

MASTHEAD

The Official Electronic Magazine of the Shields Class Sailing Association

Winter 2025/2026



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President's Message

By: Jonathan Krumeich

Greetings Shields Class-

It is a pleasure to serve as your Class President. I can think of no class with greater tradition that exemplifies the Corinthian Spirit, this is truly the finest One-Design Class. In the words of our great founder, Cornelius Shields, "A man will carry into life the same attitude towards competition that he shows in yacht racing." In my six short years with the class, I have found our members exemplify the best qualities of competitors.



For those of you that do not know me, I am a relative newcomer to the class, having purchased my Shields No. 205 about seven or eight years ago out of the Beverly Fleet. My first summer with the boat I recall meeting Fred Werblow on the launch at Larchmont Yacht Club. Not knowing Fred, I asked him how long he had been sailing his boat. I believe he responded that he had received her from Corny Shields himself... I knew then, I had a long way to go to reach any level of seniority in this great class. While I am newer, this past year 205 celebrated her 50th birthday. After a multi-year refit performed by Dan Freeborn out of Portsmouth, RI, we hope to steward this boat for many years to come.

In my experience I have found the Class to be welcoming and beyond helpful. Whether it was rigging help from members of Fleet One or parts from Wendy at Cape Cod, the Class has always been there when I need it. In one specific occasion back in 2020, Cape Cod fitted out a new spar for us and got us racing again in under two weeks after losing our rig in the Indian Harbor Classic Yacht Regatta. In another, after asking for some trimming tips, Kurt Weisenfluh simply said, let me hop on your boat and show you.

Looking to our constitution, "[t]he objects of the Association are to promote Corinthian racing of Shields Class yachts and to maintain the one-design character thereof as sponsored by Cornelius Shields and designed by Sparkman & Stephens, Inc." I am proud to say that as we close the door on our sixty-third year of competition, we are still doing that.

2025 brought much to celebrate for our Class. At the Fleet and District level competition was consistent and strong from the East to West Coasts. Nationally, we had similar successes. Ida Lewis hosted the Shields Ocean-Great Lakes Challenge Cup, won by Dan Ronan and Kevin Hynes of Shields 26 sailing out of Fleet One, and the Edgartown Yacht Club hosted our National Championship Regatta which was won by Shields 249 Robin and Skipper Adrian van der Wal.

It is a distinct pleasure serving as your Class President and I look forward to seeing everyone on the water in 2026.

Cheers,
Jonathan



A View from the Helm of #249

By: Adrian van der Wal



The 2025 Shields nationals hosted by Edgartown Yacht Club was held September 3-6. The three-day regatta saw 1 day of light-moderate breeze and 2 days of heavy wind gusting into the mid twenties. As one of the newer boats from Newport Fleet 9, we used the Wednesday night series to get up to speed and learn from the masters of the class. The 'Ched Matrix', created by multiple time Shields National champion Ched Proctor was a very useful tool for us, as was his method for measuring prebend.

Throughout the summer I had been picking the brains of past class champions and fleet legends who all gave key insights into how to make the Shields go fast upwind. Ed Adams taught us not to copy other boats' forestay or mast partner setups, but to use those

tools to achieve the proper prebend since every rig is a little different. Will Welles made it clear that an over trimmed main is a common mistake that prevents the boat from getting up to speed. Tim Dawson told me that in the breeze a bow down mode can be very effective, and trimming the jib a bit tighter than one might think in the breeze helps balance the helm. He also said that a couple turns on the diagonal shrouds is a good move in heavy air to poke the middle of the mast to windward. After talking to Andy Greene about the difficulties in steering a Shields in a straight line, he told me not to oversteer and let the boat 'do its thing'. We found all of these tips to be very helpful during the regatta.

For the first heavy air day of the event, we tightened our forestay to our heavy air setting, which yielded a prebend measurement of about 1.5". Since we were pulling on the backstay as hard as possible, the draft slid further aft than we wanted so we went even tighter on the forestay (about 0.5cm further than our heavy air setting). This straightened the mast just enough to keep the draft pretty centered in the main. Our vang, Cunningham, and outhaul were maxed out for every beat.

The conditions required us to keep the boat sailing fast at the start and to punch through chop at the bottom of the course; the top of the course showed bigger shifts and flatter water. This forced us to be very active on the traveler, which is lead to our middle person to play full-time upwind. The challenge was finding the traveler range in which the boat could go bow down and fast but also take height and feather in the puffs, all without moving it too much which makes it very hard to steer the boat straight. We ended up with the car about halfway between the middle and bottom of the track, playing it about

a car width in either direction.

Downwind was a challenge of its own, with many boats wiping out and going no spinaker. It was our goal to stay stable with the kite up. Our bow girl was calling pressure every downwind in order to keep the boat at the right angle depending on the pressure. In the big puffs we would come up slightly from ddw to stabilize the boat, and when the breeze was down a bit we could sail deeper without risk of death rolling. In the gybes we pulled both twings on to secure the spinnaker, and fully commit to a constant rate of turn and an aggressive boom throw.

Thanks to Edgartown Yacht Club and a great race committee for running a well-executed regatta, we had an absolute blast.



Above: L-R Kytalin Hendrickson, Josh Bartoszuk, Adrian, Henry Lee, Dylan Whitcraft



Tiburon #191 Nationals Entry From Monterey Peninsula Yacht Club By: June Emerson

Shields Nationals 2025 introduced me to a level of challenge, perseverance, and connection I had never experienced before. The bonds formed during long days on the water—through pressure, laughter, and shared learning—became just as meaningful as the racing itself. Many of these relationships extended far beyond sailing, rooted in trust and mutual respect.



With Maya Hoffman coaching, Lyric Gomez in the pit, Rosie Savukinas at bow, and Lyzz Schwegler on the main, our crew embodied a rare balance of skill, trust, and perspective. Each woman brought something distinct to the team, and together we became stronger with every race. Our compatibility was not accidental—it was built through communication, adaptability, and shared commitment.

Before Nationals, I had been skippering Shields boats during local Wednesday night races. I began sailing at the age of seven, developing a strong foundation and intuitive feel for boats, but Shields racing quickly pushed me beyond what I thought I knew. The older, heavier design demanded a new approach to driving—one that challenged and intrigued me. When the opportunity arose to skipper at Nationals, I didn't hesitate.

Arriving in Martha's Vineyard for the 2025 Nationals, nerves were high, but the strength of the crew was immediately evident. Everyone showed up with focus, consistency, and an unwavering willingness to support one another in high-pressure moments. The racing was intense and often stressful, but it was within that pressure that the most growth occurred.



Competing at this level sharpened our technical skills and deepened our unity as a team. The experience made us stronger sailors—individually and collectively—and instilled a new level of confidence that leaves me eager for what comes next. Together, we proved that trust, communication, and shared perseverance are what truly define a successful crew.

The 2025 Campaign of June and her crew was assisted by the Shields Class Foundation, the Monterey Peninsula Youth Sailing Foundation and fellow Shields owners in Fleet 12.





Above: 2025 Shields National Champions Robin #249, Skipper Adrian van der Wal and crew with Bob Hurst and Tim Bryan
Below: (2nd Row L-R) 2nd Place Hope #201, Skipper Andrew Sheerin, 3rd Place Apollo #11, Skipper Andy Green (3rd Row L-R) 4th Place Harrier #235, Skipper Karl Anderson, 5th Place Bit~O~Honey #237, Skipper Ken Deyett





Row 1: 249 & 201 Row 2: 11 & 235 Row 3: 237 & 107 Row 4: 160 & 26





Row 1: 238 & 23 Row 2: 151 & 180 Row 3: 248 & 96 Row 4: 245 & 8





Row 1: 71 & 128 Row 2: 182 & 221 Row 3: 230 & 219 Row 4: 191 & 139





2026 Shields Class Racing Events

Ocean - Great Lakes Challenge Cup

May 29-31

Hosted by: Monterey Peninsula Yacht Club

This is a 100% borrowed boat regatta

Housing for crews is available



New York Yacht Club 172nd Annual Regatta

June 12-14

Hosted by New York Yacht Club

Click [here](#) to review Notice of Race



Edgartown Yacht Club 103rd Annual Regatta

July 10-12

Hosted by Edgartown Yacht Club

Click [here](#) to view event website



62nd Shields Class National Championship Regatta

September 23-26

Hosted by Tred Avon Yacht Club in Oxford, Maryland

Click [here](#) to view the Notice of Race and to register your boat

Plenty of crab, beer, fellowship and championship racing



Make Your Plans for the 2026 Ocean-Great Lakes Challenge

Monterey Bay Shields Fleets 7 & 12 and the Monterey Peninsula Yacht Club are again eager to welcome you to participate in the Ocean Great Lakes Challenge Race, which will be held on Monterey Bay, 29-31 May 2026. Entry deadline is 15 May 2026.



Less crowded with pleasant spring temperatures, blooming wild-flowers, and a mix of sun and coastal fog, it is a perfect time to visit the wonderful attractions of the Monterey Peninsula, from the Big Sur Coast to the Aquarium on Cannery Row to the Santa Cruz boardwalk.

A practice race is scheduled on 29 May with racing concluding mid-afternoon on Sunday 31 May, in time to depart for red-eye flights back to the East Coast from Monterey (5mi), San Jose (60mi), or San Francisco (110 mi). Hospitality includes breakfast on sailing days, box lunches, and a hosted dinner Saturday night, 30 May, for all crews.

A boat drawing for registered racers will be held NLT 29 May 2026. Sailors are encouraged to bring their own sails.

The Notice of Race has been posted on the National Website. For additional questions, please contact Jim Wirtz, Regatta Chair, at 831-238-2877 (jwirtz@nps.edu). For those interested in securing local housing, please contact Eric Anderson at 408-375-5323 (eric.anderson@form10.com). Please note we will make best efforts to kept crews housed together, but it is unlikely we can provide housing for non-sailors.



Above Left: Local Shields October #96, Stillwater #103 and Harriett #161



Above Right: 2025 OGLC Champs Skipper Dan Ronan and his crew from Larchmont Fleet 1

Below Right: Local Population





2026 Shields Nationals at Tred Avon Yacht Club

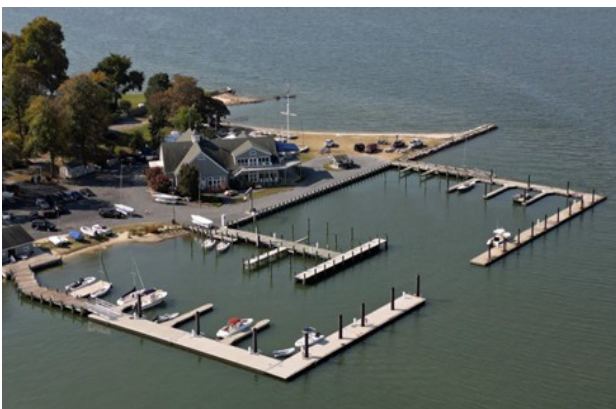
Tred Avon Yacht Club (TAYC) is excited to host the 2026 Shields National Championship in the heart of the Chesapeake in Oxford, Maryland September 23-26, 2026.

TAYC has been busy planning! Highlights for the event include:

- Complimentary coffee and bagels in the morning
- Complimentary keg beer and snacks each evening after racing
- Welcome Happy Hour with Heavy appetizers
- Crab feast
- Surf and Turf at awards banquet



Register early by March 2nd with payment due April 17 to qualify for discount.
We hope to see you at the 2026 Shields Nationals in Oxford, MD!



Any questions? Reach out to Jay Dayton (410) 310-5959.



An Interview with Ched Proctor

By: Jonathan Krumeich

For many of you, Ched Proctor needs no introduction. Seven-time National Champion and author of the famous "Ched Matrix", if there is ever a Mount Rushmore carved for the Shields Class, Ched will be on it. While I was distressed to miss our National Championship Regatta this year due to the wedding of a close friend, all was not lost as I had the pleasure of running into Ched at the nuptials. Not having met Ched before but knowing his lore, I had a lot of questions and asked if he would do an article for the Masthead. This interview followed.

How did you get introduced to the class?

I first became involved as the sailmaker for North Sails when we worked with the Larchmont fleet to develop and sell sails. In 1982 we worked on the mainsail design. Our sail proved faster and easier to trim than the mainsails that were being used up until that time. We sold them into the Larchmont fleet. In 1983 Bill Rich invited me to sail the Shields Nationals in Larchmont. We finished fifth. It was not a bad result for a team that had spent virtually no time sailing together. This regatta provided me with invaluable understanding of the sailing characteristics of the Shields and the class.

Andreas Josenhans was my North Sails associate helping with the project. In 1984 we spent lots of time sailing doing 2 boat testing to try various jib designs. The hours Andreas and I spent sailing with two boats on Long Island Sound helped in understanding how to optimize the performance of the Shields.

[Ched Proctor and Shields Class President Joathan Krumeich](#)

In 1987 John Hardy, from the Manhasset Bay fleet, put together a new boat #245. He invited me to come sail it with him. That was the start of 10 years of a great relationship.

In what fleet(s) did you sail, and with whom?

Initially the Larchmont fleet. When I started sailing with John Hardy on Hawk we sailed in the Manhasset Bay Fleet. Later, when the Manhasset fleet became inactive, we sailed Hawk in the Larchmont fleet. Then for a season we had the boat in Newport.

On which boats did you sail?

Over the years numerous different ones. A few that I recall- I sailed with Vic Onet to confer on boat set up and tuning. I went to Rush Creek near Dallas Texas, and sailed a spring regatta with Al Merrill on his boat. I sailed with Peter Gerard on the Lllama in a Larchmont Columbus Day regatta. Joke, what is a 3 L lama?

Several times we attended the Armadillo cup at Rush Creek held in April. That was always a fun way to kick off the season. They provided the boats. It was always interesting to get on a loaner boat and see if we could make it perform.



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Who did you sail with? Was your crew usually the same?

For most of the Hawk years, we sailed the Nationals with Chip Whipple, John Brendel, John Hardy and myself.

How did you build your team?

We sailed several fleet races in the build up to the Nationals. We tried to sail fleet races with the same team whenever we could. With everyone's busy schedule that was often difficult. We always tried to get out sailing the day or two prior to nationals. These practice sessions were invaluable. We would emphasize maneuvers doing multiple tacks in rapid succession, spinnaker hoists, jibes, and douses. [Below: Hawk #245 in 1989](#)



What was your favorite national regatta? When where?

It's hard to say. It was about the people, friends made and good times we had together in different places. Possibly the first Hawk Nationals in 1988. Although we finished third, Vic Onet won using our main and jib. He also had a great seasoned team. I felt it was a demonstration that we had developed faster sails.

The next National Championship in Chicago was certainly a high point. We did some homework after the 1988 regatta. Our team seemed to gel and I started to get used to the idiosyncrasies of sailing the Shields. The wind was out of the north and northeast. In Chicago the waves build up for the full length of Lake Michigan then bounce off the concrete at the south end of the lake. The result is waves that are bigger and steeper than anywhere that I have ever sailed. In these conditions our upwind speed was superior. Martin Plonus was the local boat to beat. In the first race at the first mark he led and we were second. We passed him with a quicker spinnaker set. I remember catching a big wave and the boat surfed in perfect balance. We won that race. After that in 4 more races we lead at every mark.

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Who was your biggest competition?

Al Meril, from Dallas Texas finished 2nd in both 1988 and 1989. I remember he had a very well-prepared boat, and a seasoned team that included Bonnie Shore. In light air they were a challenge to beat. Wayne Kennedy and Nick Burke from Marblehead had time sailing the boat and after the 1989 regatta, started to race with North Sails. They figured out the tuning with the longer headstay to allow sag in light air and even mast bend in stronger breeze. They beat us by 1 point in 1992 Nationals in Marion.

There were always people challenging us. The full results of the Nationals are on the class's website. Unfortunately, the results from '98, '96 and '95 are missing. In Larchmont in '95 I remember that it came down to the last weather leg of the last race. Sadly, I cannot remember the team that we were vying with. They sailed an excellent series. In the last race it was a matter of whichever one of us beat the other would win the regatta. They were beating us for most of the race. The wind was out of the west and shifted to the southwest during the race. They missed the mark change. I remember John Brendel whispering in my ear, that he spotted the new mark up under the Long Island Shore. They continued port tack for too long and overstood the new mark allowing us to get in under them and beat them. Sometimes a little luck is the difference between winning and losing.

Everyone has read your matrix, but any tips and tricks (sailing/tuning)?

Always key to sailing a Shields fast is to minimize tiller movement.

What are you up to now in sailing?

Mostly I'm racing my Lightning. We have a nice Lightning fleet at Cedar Point Yacht Club in Westport, CT. We do a lot of traveling to regattas. In the 2025 summer among other events, we went to Voula Greece for the Lightning class World Championship and finished 2nd.

I've taken up Radio Control sailing. I find it incredibly fun and challenging.

I have many fond memories of my time in the Shields class. The friends and the fun competition were wonderful. I particularly wish to thank John Hardy for making it possible.

Editors Note: Ched Proctor and John Hardy won seven Shields National Championships in eight years from 1989 through 1996. 1992 was the lone year during this span where #245 was not champion. They finished 2nd to Wayne Kennedy and Nick Burke that year in Buzzrd's Bay.

For those of you new to the Shields Class, the "Ched Matrix" Jonathan referenced in his opening paragraph can be found [here](#).

Building a Strong Foundation

By: Eric Anderson



In 2025 the Shields Class Foundation saw 4 of our 5 boats actively raced in fleets and class events.

A short summary of SCF boats activity:

- #183 was raced by a youth crew in Larchmont
- #191 was raced by two different youth crews in Monterey
- #89 was raced during the Edgartown Regatta by a visiting crew and remained on the island to be raced again by a visiting crew during the National Regatta
- #210 was campaigned in Newport for the season

During Labor Day weekend the Foundation arranged for the transport of 210, 183 and loaned boat 247 to Edgartown for use during Nationals. The day following the regatta these 3 boats and 89 were sailed back to Marion for the winter. The noteworthy participation of 24 boats at the National Regatta was clearly enhanced by the addition of these 4 boats for visiting crews.

2026 is shaping up to be another busy and successful year for us.

In November, we welcomed Carol Swift from Fleet 9 as our newest member of the Board of Directors. We are currently in the process of taking possession of our 6th boat, #199. Once we have this boat fully transferred, we will begin accepting proposals for a 3-year lease-to-own arrangement for this yacht. Our survey indicates this boat is in very nice racing condition. Interested parties should check our website for updates as this develops. In addition to #199, we are entertaining offers to buy or lease one or more boats from our current inventory.

Longtime class member Jerry Stratton is again arranging for magnums of California wines in the SCF commemorative bottles to arrive at class racing events throughout the year for auctions to support our activities.

The typical required initial investment for each of the donated Foundation-owned boats is \$10k-\$13k. We continue to rely on the generosity of owners, crew and friends of the Shields Class to underwrite these required restorations, equipment upgrades, transportation and storage costs. Donations are accepted electronically at:

www.shieldsclassfoundation.org or they can be mailed to:

Shields Class Foundation
P.O. Box 628
Oxford, MD 21654

The SCF would like to recognize the continued financial support from the Monterey Peninsula Youth Sailing Foundation and to Shields Class members Stuart Randall, John Hess, Bruce Stewart and Dan Goodwin who greatly assisted with the logistical effort to deliver and return these boats to Edgartown; and to Stephen Symchych for the use of #247.

In Memoriam: Michael Allen Schwartz October 18, 1939 – May 25, 2025

Michael Allen Schwartz was a devoted sailor, accomplished competitor, and tireless advocate for one-design racing whose leadership and generosity left a lasting legacy within the Shields Class, both locally and nationally, the Chicago Yacht Club, and the broader sailing community.

A skilled sailor and passionate outdoorsman, Mike's competitive sailing achievements spanned more than four decades. He was the 1969 Chicago Yacht Club Race to Mackinac Champion and a nine-time (or more) Chicago Shields Fleet Champion over 40+ years. Mike most notably sailed with his son Jonathan Schwartz as co-skipper, racing their beloved Shields boat #90, Redfeather, and later in the early 2000s on Shields boat #130, Sundance. Together, they were Chicago Seasonal Champions for many consecutive years—nearly every season from



approximately 1998 through 2004, including the 2004 championship. Redfeather was later lovingly cared for and raced by Mike's youngest son, Steven Schwartz. Mike and Jonathan qualified for and competed in many Shields National Championships, including the 1998 Nationals, where Race #3 resulted in a first-place finish, marking a career highlight. Michael also devoted countless off-season hours in the boatyard meticulously preparing his Shields boats—sanding hulls, painting waterlines, and attending to whatever was needed in pursuit of performance and reliability on the racecourse. Mike's service to the Shields Class was extensive and deeply impactful. He served as National President of the Shields Class Sailing Association from 2010–2012, Secretary/Treasurer in 2009, and in numerous other national and local leadership roles. He was also a past president of the Chicago Yacht Club Shields Fleet. In Chicago, Mike spearheaded the annual Shields display at the Simply Sail Chicago Show each January, helping grow the local fleet, introducing new sailors to the class, and even facilitating the sale of a brand-new Shields from Cape Cod Shipbuilding, bringing additional boats into the fleet.

Beyond the Shields Class, Michael was a dedicated leader at the Chicago Yacht Club. He served on the Board of Directors from 2003–2006 and again from 2010–2011, was the longest-serving member of the CYC Nominating Committee, and played a key role on the Steering Committee for the development of the new Belmont Station, helping guide the long-term vision of the Club. During his tenure, he also supported the expansion of the Club's children's sailing school, which has since grown into one of the largest in the Midwest and produces many top one-design racers.

In addition to sailing, Mike was an avid skier and lifelong instructor. A Level II certified member of the Professional Ski Instructors of America, he spent more than four decades

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teaching at Vail Resorts and with The Snowflake Ski Club, often instructing alongside his sons Jonathan, Andrew, and Steven Schwartz, and mentoring generations of young skiers.

Michael grew up in Chicago, attended Senn High School, and graduated from the University of Illinois College of Pharmacy. He began his career as a pharmacist at Walgreens, rising to store manager, before owning and operating a successful chain of drugstores. He later expanded into commercial real estate ownership and management throughout the Chicagoland area.

Editor's Note: Shields Fleet 3 at Chicago Yacht Club is one of our oldest and most storied fleets. Several of our noteworthy and memorable national regattas have been held in the waters of Lake Michigan. As of the publication date, the fleet is seeking new owners and a renewed energy like that embodied by Mike Schwartz. May his legacy continue with the rebuilding of this important fleet for our class.



Shields Class Measurement Corner - 2026 Season Update

As we head into the 2026 season, the Shields Class continues to emphasize consistent measurement, clear compliance standards, and fair one-design racing. This article outlines new measurement tools, compliance requirements, sailor eligibility expectations, and the responsibilities of Fleet Captains and Fleet Measurers. Early preparation is essential to avoid delays at Nationals and other major events.

NEW MEASUREMENT TOOLS (Developed 2025)

- Specialized bow chock hook for accurate bow chock measurement
- Coaming hook for precise mast step measurement
- Mast bury measurement tool for accurate mast burial depth

Class Rules – Measurement & Inspection:

<https://shieldsclass.com/bluebook/section3.php>

Mast Measurement Chart <https://shieldsclass.com/bluebook/section4.php#s4-2.2>



KEY COMPLIANCE REQUIREMENTS

Mast step measurement required every two years by a Fleet Measurer. Modified yachts must be measured and certified before racing.

SAIL INVENTORY RULES

One complete suit of sails in first year.

One new sail per calendar year thereafter.

<https://shieldsclass.com/bluebook/section5.php>

RACE PARTICIPATION & ELIGIBILITY

- Minimum 10 sanctioned races on the same boat
- Helmsman must skipper 10 races
- Professionals must sail 10 races
- All Category 3 sailors, helmsman, and owners must be current class members with dues paid
- Sailor category must be declared (Cat 1 or Cat 3)

FLEET CAPTAIN & MEASURER RESPONSIBILITIES

Fleet Captains must verify:

- Sail inventory card
- Mast step measurement
- Certificate of Compliance accuracy
- Race counts for boats, sails, and professionals
- All owners, skippers, helmsmen, and professionals are paid members

NATIONALS 2026 Oxford, Maryland

Waiver deadline: September 8, 2026

Timely requests must be emailed to class secretary

<https://shieldsclass.com/regattas/2026/index.php>

CERTIFICATE OF COMPLIANCE

A new Certificate of Compliance form is in development and will be emailed when finalized

Final Reminder

Fleet-level preparation is essential to fair racing. Fleet Captains, Fleet Measurers, and competitors are strongly encouraged to begin compliance reviews early to ensure smooth check-in and full eligibility at Nationals and other major events.

Dear Wendy

Dear Wendy,

During some pre-season maintenance this spring, I was compelled to venture up into the deep dark unknown of the forward tank on my Shields. While I laid there, prone and contemplating which sins had led me to this point in my life, my flashlight beam landed on the following sight where the forestay bolts into the bow structure of the boat:



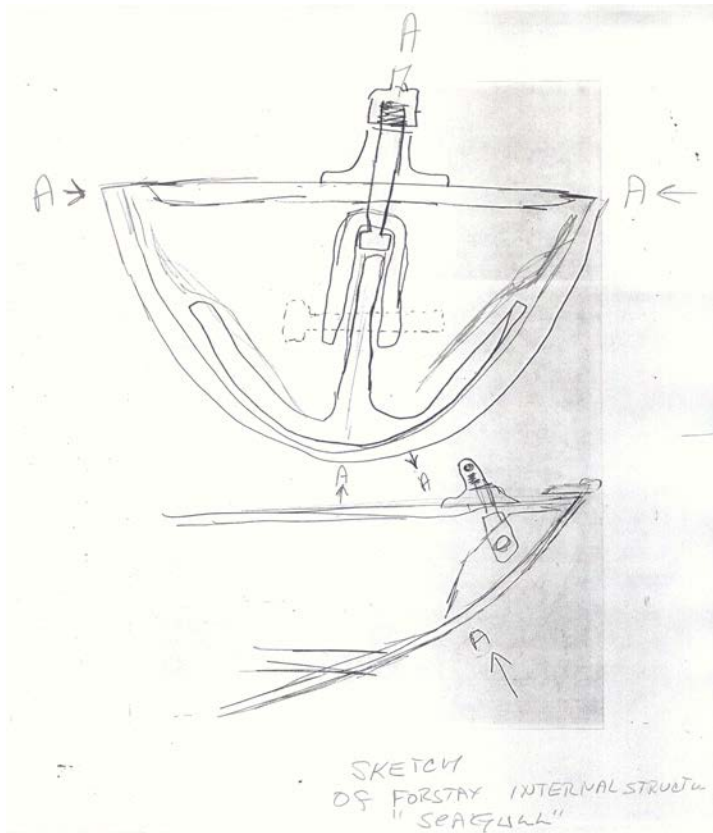
This bolt seems like a crucial piece of hardware for keeping my mast vertical and my season intact, but I fear that the rust is the only thing holding it together. Besides advising me to get a tetanus booster, can you share any guidance for replacing it with less concerning hardware?

Sincerely,
Freddy Forestay

Dear Freddy,

That looks like what used to be the bolt which attaches your forestay to the structure of the bow of the boat. I say "used to" because it appears that years of salt water dripping down through the forestay fitting have slowly corroded away what used to be a hex head bolt and the associated nut. Past builders have not used stainless steel for this fitting and over time it can deteriorate. You appear to have found this in the nick of time, and should definitely replace it with something safer. These sketches show the designs and dimensions for what you are looking at.

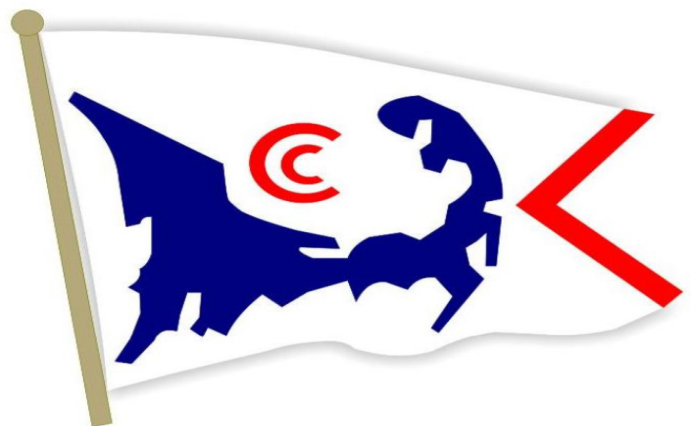
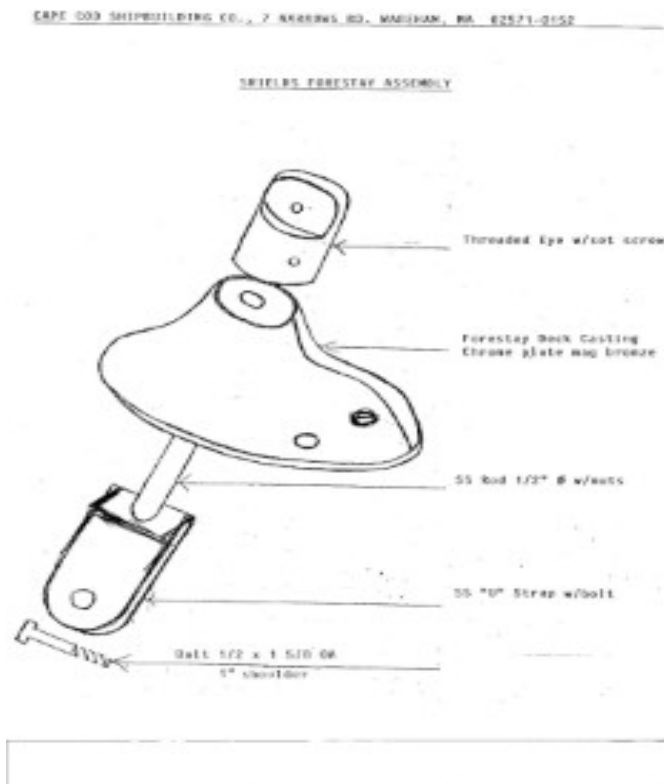
Continued from previous page (Dear Wendy)



Drilling out the old pin is going to be difficult as the hull is in the way, and you will only have 2-3 inches of clearance to work with on either side of the bolt. In some cases, the builder or previous owner may have installed a bolt with threads running the whole length, rather than a smooth shank where it passes through the fiberglass. Because steel swells when it rusts, the friction of the bolt and/or threads pressing into the surrounding fiberglass may make it difficult to remove. I suggest testing out your luck with a mini sledge hammer, penetrating oil, a 90 degree drill attachment, and liberal use of curse words. We have seen some owners remove the fiberglass tabbing or "seagull" and glass in a new one, however this is an involved task. When you get it out, I suggest replacing it with a clevis pin in order to make future inspection and maintenance simpler.

Anyone reading this may want to take some time this winter and inspect this fitting to see if they are due to replace the pictured bolt before it rusts away and potentially fails in catastrophic fashion.

Sincerely,
Wendy Goodwin
Cape Cod Shipbuilding



Fleet News

Fleet 1

Larchmont Yacht Club

By: Wes Bemus

Fleet 1 had our largest and longest season in recent memory with 15 different boats competing over 43 races at events hosted by Larchmont, American and Indian Harbor Yacht Clubs. The season stretched 5 months from early May through the end of September, with a high water mark of 14 boats on the line during the second weekend of Larchmont Race Week in July. In addition to the formal calendar of Fleet 1 races, we began running non-spinnaker harbor racing on Friday evenings which succeeded in bringing over 2 dozen sailors out for their first, but not last, Shields race.



Season Champion Ward Young of #25 Checkmate averaged 1.96 points over 30 races to best Kurt Weisenfluh of #23 Rascal averaging 2.46 points over 28 races. Dan Ronan in #26 Tango rounded out the podium, posting an average of 2.65 points over 25 races. The rest of the podium was equally tight and 1st through 5th places for the season were separated by only 1.35 points when the final average was calculated. Moreover, out of the 15 boats who raced during 2025, 8 different teams carded a 1st place finish at some point during the season. In short, there was great racing on offer for anyone willing to put a boat and a crew on the line!!

We were excited to see two boats rejoin the fleet after a few years in hibernation. Hull #142 Intime has been taken over by the all-women team of Anna Guerin and Hilary Furnary while #16 F*U*N (ask him about the name sometime) sailed by Tom Sanford received a spiff up and returned to the starting line later in the season after many years under her cover. For 2026, we are excited to hear that hull #184 was recently purchased by a local who has indicated his intent to race it in Fleet 1.

After a successful term beginning in 2023, Fleet Captain Matt Hays of #41 Havoc handed off leadership of Fleet 1 to Dan Ronan of #26 Tango. We thank Matt for his service and look forward to Dan's time at the helm. [Lure #182 and Tango #26 in Edgartown](#)



Fleet 9
Ida Lewis Yacht Club
By: John Burnham

Kap Dun Trophy Winners



Shields Fleet 9 wrapped up an extraordinary season in 2025 with 34 boats from the Newport-Jamestown area registered to race. Seven new owners competed, the majority of them on boats that were already Fleet 9 members.

The season ran from mid-May to the end of September, and typical attendance was 25-28 boats on Wednesday nights, with between 8 and 15 boats competing on five different weekends. Ida Lewis Race Committee Will Muesler and Guy Sanchez served as principal race officers.

Jamie Hilton's John Dory (217) finished the Wednesday night season with the best score, earning title to the coveted John Robertson Memorial Trophy. Close behind was John Burnham and Reed Bear's Grace (107), followed by Mike Toppa's Bomba Charger (156) in third. The Weekend Champion was Fleet Treasurer Ron Oard and his team aboard Glory (158). Winning the Manice Trophy for the best combined score on all Wednesday and weekend racing over the summer was Ida Lewis YC Commodore Chris Arner, Bryan Berdy, and Cam Appleton on Hawk (245). The Sparkman & Stephens Award of Excellence for the best maintained Shields in the fleet went to Simon Davidson's Hope (201), which also finished second at the Nationals with Andrew Sheerin at the helm. [Photo Credit: Sarah Seaman](#)



Fleets 7 and 12
Monterey Peninsula Yacht Club
By: Ron Giachetti

With an eye towards September's Nationals, several local Shields sailors decided to test the waters, the winds and the hospitality on Martha's Vineyard by competing in the Edgartown 102nd Annual Regatta held in July.

Led by Eric Anderson, the MPYC crew aboard "Tiburon" (sail number #191) included Jon Dean, Larry Gamble, Ron Giachetti, and Rob Vann. Vann, a former Monterey resident who sailed with MPYC during his time at NPS five years ago, rejoined the team for this exciting event. Wives Marigrace Gamble and Jaime Anderson also joined in the fun, adding to the team's support.



Six boats vied for the Shields title: three local teams, two from Beverly Yacht Club, and "Tiburon." The favorite was "Bit-O-Honey," skippered by Ken Deyett of Beverly Yacht Club, who had dominated the previous several years' regattas.

The Tiburon crew was sailing in a recently refurbished boat, a testament to the work of the Shields Foundation, where Eric Anderson, Ken Deyett, and Steve Mettler are key figures. The boat was in excellent condition, requiring only minor tweaks.

Day one tested the sailors with light, shifty winds. Tiburon showed strong performance in the first three races, finishing 4th, 2nd, and 2nd. However, a misstep in the fourth race, going left when the wind shifted right, led to a last-place finish – a score that was later dropped once six races were completed.

Day two brought improved, though still light, winds and more moderate shifts. The unexpected addition of the gaff-rigged Wianno Seniors to the course created some dicey moments at the weather mark, with plenty of yelling as the fleets converged. Despite the chaos, Tiburon excelled, securing their first "bullet" (first-place finish) of the regatta, along with a 2nd and a 3rd.

The final day saw the strongest winds of the regatta, though racing was cut short to allow sailors to travel home. Tiburon continued its impressive run, grabbing another bullet and an overall second place finish in the regatta.



The trip wasn't just about racing; it was also about camaraderie and the vibrant atmosphere of Martha's Vineyard in July. The Mettler family – Steve and Kathi – were the quintessential hosts, opening their 1760 farmhouse to the entire Tiburon team and their wives. The generosity extended to lending vehicles and hosting fabulous meals.

Martha's Vineyard in July is in full swing, bustling with tourists and its waters teeming with boats. What a fantastic summertime memory!