



April 2018 e-MASTHEAD Volume 1, Issue 1

Presented by the Shields Class Sailing Association



Based upon the recommendation of the National Regatta Attendance Committee (NRAC) and with the approval of the Class Governing Board the e-Masthead has been launched!

The concept of this new publication is to better connect the class with the fleets and the sailors through providing more news, more often, which is more relevant. We plan to send out a mid-summer e-Masthead as well and evaluate this initiative after our two pilot issues. We shall continue to publish our regular print version Masthead Magazine too.

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President's Message

by Eric Anderson

I am pleased to debut this first-ever issue of the e-Masthead. I hope this concept becomes a regular tradition for our class and succeeds in strengthening communication for everyone. Included within these pages are some new and very welcome ideas I hope will begin to make an immediate impact on National Regatta attendance as soon as this year when the class heads to the Vineyard. Please be sure to read the article, "New Initiatives" by Ken Deyett to learn more about these exciting proposals which align nicely with our class mission statement.



The e-Masthead format lends itself well to running articles provided by anyone within our class. Cost realities have always limited the amount of content we could reasonably include in the traditional print Masthead. If you have an article you wish to submit for publication in our planned August e-Masthead, please contact me or your fleet captain to arrange this.

Member Dues Fund our Class Activities

Annually Shields owners are asked to pay dues to the National Class Association. The dues rates are:

- \$50 to register the yacht and for the owner
- \$15 per each additional owner or regular helmsperson, and
- \$10 for an associate member

Each fleet has a different method for collection, but typically the fleet captain will send in a stack of checks to our class treasurer. There is also an option for Shields owners who do not live within the territory of a racing fleet to join our association. The collection and remittance of member dues, while not always meeting our June 1st deadline, has been consistently predictable and reliable. Thank you to all of our members and the fleet captains for making this happen. I would also like to request that each owner sign up their regular crew as associate members. At \$10 per year, they will receive a copy of every print issue of the Masthead Magazine and all e-Masthead issues as well. These are the next generation of Shields owners and this is just a smart way to further connect with them. The class is continuously updating our email roster. Anyone wishing to get on this list can self-register here <http://shieldsclass.com/join/maillist.php> or notify your fleet captain.

Monthly we publish the Treasurer's Report on our class website and distribute paper copies to participants at our annual meeting. While our operating costs are modest, here is a list of regular expenditures which your dues pay for

- Masthead Magazine design, printing and mailing
- Shields Class advertisement in Harken One Design Showcase published 5 times per year in Sailing World Magazine <https://www.sailingworld.com/shields>
- Class Membership in U.S. Sailing
- Keeper trophies for Ocean Great Lakes Challenge
- Transportation charges, when necessary, for class trophies to travel to National Regatta

Your class officers routinely listen to proposals for funding. I use a two-question test to decide where I fall on such requests. 1) will it improve or sustain class goals? and 2) do we have the money?

In the past year we have considered requests to offer reimbursement of travel costs for skippers traveling to the National Regatta and money to offset hoist costs upon arrival. Some we approve, others we don't. Just as I earlier asked for your help in paying dues, I'll ask for your help in suggesting ways we can use our class money to promote Shields sailing everywhere. You are welcome to send your request directly to me or pass it through your fleet captain. After all, it is your money.

BREAKING NEWS

The Shields National Class Association is pleased to announce the selection of Fleet 21 and Tred Avon Yacht Club as our hosts for the 2020 National Championship Regatta



We look forward to the excellent hospitality and championship racing of the Chesapeake Region

2018 Shields Class Premier Events



2018 Ocean - Great Lakes Challenge
Ida Lewis Yacht Club
June 28 -July 1

[View the NOR](#)

[Entry Form Here](#)



2018 Shields National Regatta
Edgartown Yacht Club

September 5-8

View the NOR

Entry Form Here



**2018 New England Shields Championship
at Buzzard's Bay Regatta
Beverly Yacht Club
August 3-5**

View the NOR

Download Entry Form

Reasons to Consider this Regatta

*** Featured Article ***

New Initiatives to Promote Attendance at the National Regatta By Kenneth Deyett

The Shields Class Sailing Association, in its 54th year, is proud to introduce three new programs that will help our *class, vendors, suppliers, manufacturers and our sponsor partners* grow. We are excited to launch the new **e-Masthead, Twenty-Something Grant Program and Newcomer Grant Program**. The Class Governing Board voted to fund these programs for the first two registrants meeting the criteria set forth. The majority of the cost for these initiatives has already been identified through a streamlined layout and distribution method for our traditional, printed Masthead Magazine. We are actively soliciting sponsor support for cover the remaining costs of these programs.

e-Masthead and Sponsorship

The Shields Class will be publishing an electronic-only newsletter for its membership starting in 2018. The e-Masthead will be published twice a year, once in April and again in August. The e-Masthead publication will be sent to all 500+ members of the class. The Shields Class Governing Board, has approved the inclusion of advertisements from all interested parties. All proceeds will support our Twenty-Something Grant Program and our Newcomer Grant Program.

Twenty-Something Grant Program

The Shields Class Twenty-Something Grant Program will promote and introduce young sailors into the class. The grant participant will be a Corinthian sailor that is just starting out. All 4 to 5 crew members must be 29 years of age or younger in the calendar year of the nationals. The grant will pay for their entry fee for the Shields National Regatta, this year hosted by the Edgartown Yacht Club. These young sailors need to be recommended by a Shields Class Skipper/Owner.

Newcomer Grant Program

The Shields Class Newcomer Grant Program will promote a Corinthian Shields sailor who has never been to a Shields Nationals. The grantees will receive a \$500 check at the skippers meeting of the Shields Nationals hosted by the Edgartown Yacht Club. Every fleet has those sailors that need a little incentive to pack up their boat and go to the Nationals.



Shields Sailing in Narrangansett Bay - Video

Shields Sailing in San Diego - Video

2016 National Regatta - Video

Getting to the Vineyard



THE 54th NATIONAL CHAMPIONSHIP REGATTA BOAT LAUNCHING AND FERRIES

GETTING TO THE ISLAND

There are a number of options for launching your boat and for getting to the island. In general, we recommend launching your boat on the mainland and sailing it across Vineyard Sound in lieu of trailing it over the island to launch. This is due in part to the difficulty and expense of getting a reservation for the boat and trailer this time of year, and the lack of adequate launching services in Edgartown. The balance of the crew can take a convenient and inexpensive passenger ferry. With convenient island transportation (e.g. MTA buses and Uber) there is no need to take a car across.

LAUNCHING SERVICES

MacDougall's Cape Cod Marine Services

145 Falmouth Heights Rd

Falmouth, MA 02540

Phone 508-548-3146

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

Tim Cohan tcohan@macdougalls.com

Stephanie Elliott selliott@macdougalls.com

Mark Hansen mhansen@macdougalls.com

Estimated Fees (TBD):

<https://www.macdougalls.com/hauling-launching/>

Comment - Easy access from mainland and relatively short sail across Vineyard Sound to Edgartown.

Cape Cod Shipbuilding Co.

7 Narrows Rd.

Wareham, MA 02571-0152

Phone 508-295-3550

www.capecodshipbuilding.com

Wendy Goodwin wendy@capecodshipbuilding.com

Estimated Fees (TBD):

<http://www.capecodshipbuilding.com/storageandrepairs.php>

Comment - Easy access and great service but relatively long sail through Buzzards Bay and Woods Hole to Edgartown.

Prime Marina Edgartown

32 Herring Creek Road

Edgartown Ma 02539

Phone 508-627-6500

Estimated Fees (TBD):

kaverill@primemarina.com

Comment - Convenient to Edgartown harbor, but will be expensive and difficult to get reservation to trailer boat onto the island.

PASSENGER FERRIES

Sandpiper, Falmouth-Edgartown Ferry

278 Scranton Avenue

Falmouth MA, 02540

Phone 508-548-9400

<http://www.falmouthedgartownferry.com/>

Fares - \$50/rt adult

Parking - \$25/day

Comment - Direct ferry to Edgartown from Falmouth, but fewer trips per day than Island Queen.

Island Queen, Falmouth-Oak Bluffs Ferry

75 Falmouth Heights Road

Falmouth, MA 02540

Phone 508-548-4800

<https://islandqueen.com/>

Fares - \$22/rt adult

Parking - \$15/day

Comment - Convenient and inexpensive parking; Many trips (7-8 per day); located near MacDougall's Marine in Falmouth; and arrives Oak Bluffs which requires transfer to Edgartown.

Seastreak Ferry Terminal, New Bedford - Oak Bluffs Ferry

49 State Pier

New Bedford, MA 02740

Phone 800-262-8743 (BOATRIDE)

<https://www.seastreak.com/ferry-routes-and-schedules/between-new-bedford-marthas-vineyard-ma/?ref=nav>

Fares - \$70 (\$90 weekend/holiday)/rt adult

Parking - \$15/day (Whale Tooth Lot)

Comment - Take the New Bedford Ferry to avoid the Cape traffic and Bourne Bridge.

Steamship Authority, Woods Hole - Vineyard Haven (Oak Bluffs) Ferry

1 Cowdry Road

Woods Hole, MA 02543

Phone 508-548-3788

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

Fares - \$17/rt adult

Parking - \$15/day (not adjacent to terminal, bus ride)

Comment - Inexpensive but inconvenient parking. If you want to take a car over, make your reservations early.

TRANSPORTATION ON ISLAND (TRANSFER TO EDGARTOWN FROM OAK BLUFFS OR VINEYARD HAVEN)

Martha's Vineyard Transportation Authority (Bus)

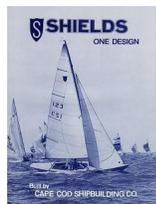
<http://www.vineyardtransit.com/Pages/index>

Fares: \$2.50/one way adult (#13 Oak Bluffs-Edgartown)

Comment - Convenient and inexpensive transportation on island.

Uber (preferred)

Taxis (they van pool so are expensive and not timely in some cases)



Dear Wendy,



Dear Wendy,

I bought a used Shields and the seller provided me with a bill of sale. Can you provide me with a title? How do I get a license plate for the trailer?

Sincerely,

Title-less

Dear Title-less,

Unfortunately we get this inquiry from time to time as sellers/buyers are unaware that a seller who resides in a title state may need to supply a signed title when selling boats with motor brackets. When Shields are new, Cape Cod Shipbuilding Co. supplies each owner with a certificate of origin, an invoice and instructions on what to do next. It's up to the first owner to turn those documents into a title. It's the same with a new trailer. Whether you must title & register depends on whether the boat has a motor bracket & then what state the boat is sailing/motoring in. Here are some important things to know:

1. Registration & title are two different things, similar to the documents



you have for your car. A title is the proof of ownership document issued by the state. Registration is something you do on an annual basis & the state will send you a registration sticker to apply to the bow along with the registration numbers. Manufacturers do not supply titles or registration.

2. If your Shields does not have a motor bracket, in most states, you are not required to title or register. If your harbormaster is asking for documentation so you can acquire a mooring, kindly let them know that your Shields does not have a motor & therefore you don't have a title/registration. You simply own a sailboat. If your Shields has a motor bracket and you reside in a non-title state (like Maine for instance) you are not required to title but you must register. If your Shields has a motor bracket & you reside in a title state like Massachusetts or Rhode Island for instance, you are required to title & register. The state considers a sailboat with an outboard bracket a motor boat. Check with your individual state to determine the specific requirements.

3. If the sale of the boat included a trailer, the seller would have supplied you with a registration and or title, depending on the state. If not, you need to go back to them and ask for one. If the listing noted that the boat comes with a "cradle on wheels" you may not be able to acquire a license plate. The cradle on wheels is simply a place to put the boat in the off season at a boatyard & can't be moved over the road legally. We have both trailers & cradles on wheels here at Cape Cod Shipbuilding by the way.

4. For selling/purchasing: If the boat has a motor bracket & the seller resides in a non-title state (like Maine for instance) then they are simply required to supply a bill of sale to the buyer & should also sign over the registration. It's a good idea to have a notarized signature on the bill of sale if the boat moves over state lines. If you have a notarized bill of sale from a non-title state & were unsuccessful applying for title, I recommend going into your local office in person to alert them that the seller came from a non-title state, as that may have simply been over-looked. If the seller provided you with Shields with a motor bracket and just a bill of sale & you both reside in a title state like Massachusetts or Rhode Island, that documentation is not good enough. You won't be able to acquire a title in your state. Go back to the seller & inform them that they must supply a signed title.

Here are some tips to help everyone with your next transaction:

When purchasing a used Shields with a motor bracket, make sure to ask the seller ahead of time to show proof of title. Look at the title to assure that the name on the front of the title is the person selling you the boat. Also look to make sure the title contains the same Coast Guard ID # that is etched into the stern. The same goes for the trailer, only the seller may show you the registration. Depending on the trailer size/number of axels, some states just require trailer registration-not a title. Once the sale has occurred, do not delay applying for the title & registration for the boat & trailer in your state. Some states penalize you if you wait more than 2 weeks to apply. Go to your insurance company first to add the trailer to your existing vehicle insurance coverage. Make sure to keep up with the registration for both boat & trailer & always put your current registration sticker on your trailer license plate.

When placing your Shields on the market: If your Shields has a motor bracket-even if you have never put a motor on the bracket, you must provide a signed title to the buyer if you reside in a title state. When placing your Shields on brokerage with Cape Cod Shipbuilding Co., we require proof of documentation from the seller before the boat is placed on the market. This assures a swift document transfer. Keep in mind that the boat & trailer should be handled as separate transactions as most states handle the registration for boats in a separate office from motor vehicles. If selling on your own, be sure the bill of sale contains the hull number, sail number & Coast Guard ID # if she has one (Shields built after 1975). Be sure the trailer bill of sale contains the year, VIN# and GRWT. If all this information gives you a headache, now you know why brokers charge 10% sales commission. Selling & purchasing your Shields through a broker will streamline the process so you all can focus on the fun.

For those of you who inherited a Shields or if you have owned the boat for a length of time without acquiring title: These rules mainly apply to boats with auxiliary propulsion. If you have exhausted all attempts at acquiring title, some sellers simply remove the bracket, turning the boat back into a sailboat before placing her on the market. Be aware though, as a new owner may add a motor bracket & apply for a title. The registry will do a title search & if previously titled, the new owner will not be able to acquire a title with a measly bill of sale. You might wonder why this process can be so complicated and why the registries won't just issue titles based on old/incomplete documentation. The states want to be sure they are collecting the tax from each transaction. They also want to assure that boats/trailers are not stolen property so there is reason for this process. Each state has different requirements so be sure to check with the offices in your particular state before purchasing or selling to make sure you are getting/providing the appropriate documentation. Sometimes going into the registry office in person as opposed to applying by mail can move things along. We've got almost 260 Shields out there and although Shields sailing keeps us all young at heart, it's important that owners plan ahead & keep good records. When the time comes to sell, you don't want to get stuck with something un-sellable. Hopefully this information will help prevent future transaction headaches.

Sincerely,

Wendy J. Goodwin
Cape Cod Shipbuilding Co.



Fleet One News and Historical Perspectives on Shields

by Douglas Millar



Fleet One is happy to contribute to this first e-Masthead. Through our efforts to promote and expand our Shields Fleet at LYC we have been working on branding to find a catch phrase or logo to entice the millennials. We have even created a Twitter handle @ShieldsFleetOne and will Tweet about all of the exciting activity on and off the water with Fleet One this season. With the assistance of our Treasurer, John Mawe, #106 Lady we reached out to Wendy Goodwin at Cape Cod Shipbuilding to confirm the true Shields birth date. Wendy was kind enough to dig through some old records that she shared. You can see on the typed ledger (right) that the first ten Shields were ordered February 12, 1963. You can also see that Mr. Shields' boat DoDo, his wife's nickname, was to be painted Singapore Green with a Special Green Topside. And it was only 55

MEMO

TO: SHIP

DATE: 2/12/63

SUBJECT: SHIELDS CLASS BOATS

The Fleet One boats will be finished as follows:

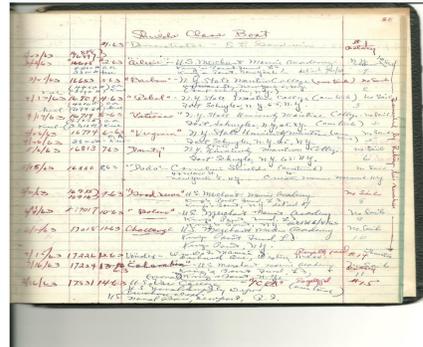
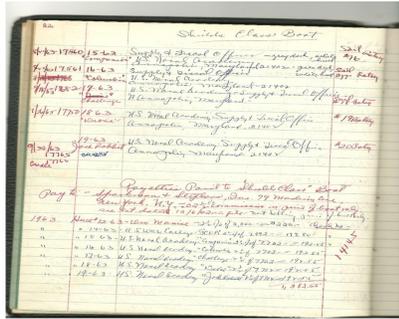
SHIP IDENTIFY FLAG			
NAME	TOPSIDE	BOOT TOP	BOTTOM
ABRAHAM	WHITE	YELLOW	SINGAPORE BLUE
BARNABE	YELLOW	WHITE	SINGAPORE BLUE
CHARLES	GRAY	YELLOW	SINGAPORE BLUE
DAVID	GREEN	WHITE	SINGAPORE RED
EDWARD	GRAY	YELLOW	SINGAPORE BLUE

The next four boats will be finished as follows:

SHIP IDENTIFY FLAG			
NAME	TOPSIDE	BOOT TOP	BOTTOM
DO DO	GREEN	WHITE	SINGAPORE RED
FRANK	GRAY	YELLOW	SINGAPORE BLUE
GEORGE	YELLOW	WHITE	SINGAPORE BLUE
HENRY	WHITE	YELLOW	SINGAPORE BLUE

years ago.

The hand written ledgers from 1963 (below) are fun to look at as well, with the first boats listed for delivery to NY State Maritime College at Fort Schuyler, US Merchant Marine Academy at Kings Point and US Naval Academy.



The Shields is 55 years old, join us in declaring 55 is the new 30 ... still turning heads. This wonderful photo of Shields #1 out on a trial sail with Wendy's grandfather Les Goodwin on board reminds us all the boat's beauty and grace. E.L. "Les" Goodwin purchased Cape Cod Shipbuilding in the 30's, ran the yard until the late 70's and worked with Corny and Sparkman & Stephens to create the Shields and build the class. Hope you enjoyed our brief look back at Shields history. We are looking forward to getting our covers off, boats in the water and hope you will join us this year for some exciting racing and festive revelry ashore.



Why Go to Nationals? by Kenneth Deyett



In 1775 the Cumberland Cup hosted by the Royal Thames Yacht Club in the UK, is thought to be one of the very first regattas. I believe at the very beginning, yacht racing competitors and spectators alike asked why? Why travel to those unfamiliar waters and unknown towns? Why compete against other sailors? Why



engage into combat? Why promote the class and sailing community?

Since the beginning Corinthian sailors have driven themselves to be better yachtsmen. The Shields Nationals is an event that test the human spirit on those very skills. Yes, we want to have the fastest boat, have the top skilled crew and win the Nationals. But is it more than just that? Can we compare our abilities with last years results? Did we improve? Have we learned something about ourselves, our boat and our competition? Is it measurable?

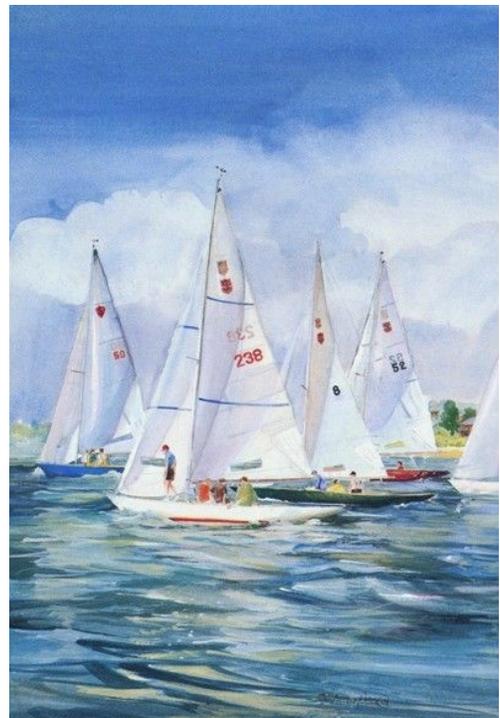
Strong attendance at the Nationals is a show of class strength. A strong Shields Class produces better sails from sail makers and better equipment from our suppliers, which results in a boat that is easier to sail and faster on the water. Imagine the Shields as it was in the 60's. There was no traveler, no easy-control backstay, winches that barely worked, no high tech lines or mechanical advantage on the mainsheet and vang like we have now. All these improvements and more were brought together through Shields sailors competing at the Nationals. There is nothing better than traveling to new sailing venues; getting away from your home turf and challenging your knowledge in unfamiliar waters. The best way to improve your sailing abilities is to travel. On your home court you know when to go left and why. At any nationals, when you make a mistake, no matter how small it is, it will be magnified by the competitors around you. I can remember in a Lightning North Americans where I missed a 5-degree wind shift and went from 3rd to 23rd in five minutes. Ouch!

One of the very best things about the Shields Class is the camaraderie. Once on land you can talk to your competitors and find out what they saw going left or why they had a little speed after tightening the jib halyard. On the water they are fierce and fair Corinthian sailors.

Whether you have been to Edgartown a thousand times or this is your first trip, the place is amazing. From the shops, restaurants, watering holes, to the beaches and the beautiful houses. You will enjoy yourself. The natives are friendly, and your host will spoil you. The whole experience will leave your jaw dropped in amazement. Fleet 8 always put on a good show and you will ask yourself why you were wondering why ...

Why do you need to ask? You want to fulfill the inner drive of combating against the best Shields sailors in the nation. You want to be part of building the best sailing class in your area. The Nationals will improve your skills and as a result improve your fleet. You want your boat value to remain high. You want to improve yourself in a sport you love. You want to enjoy the hospitality of Edgartown and Fleet 8. A feel good moment when you visit a place that loves to see you.

And if you are still asking why? Answer, "**WHY NOT!**"



See you at the weather mark in Edgartown!

BUZZARDS BAY REGATTA
Don't miss the regatta to tune up for the Nationals...



August 3rd-5th

Host of the Shields New England Championship

John Burnham won for the past two years. He has won every major Shields event since his first BBR win in 2016. It has worked for him ...

- Shields Loaner boats are available while they last
- Housing is available upon request
- Entry fee \$175. Includes Launching, Hauling and a Mooring
- Launch your boat Friday morning. First race at 3 Friday afternoon
- Shields Party included for Shields Sailors BBR Website:

<http://www.buzzardsbayregatta.com/>

“An outstanding 3-day regatta at a reasonable price. We normally get 10 plus races in.”

Contact Fleet 10 Captain Bill Berry for more information at WBerry5395@aol.com

Registering Your Sail Inventory on the Class Website

Shields Class Rules Section V - 1.7 state that *“Each Registered yacht must maintain a Sail Inventory record listed by acquisition date, sailmaker and type. Each sail used or carried as a backup in a sanctioned race shall be recorded into the Shields Class website as directed by the National Measurer (or other means as determined by the Governing Board).”*

The Shields website provides for this registration at <http://shieldsclass.com/sails/index.php>.

The restrictions that apply to this registration process are as follows:

- Anyone can view a yacht's inventory
- Only owners or their measurer can add sails to a yacht's registration
- Changes or deletions to a registration can only be accomplished with an email to webmaster@shieldsclass.com

Adding sails to the inventory is basically straightforward but anything with a password and security concerns can be somewhat confusing. The steps to add a sail to a yacht's inventory for an owner are as follows:

1. Log-in to website at the above URL (or Shields homepage menu item Members Sail Inventory);
2. From the **Sail Inventory Registry Index** page click Log-in;
3. From the **Sail Inventory Registry Log-In** page, select what you want to do (see radio button choices). If you don't recall your password select the third option below;

What do you want to do? (Log-in radio buttons)

- Log-in with my email and password.
- Log-in with my email and password AND change my password.
- I don't know my password; send a new password to my email.
- I don't know if I am registered and what email is being used or I want to change my email.
- I am not a member but would like to register my sails.

4. From the **Sail Inventory Registry Index** page (when logged in), select your yacht from the list Yachts with Sail Inventory or Yachts Without Sail Inventory depending on if your yacht has a registered inventory
5. If the listing for your yacht does not show you as an owner, you will first need to update your membership indicating that you are an owner. Click My Membership in the menu bar. If you are already an owner proceed to step #8;
6. From the Edit Your Membership, make sure your personal information is correct and in the *Owned Yachts* box enter your yacht in the format of nnn - yachtname (where nnn is your yacht number) and click Update;
7. From the menu item select Registry Index and repeat step #4;
8. On page **Sail Inventory for Yacht #nnn**, you should now be listed as an owner. The following form will be available on the page;

Form to Add a Sail to Inventory

Acquisition Date	Sailmaker	Sail Type	Certifying Measurer
mm / dd / yyyy	Sailmaker (Company)	Select	Certifying Measurer's Name
<input type="button" value="+ Add Sail +"/>			

9. Fill in the form with **acquisition date** (the acquisition date of a new sail is the day the sail is first measured by the Fleet Measurer of the Registered Yacht's Fleet), **Sailmaker**, **Sail Type** (main, jib or spinnaker) and **Certifying Measurer** (name of measurer) then click **+ Add Sail**;
 10. You may print your inventory using the Print button on the page.
- The steps to add a sail to a yacht's inventory for a measurer are essentially the same as above but a Fleet Measurer has rights to update all fleet yachts. Make sure if you are a Fleet Measurer you are listed as such on the page for Shields Class Sailing Association Fleets at <http://www.shieldsclass.com/fleets.php>
 Email webmaster@shieldsclass.com with issues or comments.

Great Early Season Conditions in Monterey

by Jaime Anderson

Our local Shields Season has started out with consistently great sailing conditions! As of the publication date, we have held:

- Annual Tune Up Race - 2/25
- 6 One Design Weekend Series Races - beginning 3/11
- 4 Sunset Series Races - beginning 3/21
- Jack and Jill - 3/25 (boy/girl 2 handed format)

The only race we had to cancel due to rain was the Bob Furney Memorial Point Pinos Challenge which was scheduled for March 3rd. We have been averaging 10 boats on the line for our weekend events and around 7 for our Wednesday Beer Can races. (at right - Race 1 on March 11)



Adding Races - Like many other fleets we have multiple series through the year. Historically we have featured Spring, Summer and Fall Series with three dates of 2 scheduled races each for a series total of 6. During the past few years many of the skippers were asking for more races. Our club's racing calendar was already pretty full and no additional dates were available to add races. So, we added a third race to each Sunday event giving



us a total of 27 series races for the entire year. So far, this scheduling change has been well received by the crews. The extra races give us more starts and a few more races to (hopefully) qualify additional skippers for the Nationals. Plus, our club has designed a dinner buffet following racing on Sundays to accommodate the later returns. (at left: 209 and 191 near leeward mark)

The Junior Shields - A longtime goal of our junior sailing team was to transition the high school-aged sailors into a competitive keel boat program. This initiative gained a lot of momentum and the Junior Shields Sloop Racing Team (SSRT) was created. This effort was spearheaded by fleet members Michael Polkabla and Dan Green and made possible with the generous financial assistance of the Monterey Peninsula Youth Sailing Foundation. What a great outcome for everyone! Our fleet greets an extra boat of the line for every event, our juniors get to "up their game" and broaden their tactical skills and the parents and coaches get to see just how many adult crews they can pass before year's end. (below: Jr. Shields at the end of F-Tier, across from the club's balcony)



All Shields sailors from around the class are welcome to come sailing with us if your plans take you to California. Let us know how many and when, and we'll get you on a boat and provide housing too.

Fair Winds and Following Seas....
