

MASTHEAD

THE OFFICIAL PUBLICATION OF THE SHIELDS CLASS NATIONAL SAILING ASSOCIATION
WWW.SHIELDSCLASS.COM

FALL 2009

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SHIELDS NATIONAL CLASS ASSOCIATION DUES

CONGRATULATION TO OUR NEW NATIONAL TREASURE, FRED WERBLOW.

2010 DUES WILL REMAIN AT
\$35 PER YACHT,
\$15 PER SKIPPER AND
\$10 PER ASSOCIATE

FRED'S EMAIL:
shields25c@aol.com

ADDRESS:
83 GRIFFIN AVENUE,
SCARSDALE, NY 10583

INCOMING PRESIDENT'S MESSAGE SHIELDS SAILORS

I'm delighted to serve as the 2010 President. I hope with your help to make our organization a strong voice in the Sailing Community. Our Board of Directors will meet in November to set goals for the coming season. I hope we can all contribute to Shields sailing on a National level, particularly by continuing our growth, our quality of racing and most of all, our great camaraderie

Many thanks to H.L. for his service and particularly for his "Odyssey" article. My feelings for the Shields are very similar to his. From a personal perspective, I'd like to add a few key items.

Certainly, the minimal maintenance for a Shields owner is a true delight and its classic beauty and sea-kindly handling really cemented my love affair. More importantly, Lake Michigan can be nasty and rough, and the Shields is the perfect One Design to handle it. After years of racing offshore and observing the results of poor shipbuilding, from 'hogged' and water-logged hulls to weak mast steps and chain plates, I'm sold on the rugged quality of our boats.

We all love our boats, but it's really about the sailors. I'm constantly reminded of amazing people involved in Shields sailing. Guys like Gary Ropski & friends who competed South of Rio at the Ilhabela Island Yacht Club for the Patent Cup or Skip Schink who took his whole Shields crew to Antigua for their Sailing Week are typical. What about Andy Burton who sent his proxy in while sailing through the Panama Canal? Dan Holloway who stayed at my house with Robin Monk's



Nationals team is spending November on an oceanographic vessel off Tiara Del Fuego. How are you getting your sailing fix this winter? Write and let me pass it on.

I had the great pleasure of sailing in the Nationals at Belmont harbor where even the club personnel remarked on "what a great bunch of sailors" we were. This, by the way was in direct contrast to their comments on the Farr 40 guys who followed our Regatta.

Thanks to all the contributors to this latest issue. I hope you'll enjoy it and send us your own stories and Fleet news. Write to webmaster@shieldsclass.com and let me pass it on.

Sincerely,
Mike Schwartz,
Shields 130

OFFICERS FOR 2010

The members Meeting in Chicago, IL on September 16, 2009 has elected the following officers to start November 1, 2009.

PRESIDENT

MICHAEL SCHWARTZ (CHICAGO , IL)

VICE PRESIDENTS

ANDY SEGAL (NEWPORT, RI)
 ROLAND SCHULZ (LARCHMONT, NY)
 JONATHAN POPE (MARION, MA)
 JAY DAYTON (OXFORD, MD)
 WAYNE MARCIANO (OYSTER BAY, NY)
 SKIP SCHINK (CHICAGO, IL)

SECRETARY

ANDY BURTON (NEWPORT, RI)

TREASURER

FRED WERBLOW (LARCHMONT, NY)

MEASURER

RICHARD ROBBINS (MARION, MA)

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2009 NATIONAL HIGHLIGHTS GREAT DAY FOR SAILING



SHIELDS AREA UPDATE

SHIELDS FLEET #21 - OXFORD, MARYLAND

Our fleet is still experiencing growth and excitement as we now have 13 boats and hope to have a 14th by next spring. We were able to post 3 fleet members at the Nationals in Chicago, Pete Bailey #255, John Shannahan #71 and Harry Seemans #225 and were very happy with the outcome of our fleet's efforts. Thank you very much to Kevin Taborek and the Chicago Yacht Club for hosting this wonderful event, and to everyone who competed - what a great group of sailors!



John Shannahan and crew.

Tred Avon Yacht Club has been very accommodating in assisting our fleet to prosper and I know that our club is hoping to once again host the Nationals some time in the future. Thanks to everyone who has helped us along the way. If you get near Oxford, please look us up....

Happy fall sailing,

Jay Dayton, Fleet Captain, #73

NEWPORT, FLEET #9

RESULTS FROM
SUMMER SERIES, 2009

1st Jeff Gladchun
2nd Bill Doyle
3rd Jamie Hilton

FALL SERIES, 2009

1st Bill Shore
2nd Tom Derektor
3rd Jamie Hilton

CHICAGO, FLEET #3

SEASON CHAMPIONSHIP RESULTS

1st Kristian Martincic
2nd Mike Schwartz
3rd Gary Ropski

The 2009 Awards Dinner will be held on Friday Nov 21 at the Belmont Station. Come visit local skippers & crew January 28-31 at Chicago's Navy Pier. A 'like-new' Shields will be on display at "Strictly Sail." It's a great weekend to visit.

NEWS FROM FLEET 10

Fleet 10 in Buzzards Bay MA continues to have about 20 boats, however only about 10 boats race regularly. We race in Marion every Wednesday evening and most Saturdays from early June to the end of September.

Wednesdays we do not use spinnakers. It is more relaxed sailing with many boats using less experienced crew. Saturdays are our Championship series and we do use spinnakers.

On very windy days or when boats are short crew or have less experienced crew, some have been using the smaller spinnakers we are testing. They generally have liked

them. See the Measurers Corner on the national web site for measurer's permission to use a small spinnaker (<http://www.shieldsclass.com/mcorner.php#spin>).



6 Anduril with a small spinnaker

OUR SATURDAY CHAMPIONSHIP WINNERS THIS YEAR WERE:

MONTH	SAIL #	SKIPPER	OWNER
June	58	Undertaker II (Edgartown)	Steven Potter
July	238	White Rabbit	Richard Robbins
August	220	Madam-X	Jonathan Pope

Bill Berry and Richard Robbins represented Fleet 10 at the Nationals at Chicago.

Shields sailors are invited to the Buzzards Bay Regatta in Marion, MA on August 6 - 8, 2010 (see <http://www.buzzards-bayregatta.com/>). This is usually three days of great racing in famous Buzzards Bay conditions. Let us know if you are coming and we can arrange housing.

Respectfully,
Bob Harvey
Area 4 Vice Commodore



A Members Meeting of the Shields Class Sailing Association was held on September 16, 2009 in Chicago as part of the activities for the National Regatta. The discussion on the modernization of the Class Constitution and By-Laws was brief and passed by the votes of members and proxies. The revised Class Rules have been updated and posted on the class web site. (See <http://www.shieldsclass.com/bluebook/>)

*Bow Lingle,
Steve Schwartz
and crew.*



The Constitution and By-Laws have been changed in the following areas:

- allow email (rather than require first class mail);
- allow for electronic conferences for meetings;
- clarify the Fleet contact person;
- add duties to the Class Secretary for awards and the web site;
- new officer terms start November 1 rather than January 1;
- Member Meeting quorum defined as 20% of Registered Yachts *owned by active members*;
- started clean-up of how perpetual awards are handled, stored and paid for;
- dues date changed to August 1;
- added description of the Kap-Dun Trophy;

The proposal related to the crew limit was discussed in considerable length with all present owners relating their concerns and ideas. After a long discussion, the proposal as follows was adopted by the majority of members present and by proxy. (Recall that this only applies to the National Regatta.)

Section IV-2.2 Crew Numbers

The number of persons aboard a boat shall be not less than three. For crews of five or more a limit of 1000 lbs shall apply. There is no weight limit on crews of three or four persons. Each boat shall be required to carry, throughout all races, the same number of persons on board as at the start of the first race of the regatta. The Notice of Race and/or Sailing Instructions shall address the methods for enforcement of this rule.

Details of enforcement of this rule is left to the National Championship Committee. Suggested language for the NOR follows:

Crew weight shall be certified as part of the signed Certificate of Compliance at registration by the skipper and shall not be subject to protest by a competitor but may be protested by the Race Committee. Crew substitutions may occur but must be certified by the skipper to be in conformance.

OR

Weigh-in shall occur during registration on _____ from _____ to _____ at location _____. Weigh-in shall be in light clothing. Conforming weigh-ins shall not be subject to protest. Crew substitutions shall be weighed from _____ to _____ at location _____ each day of racing.

The new slate of officers was elected by a vote of the members present and by proxy and with the change to the Constitution the following officers will start on November 1, 2009:

President:	Michael Schwartz (Chicago, IL)
Vice President:	Andy Segal (Newport, RI)
	Roland Schulz (Larchmont, NY)
	Jonathan Pope (Marion, MA)
	Jay Dayton (Oxford, MD)
	Wayne Marciano (Seawanhaka, NY)
	Skip Schink (Chicago, IL)
Secretary:	Andy Burton (Newport, RI)
Treasurer:	Fred Werblow (Larchmont, NY)
Measurer:	Richard Robbins (Marion, MA)



CHICAGO YACHT CLUB 2009 SHIELDS NATIONALS SEPTEMBER 17-19, 2009 FINAL RESULTS SERIES SUMMARY

Pl	S#	Skipper	From	1	2	3	4	5	6	7	T
1	231	HL Devore	Larchmont	2	3	1	5	3	3	(7)	17
2	150	Kevin Teborek	Chicago	(7)	1	3	3	4	6	1	18
3	160	Robin Monk	Ida Lewis	(11)	7	4	1	1	4	4	21
4	239	Bill Berry	Beverly	5	5	(8)	2	8	1	2	23
5	71	John Shannahan	Tred Avon	1	(12)	5	6	7	7	6	32
6	23	C. Crocker D. Macintyre	Larchmont	9	4	2	10	(11)	8	3	36
7	88	Kristian Martincic	Chicago	(13)	6	6	8	6	2	9	37
8	255	Peter Bailey	Tred Avon	3	9	11	4	2	11	(13)	40
9	245	C. Shoemaker C. Aumann	Ida Lewis	10	2	10	(11)	10	5	5	42
10	39	Skip Schink	Chicago	6	11	7	9	5	14	(16)	52
11	90	B. Lingle S. Schwartz	Chicago	14	10	9	7	9	(19\DSQ)	11	60
12	63	Mark Passis	Chicago	8	8	12	14	12	(19\DSQ)	14	68
13	130	Mike/Jon Schwartz	Chicago	12	(17)	14	16	13	10	10	75
14	225	Harry Seemans	Tred Avon	4	15	13	(17)	16	16	12	76
15	196	Gary Ropski	Chicago	16	13	17	15	(18)	13	8	82
16	45	Sam Veilleux	Chicago	(18)	18	16	13	17	9	15	88
17	67	Chris Economos	Chicago	15	16	(18)	12	14	15	18	90
18	238	Richard Robbins	Beverly	17	14	15	(18)	15	12	17	90





THE INCREDIBLE ODYSSEY OF SHIELDS #231 LUCK, LOVE AND DANGER

It's hard to write a story about Shields #231 "Mermaid" and her victory at the National Championship regatta in Chicago this year. Really hard!

Do I start with her sinking back in 1999 and being left on the bottom for 3 years? Or the naming of "Mermaid" by my then-5-year-daughter after I struggled for a name? Or maybe the incredible recent odyssey of just getting TO Chicago to sail in the Nationals? The story has so many angles from fun, to humor, to bizarreness, to love, fear, luck and even real mortal danger. There really is no doubt that it should be a made-for-TV-movie. Starring in the role of H.L. DeVore is undoubtedly Brad Pitt. If Errol Flynn comes back maybe him if he's not showing his age too much!? Is that magnanimous? My crew was concerned to coach me to be magnanimous in all ways after our SURPRISE victory! Yes, surprise! That's a whole 'nother story, as they say...

So, I suppose I'll try my best to give you a few paragraphs on the luck, the love, the danger and the trip from hell that turned out to be the luckiest run I personally have ever been witness to or participant in.

The Luck: We were LUCKY we won! Not to take anything away from my crew of Jeff Meighan, Marcia Konrad, John Mawe and Steve Csenge but we WERE lucky. We started the first race of the series, went right in the light stuff. By the time I looked over my shoulder a quarter of the way up the leg it looked as if #23 was a half mile ahead they were so punched up the middle. Bummed but just happy to be at the Nationals safely and actually sailing I refused any suggestion to tack knowing the death it can be in the light stuff and also having seen the flukiness of Chicago back in 2003. Luck was there for us and patience and straight-line driving paid off when the pressure held on the right and died in the middle. Hard to say if there was a shift for real or a "velocity shift"... We actually made it to first place but dropped a boat to finish 2nd. An auspicious and lucky start that helped set the tone for us for the rest of the regatta. We kept telling ourselves "Clear air starts with speed and be patient... look for pressure and be wary of shifts that are really just changes in velocity i.e. avoid tacking!"

We went on to sail similar races in the next two races favoring pressure and the right side and were pleased and awed to see that at the end of the day we had sailed our sail#, 2 - 3 - 1 and most of the expected top-of-the-fleet-usual-suspects had sailed their throwouts. That night in the luxury apartment over-looking Lake Michigan provided by our hosts the Teborek's I tried not to let myself dream of actually winning. But I did dream a bit about how lucky we were to even be in Chicago at all.

John Mawe and I began the trip to Chicago Sunday September 12th in New York. Our plan was to arrive to comfortably arrive on Monday and get our recreational urges out and also conduct some business during the day. Little did we know we were going to need a LOT of luck to get there at all. An hour out of New York City we stopped for gas and filled 'er up. We were set for the long haul down Route 80. We figured we might go all night and arrive in Chicago for sunrise... or maybe we'd stop in Cleveland... Kabang bang rumble rumble, shake'n bake chug-a-chug from 60 miles an hour at 2800 rpm to 25 miles an hour at 4500 rpm we went

and our real odyssey began. We took the first exit got lucky and found a closed but reputable looking GMC dealer to visit first thing in the a.m. and headed down the street to a local Holiday Inn Express. The next morning we rumbled and shook, clanged and banged our way down the street to the GMC dealer and knocked on the service door at 6:30am. Two hours later the mechanic came over and said "I've never seen anything like this. I can't believe you drove here"... anxiously we listened. "Of your 8 injectors only 3 are working, we pulled the fuel filter and the gas smelled funny so we poured some on the table and tried to light it with a match. It won't even burn!... If we

replace the injectors, replace the fuel pump, blow out the fuel lines, drop your gas tank and clean that, then the car MIGHT run. We might be able to fix it by the end of the day if we can get the parts in this morning."

John Mawe got some more free coffee and sat down to watch TV in the cushy lobby and I used the head again. As I came out of the

bathroom John Mawe had this slightly mischievous look on his face. "H, you realize I just saw the Chairman of GM on the Today Show talking about how today is the first day of their 60-day money back guarantee program?" I blame what follows on John. None of it has anything to do with my demonstrated ability to make rash life-threatening decisions with little forethought. An hour later we drove out of the lot in the most expensive car I ever bought, borrowed, rented or dreamed of owning...without paying a dime. Luck had shown her face and she was a very very pretty lady.

Later that day John had to remind me to turn on my liquid cooled seat so my back wouldn't sweat on the new seats and he just wouldn't quit reminding me that I probably shouldn't be going uphill at 85mph with a

5,000 pound boat behind me on a car that only had 72 miles on it when we left the dealer. John spent a good deal of the rest of the trip trying to find things I would be unhappy with in the car so that I could convince my wife that she really didn't want to keep it for her 20th wedding anniversary gift. My 20th anniversary was coincidentally Wednesday September 16th, the first official day of the regatta. I am certainly lucky to be married for 20 years and to have 4 beautiful daughters. I am also very lucky to have won the regatta otherwise I somehow imagine the whole "What's with the car?" when I arrived home would have gone differently. The line "Honey, I didn't want you

to stress out about the car while I was away. I'm sorry. If you don't want it we can return it" went over great. Of course it didn't exactly go that way as I first called it a "Loaner, it's a long story we can talk about inside"... then went onto "It's a Loaner with an option to buy, we can talk about it in a few minutes..." which progressed to "Well we sort of bought it, but if you don't want it

we can return it. It was cheaper than renting a U-Haul... don't hit me! Happy Anniversary!?"

All humor aside...well actually...it pretty much went that way... Luck with us. Luck was there at every twist, turn, tack and jibe. It if it weren't for #71 not seeing flags on a boat replacing a mark and not having a radio for the courtesy broadcast or if it weren't for the general recall on day two, or GMC and/or many other factors we would not have prevailed. Our number was "up" in all the right ways!

Lady Luck showed her face again on the way home from Chicago. My AIG company called me to sadly inform me that my beloved 1999 black-with-tan-leather-interior



Team DeVore up front.

SHIELDS #231

Continued from page 7

GMC Suburban was a total loss. Yes, I am describing luck here... Outraged I thought my run of luck was done and could only repeat "This is totally unacceptable" as I zoomed down the highway in the new sleek Black with tan-leather-interior GMC Denali driving with one hand and talking on the cell with the other. The kind AIG adjustor asked that he be given the opportunity to explain to me the numbers. "But I don't want a check for \$7,000...I want my car, it's worth more to me than that! I just want to keep the car!"... "Ah, Mr. DeVore, you don't understand your car is worth \$7,900, it's salvage value is \$900. If you want the car you can keep it and we will send you a check for \$7,000."... Huh!?!? The repair bill to make the car nearly new with a new rod, new heads, totally new fuel system and injectors as now up to \$5,000...I totaled my car on the way to Chicago and got it fixed with money leftover?

John and I immediately began buying lottery tickets with my "earnings". Yes, we played 2-3-1 at every gas station...plus we entered every Mega-Power drawing there is/was. (Still haven't checked the numbers)...

Wow... long story... doubt anyone will read this far... but I'll just keep writing as I am only now getting into the weighty-stuff.

The Love: I sail Shields because they are pretty. I sail Shields because you can enjoy the majesty of sailing when you choose to without wearing a dry-suit or flinging your body into a roll-tack. I sail Shields because beauty is fleeting and where it can be preserved and enjoyed it should be. Shields make people look and smile and ask "What sort of boat is that?". I sail Shields because the lessons you can learn sailing a larger heavy keelboat are life lessons worth learning. Patience, persistence, shifts come and go, focus, concentration... sometimes you have to sail across the course in a header taking sterns to get a chance at starting the race anew. Shields are character boats...and most importantly, they attract people of character. I could go on... and on... and on... but I am just going to leave at that.

The Danger: Ah...I knew I could find a way to talk more about the love of Shields! But seriously...luck and love

can drive us all to do crazy things. Whether it be scuba-diving in 62 feet of water in the pitch black with loose rigging, sails and shrouds in the currents of Long Island Sound's bottom or the mortal danger of death-by-wife when returning home with very expensive big black car and trying to sell it as an anniversary gift...I have done some seriously dangerous things in this "Shields Odyssey" and, seeing as I have lived to tell the tales and have literally taken a boat from the bottom of the Sound to the top of the class I couldn't be any happier with the mortal risks I have taken. Though I must say I was a little concerned when John and I ran out of gas in the Denali on the way home. The tracker trailers were whizzing by! I imagined one crushing "Mermaid" and the new Denali...it was a terrible thing and very dangerous to be sitting there on the side of the road. Though as luck would have it 100 feet in front of the car was a big sign that said dial *990 if you need assistance. Lady luck had our back.



If you made it this far I hope you have enjoyed reading! I am honored to have served as National Class President and humbled to have my name along side the many great sailors on the silver tray.

P.S. - My luck ran out. My wife decided to keep the car. It was a VERY expensive Nationals for me in the end!

P.P.S. - Though I still haven't checked the large stack of lottery tickets. I haven't had the time! The interview with Larry King was great and now I off to shoot GM commercials (-;

SHIELDS NATIONALS

By Kristian Martincic

DAY 1

Things were beginning well on Day 1 of the Chicago Shields Nationals. The visiting teams must surely think we've switched venues since the practice race on Wednesday, the 15-20kts and giant chop was replaced overnight by a light and patchy 3kts out of the east.

The first race was the lightest of the day, and also packed the most shifts, just to make it interesting. With 1.5 mile beats it made picking the right side a priority. Quite a few teams found out that the "right" side was different every leg! John Shannanhan of Tred Avon won the first race nicely, having managed to put #71 in the right spot with great boat-speed to boot.

Race two had a bit more breeze and stability, but at around 5-6kts it still made keeping momentum a priority. Course changes each leg of the race kept the RC busy. The race was won by CYC's own Kevin Teborek on #150, who ended the day sitting 2nd!



The last race of the day was the windiest yet, although Chicago sailors sure know that "windiest" is relative! Puffs around 8kts were highly sought after, and propelled many teams to good spots on the course. Series leader H.L. DeVore made the best of it with his first race win, gaining a commanding lead in the process. All eyes were on him as we moved into day two,

while many teams had at least one high number finish, he was at 2-3-1, which just happened to be his sail number! I suppose the rest of the fleet is lucky he's not #111.

After racing, the out-of-towners were warned not to miss the excellent Belmont pasta bar, which was washed down with mojitos from the CYR free pour. The weather for day two was looking to be a bit like a "variety pack" with light west winds moving northeast and building through the day.

Day 2

On Friday, Robin Monk of Newport showed us why he won Nationals last time it was in Chicago by scoring two bullets! With wins in both a light northerly breeze and a bigger northeast breeze, the past champion was now sitting in third place.



The first race started after a postponement due to light breeze; you could hear the groans on the racing yachts as the markset boat reported five knots, then four, then three. The first race eventually got underway just after

noon in about 5kts. Similar to Thursday, you had to pick your side, and this time it was the left with a little more pressure despite a right shift towards the end. Several



course changes later we had Monk on #160 winning, followed by the other past champion, Bill Berry on #239.

For the second race, the predicted breeze started to arrive, building to around 8-10kts. The fleet made a good show for the spectator boat with some very... interesting... windward mark roundings. Everyone played nice in the end, and delivered quality racing. One of the defining characteristics of our fleet is the civil nature of the racing. As an example, on #88 we had an incident on the run to the finish, which ended up being discussed in the bar afterward instead of yelled out on the course or in the protest room. The other helmsman introduced himself, we talked about our view and ended up shaking hands and agreeing to disagree. We preferred it this way as opposed to a hearing, which both boats felt the outcome could have gone either way. At the front end of the fleet was Robin Monk,

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SHIELDS NATIONALS

Continued from page 9

who won again by a huge margin, followed in by Peter Bailey from Tred Avon, and the series leader H.L. DeVore.

Day three was promising to be an exciting day of racing since there were several boats locked in close battles. All eyes were still on H.L. since he was leading with 9 points over Kevin Teborek with 11 points and with Rob Monk just behind in 3rd with thirteen.

DAY 3

For a fan of the Shields, the final day of our National Championship said great things about the health and spirit of our class! After another great day of racing, the nine locals and the nine out of town teams were still together, crowding the docks and club. It was a big group effort which got all the boats de-rigged and hauled out with plenty of time to spare. While the people were waiting in line for the cranes, they certainly found plenty to do. There were many spontaneous competitive activities, including the "National Champion Seawall Toss" and "fifty meter sprint away from soaked competitors." The photos and video of the shenanigans will make for interesting viewing at future events.

The racing was pretty good too, with around 5-14kts out of the east giving some variety to a mostly light air event by way of the classic Chicago chop. Race one was won by Billy Berry from Marion, who time and again proves to be quick once the wind is up. Race two was won by our own Kevin Teborek, whose 2nd place (by 1 point!) finish was the best a CYC team has done since 1974! Robin Monk didn't repeat his win from the last Chicago Nationals, but came back from a tough first day to finish 3rd overall, followed by Bill Berry and John Shannahan.

The man of the hour was H.L. DeVore who held the lead through the entire regatta to finish 1st. After an OCS recovery in the final race, he was actually convinced that they'd lost, but a quick check of the standings buoyed his



spirits, and led to his further enjoyment of our fresh water. His team on Mermaid #231 distinguished themselves in many other ways, in addition to sailing a fantastic event, and proving to be the life or the party at every opportunity, they won perhaps the least coveted award in

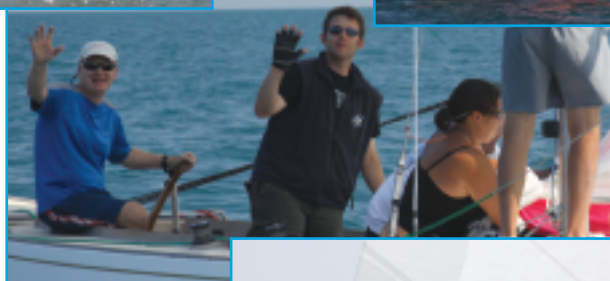


all of sports, the Shields Take a Bow trophy. This trophy is the actual bow of a Shield mounted to what we believe to be a door, and is award to the team or individual who leads the way in dubious achievement. Having won in 2005, I can honestly say you won't appreciate the nature of this award until you've had to transport it across country, and we're truly glad to see it in H.L.'s hands.

The feeling that CYC put together a great regatta continued well after racing, with one of the best regatta party's I can remember. The Shields Class has a great group of people and it left us all with warm feelings after the long and friendly bar session after dinner. It was my great pleasure to sponsor the event, and Chicago Yacht Rigging got a great response for both the services provided and for the rigging giveaways to our daily winners. From my standpoint as a competitor in our first try at Nationals it was a great time, the competition was fantastic and I was proud of our club and volunteers for making a great week happen.

One of the best vital signs of the Class is that within a day of the events close we started talking amongst several teams about what we could do to make the trip to next years Nationals!

THE RACE IS ON!

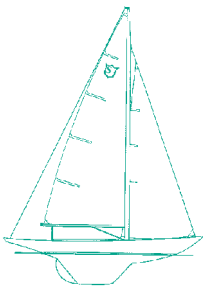


A LETTER FROM MYSTIC

Shields Fleet 19 of Mystic, CT, and the Masons Island Yacht Club, would like to invite the Shields sailors from around the nation to join us in the Fishers Island Sound area to sail the Nationals, September 22-26, 2010. We are still working out some of the details, but feel that we have a handle on all the problems organizing this regatta. So, come one and all, and we will introduce you to sailing among the rocks and currents of Eastern Connecticut.

Chris Wick, Commodore, Masons Island Yacht Club
Owner and Skipper, Shields #79, Rebel





3225 WEST ST. JOSEPH
LANSING, MI 48917

WWW.SHIELDSCLASS.COM

OUTGOING PRESIDENT'S MESSAGE

Hello fellow Shields sailors! I have just returned home from a glorious week of sailing in the aqua blue waters of Chicago. This year's National Championship regatta was another fine example of why Shields are great boats to sail. Nothing surpasses pretty boats with white sails sailing beneath the skyline of one of the world's great cities. Though some might argue that other venues offer bushels upon bushels of delicious crabs or smartly dressed young-lady-representatives of large distilling companies with trays-in-hand. I would have to argue that Chicago has won my heart.

Yes, yes, it could be argued that I am biased now after winning the regatta in Chicago. I miraculously managed to not implode after an excellent start on Day 1 finishing with a 2 - 3 - 1, my sail#! Some might say that my effort was government financed as my insurance company AIG relieved any stress I had by assuring me that my car would be "taken care of." The AIG adjustor assured me I should not fret that Hugo Chavez's oil company filled my car with water totaling it. Some might go on to point out that the Government Motors Corporation was sponsoring my efforts by providing a brand new GMC Denali Yukon XL vehicle and thus my efforts were somehow professional or in violation of sponsorship rules. All humor aside (you can read my AIG/GMC story in a minute) I am feeling pretty lucky right now.

As I tried to say at my brief "speech" accepting the vaunted silver platter I am feeling most lucky right now to have



H.L.Devore & crew: John Mawe, Jeff Meighan, Marcia Konrad, Steve Csenge.

been honored as the Class President to have been crowned the National Champion but most importantly to have the acquaintance, friendship and camaraderie of such a fine group of gentlemen and ladies. Sailing at the Nationals is more about the people and the friendship than the results. This was another great Shields Nationals of friendly but also fierce competition amongst friends.

My number is "up" in all good ways. I am pleased to welcome officially the new President of the Shields Class Mike Schwartz and the new board.

Respectfully,
H.L. DeVore,
Shields #231 "Mermaid"