and sailed in the same waters as the season's main event, the 47th Annual Shields Nationals, which kick off the following week and should attract as many as 25 local boats. We look forward to seeing you there.

In Memoriam

BILL RICH

Bill Rich, longtime sailor in Shields Fleet #1 in Long Island Sound, passed away peacefully on April 9 due to complications of Waldenstrom's Disease, a rare form of leukemia. Bill owned, skippered and loved Gaudeamus, #106, for many years. He also acted as guest skipper, helmsman and tactician on numerous other boats and was active in fleet activities, serving as fleet chairman for several years.



Born in Brooklyn in 1923, Bill received a master's degree from Yale after serving as an officer in the legendary 8th Army Air Corps in Asia during WWII. He had an award-winning career in advertising and marketing as president of Rich, Bryan & Curtis, Inc. for more than 40 years. Bill resided in New Rochelle, NY where he and Mary Katherine raised four children. Bill's first priority and devotion was always his family. He is survived by Mary Katherine, three children and three grandchildren, the light of his later years.

Bill's true introduction to sailing came in a five-day cruise in the late 1960's aboard Venturer, which was co-owned by Bert Harnett, his life-long closest friend. In preparation for this trip, Bill taught himself to navigate by the stars. That trip began a love affair with sailing and the camaraderie that goes with it that never ended. In addition to a very successful YRA of Long Island Sound career, Bill participated in several Shields Nationals. He was also an avid frostbiter, sailing Dyer Dhows well into his sixties. After his active racing career drew to a close in his seventies, Bill continued to be very active as a highly regarded race judge at local, regional and national levels. He also edited the Mainsheet, the publication of Larchmont Yacht Club. Bill was a much-loved mainstay at LYC. His memorial was held there and his ashes will be scattered from the club as soon as a Shields is in the water.

Combining his passions for sailing, education and social justice, Bill Rich worked to develop a program to bring sailing, the enrichment, and character-building that goes with it to underprivileged children in the New Rochelle school system. In recent years, this same vision has been realized in the Young Mariners Foundation in Stamford, CT. Donations in Bill's name to that wonderful organization are invited and may be made at www.youngmarinersfoundation.org.

**SHIELDS CLASS NATIONAL
SAILING ASSOCIATION**

3225 WEST ST. JOSEPH
LANSING, MI 48917

www.shieldsclass.com

OYSTER BAY TO HOST 2011 SHIELDS NATIONALS

It is with great pride that Seawanhaka Corinthian Yacht Club, Oakcliff Sailing Center and Fleet 5 welcomes Shields championship sailing back to the Oyster Bay area. We are excited to host the Nationals Championship and to welcome back many of the same competitors who enjoyed sailing at our club in past regattas. We are also pleased that sponsors BMW, Jack Halyards, Mt. Gay and Oatley Wines will be a part of what we know will be a very well-received sailing event for Western Long Island Sound. The Nationals typically attracts the best sailors from fleets around the country, including many former champions. We look forward to gathering with our old friends and welcoming new ones this September.

WAYNE MARCIANO, FLEET CAPTAIN

SHIELDS NATIONALS



2011 Shields Nationals

Fleet 5 is pleased to host the Shields National Championship



Seawanhaka Corinthian Yacht Club and Oakcliff Sailing Center
invite you to Oyster Bay, NY • September 21st - 24th 2011



Thank You Sponsors!

