

THE CLASSES

SHIELDS CLASS • BY EVERETT B. MORRIS

Class Name and Address: Shields Class, c/o Cornelius Shields,
44 Wall Street, New York 5, New York.

Sail Insignia: Dark shield with letter "S" superimposed.

SPECIFICATIONS:

Length over-all, 30 feet 2½ inches.

Length waterline, 20 feet.

Beam, 6 feet 5¼ inches.

Draft, 4 feet 9 inches.

Displacement, 4,600 pounds.

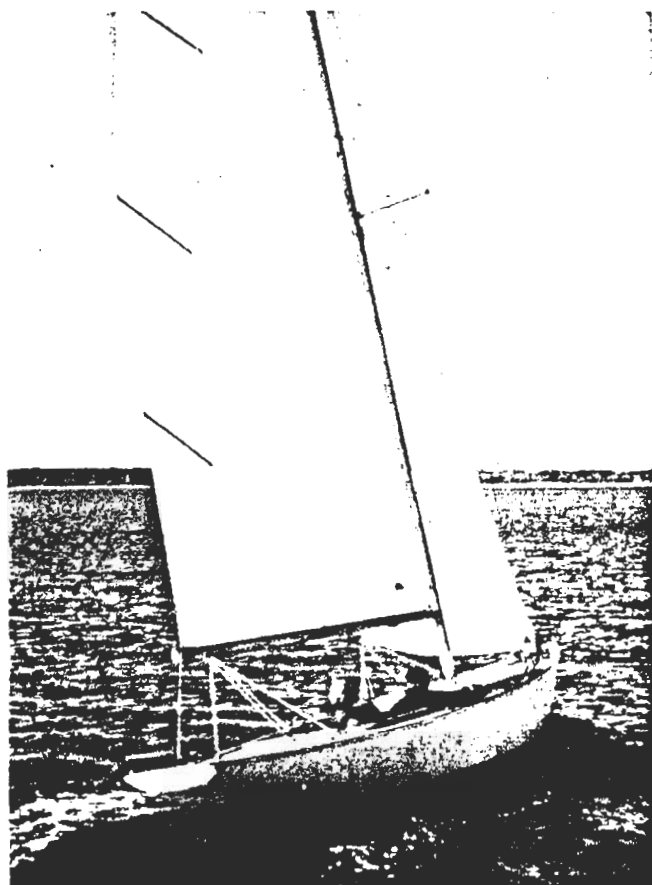
Sail Area, 360 square feet.

Construction, molded fiberglass reinforced plastic; spars—aluminum;
trim—teak or mahogany.

Designer, Sparkman & Stephens, Inc.

Builders, Cape Cod Shipbuilding Company, Wareham, Massachusetts.

Price: \$8,500 (approximate).



EVERETT B. MORRIS

This boat is a thoroughbred of the purest strain, a fact which becomes evident on brief acquaintance. Her lines, the way she lies at a mooring, her responsiveness to tiller and trim, everything about her reveals quality and breeding.

This comes as no surprise to those familiar with the origin of the Shields Class sloop, which must be the finest one-design racing yacht of her genre to join America's sailing fleet in more than two decades.

She was conceived by a dedicated Long Island Sound yachtsman of tremendous experience and unquestioned ability—Cornelius Shields of Larchmont, New York—to fill what he thought might become an unfortunate gap in the one-design ranks.

His ideas were translated into a completely up-to-date design by the firm of Sparkman & Stephens, which produced *Columbia* for the America's Cup defense in 1958, and is responsible for one of the two new candidates for that honor this year. This may have something to do with the fact that a bow-on view of the Shields Class sloop suggests strongly a compact-sized Twelve Meter.

The Cape Cod Shipbuilding Company of Wareham, Massachusetts, produced a jewel of a boat. The management utilized the skills and craftsmanship of old-time yacht builders to good advantage in the fashioning of a modern fiberglass reinforced plastic hull.

The prototype made her debut on a November weekend in 1962 and instantly was acclaimed by those privileged to put her through her paces. The following spring, summer, and fall saw the class take form, largely through the generosity of the Paul Shields Foundation and its interest in maritime educational institutions which train young Americans for careers as naval and merchant marine officers.

The first ten boats were equally divided between two neighboring schools at the western extremity of Long Island Sound—the U. S. Merchant Marine Academy on Kings Point and the New York State Maritime College across the water at Fort Schuyler. These gifts were in Corny Shields' plans from the outset. They worked out so well the first summer that he made a similar grant to the U. S. Naval Academy at Annapolis and provided two for the use of the U. S. Naval War College at Newport, Rhode Island.

Probably because they are expensive (you'd have about nine thousand dollars in one by the time you hit the line for your first race) the Shields one-designs have not been gobbled up by individuals. The two private owners of record in 1963 were Shields himself and Commodore William deF. Manice, Jr., of Newport's famous Ida Lewis Yacht Club. Both of these gentlemen expect normal growth of the class when prospective purchasers make up their minds that quality pays off in minimum maintenance costs, performance, and pride of ownership.

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Shields Class

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Then, too, the boats at the seafaring academies will be an advertisement, especially since those at Kings Point and Fort Schuyler are to be used for certain championship events conducted under Yacht Racing Association of Long Island Sound auspices. It is Shields' sincere and oft expressed belief that anyone who once sails these smart, lively thirty-footers becomes a convert to them.

What Shields was thinking in his original concept of a boat to replace the aging Herreshoff "S" boats the Atlantic Class sloops, what Sparkman & Stephens designed, and what Cape Cod built is all revealed in the vital statistics of the new yacht. Her 4,600-pound displacement includes 2,800 pounds in her lead keel and she has enough warm, hand-rubbed teak in her trim—toe and hand rails, cockpit seats, coaming, and cockpit sole—to alleviate the cold curse of fiberglass. Her aluminum stick is fitted with a permanent backstay and stainless steel is specified for all standing rigging. Her halyards are flexible stainless wire with Dacron tails, and sheets and guys are all Dacron.

She has sufficient flotation in her two integral under-floor tanks and bulkheaded compartments under the forward and after decks to pass her tests admirably. In those tests they crammed as many men as could stand on her decks aboard and pumped her cockpit full of water. She still floated and with a bit of freeboard.

The very best of everything—materials, workmanship, and equipment—have gone into the boat which bears the name of her sponsor.

No one appreciates more than Shields the necessity for rigidly drawn and enforced rules and specifications if a class is to maintain its one-design integrity. For that reason, one of the first things he did in his project was to draw up a code based on that of the International One-Design Class, which has flourished on Long Island Sound for more than a quarter of a century. Some of the articles of special interest in the rules are as follows:

All sails will be made by one sailmaker and then drawn by lot.

New mainsails and spinnakers will be permitted not oftener than every three years; jibs every two years.

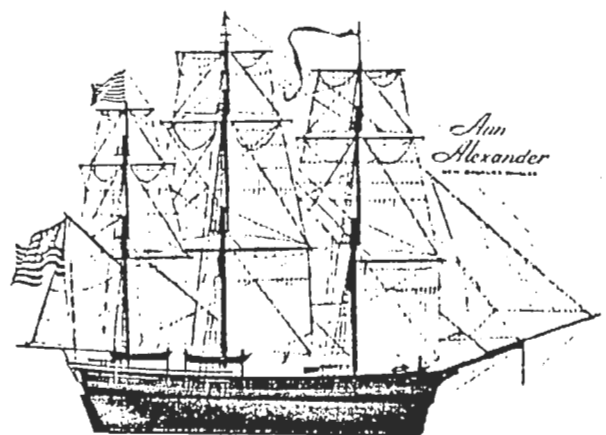
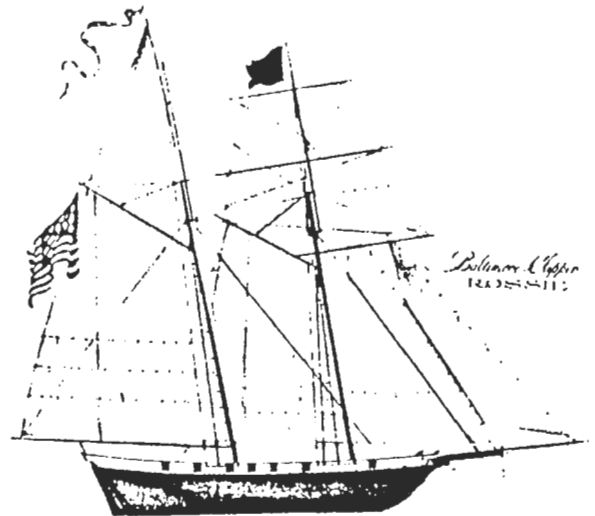
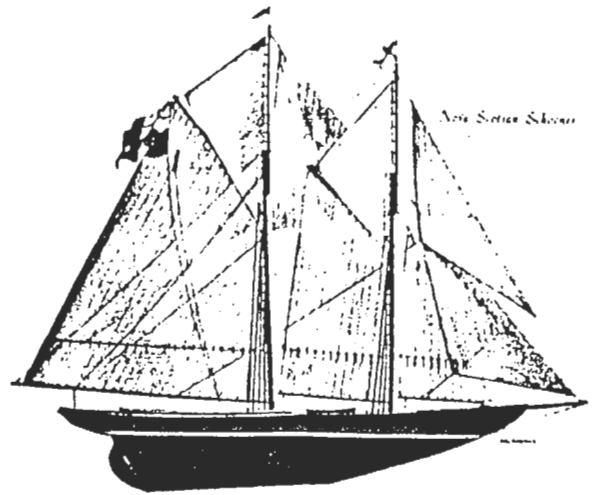
Each lead keel will be certified as to weight and balance point.

Aluminum masts will be similarly weighed.

The Shields sloop is a rewarding boat to sail. Her relatively deep, narrow profile keel makes her stiff in a breeze and contributes to exceptional weatherly qualities. She is close-winded, nimble in light going, and steady and tractable in heavy weather. Off the wind she is at least as good as you have a right to expect from a boat of her waterline and hull form, and shows no tendency to drag her heels.

Sponsor, designer, and builder were all aiming for a sound, low upkeep boat of smart appearance and fine all-round sailing ability; a boat of true distinction. They hit their target in this Shields Class sloop, whose only fault may be that it is a Rolls Royce of a boat in a market grown accustomed to the nautical equivalent of the Volkswagen.

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And Then There Were Three . . .

The ANN ALEXANDER, the New Bedford whaler that went down in history as being one of the few ships to be sunk by a whale, is the subject of the third fine watercolor to be added to the group of prints available from this magazine. Employing the same deft touch that made the *Rossie* and *Bluenose* prints so popular, Melbourne Smith has again created a work of finely detailed nautical art.

All three prints are available at \$5 each. Printed on heavy 12" x 16" stock, they have an embossed mat line and are ready for framing. Order from THE SKIPPER, Box 1750, Annapolis 2, Md. (Maryland residents please add 3% sales tax.)