

THE OFFICIAL PUBLICATION OF THE SHIELDS CLASS NATIONAL SAILING ASSOCIATION | FALL 2011

MASTHEAD

SHIELDS NATIONAL CHAMPIONSHIP

SPEED CORNER:
NEVER STOP LOOKING
FOR MORE

**REBIRTH OF
HULL #18**



THE OFFICIAL PUBLICATION OF THE
SHIELDS CLASS NATIONAL SAILING ASSOCIATION

MASTHEAD

OFFICERS

PRESIDENT MICHAEL SCHWARTZ (CHICAGO , IL)

VICE PRESIDENTS ANDY SEGAL (NEWPORT, RI)
ROLAND SCHULZ (LARCHMONT, NY)
JAY DAYTON (OXFORD, MD)
STEPHEN POTTER (EDGARTOWN, MA)
RICK HENDEE (INDIAN HARBOR, CT)
CHRISTOPHER WICK (MYSTIC, CT)

SECRETARY WENDY GOODWIN (MARION, MA)

TREASURER FRED WERBLOW (LARCHMONT, NY)

MEASURER RICHARD ROBBINS (MARION, MA)

NEWSLETTER

EDITOR WAYNE MARCIANO (OYSTER BAY, NY)
516.922.0110 | WAYNETT@EARTHLINK.NET

PRODUCTION GERI ROOT
EURICH MANAGEMENT SERVICES, INC.
517.327.9207 | GERIR@EURICH.COM

The Masthead is the official publication of the Shields Class National Sailing Association. Opinions expressed by guest writers do not necessarily reflect views of the Shields Class National Sailing Association or Eurich Management Services. Acceptance of advertising does not imply endorsement or approval of the product or service advertised. We accept unsolicited manuscripts but reserve the right to edit due to space limitations. Please contact Geri Root for more information about this publication and deadlines.

www.shieldsclass.com



SHIELDS CLASS NATIONAL
SAILING ASSOCIATION
NECK TIES

TIES \$29.95
PLUS SHIPPING AND HANDLING

TO PURCHASE, CONTACT
MIKE SCHWARTZ AT
mschwartz10@sbcglobal.net

Ties available in regular and long.

ON THE COVER: CHARLIE SHOEMAKER LEADS BURNHAM/BAER TO THE WINDWARD MARK. SHOEMAKER WON THE RACE, AND THE BURNHAM/BAER TEAM THE REGATTA.

NATIONALS PHOTOS: COPYRIGHT © 2011 CHERYLL KERR. FOR INFORMATION AND PRINTS, CONTACT CHERYLL KERR AT WWW.REGATTAPHOTOS.NET.



PRESIDENT'S MESSAGE



PRESIDENT,
MICHAEL
SCHWARTZ

Discounting several days spent in my yellow waterproof jammies, a dearth of wind and some challenging race course issues, I had a great time at the 2011 Oyster Bay Nationals...but not as good as Reed and John.

The Annual Shields National meeting was held in Seawanhaka YC's comfortable wooden gazebo overlooking Oyster Bay where the technical committee was granted a mandate by membership to write and approve rules to painlessly incorporate a loose footed mainsail into our approved sail inventory.

National Treasurer, Fred Werblow, distributed his usual detailed report which can be viewed on our website. We're still solvent!

Following this, all but 10-of the 90+ Shields sailors in attendance were relieved to learn that they had NOT been elected to an office this year. Thanks to the returning Vice Presidents and the new inductees, the following proposed slate was unanimously approved:

- Chris Wick, Mystic, CT
- Roland Schulz, Larchmont
- Rick Hendee, Indian Harbor
- Andy Segal, Newport
- Stephen Potter, Edgartown
- Jay Dayton, Oxford

Notice my prejudice in favoring a reverse alphabetic listing! Also, welcome Secretary Wendy Goodwin, returning Treasurer Fred Werblow, and Measurer Richard Robbins.

We're headed for a great new season with ever-improving communications through the website, Masthead, electronic news, and increased publicity in the sailing world. Our vigilant Technical Committee is working hard to protect our one-design principles, while keeping up with advances in our sport.

I am happy to serve as President again and am honored to represent, in a small way, the vast number of the incredibly diverse group — both in their sailing experience and their personal lives — that make up the Shields Fleets.



4TH OVERALL, HILTON/MURREY
(217) LEADING THE FLEET UP THE
LEFT SIDE IN RACE 2.

THE REBIRTH OF SHIELDS 18

BY BAM MILLER

It all started about eight years ago. A phone call from HL Devore about a certain red painted Shields #18, named “Challenger” (how appropriate in retrospect) was looking for a home. Eighteen had been one of the institutional boats from Maine Maritime Academy and had many scars. Paint; liberally applied in a variety of shades, finally ending in red. There was no mast, no boom; just a hull with the seats, floor boards and a ton of original 1960s hardware still bolted to the deck.

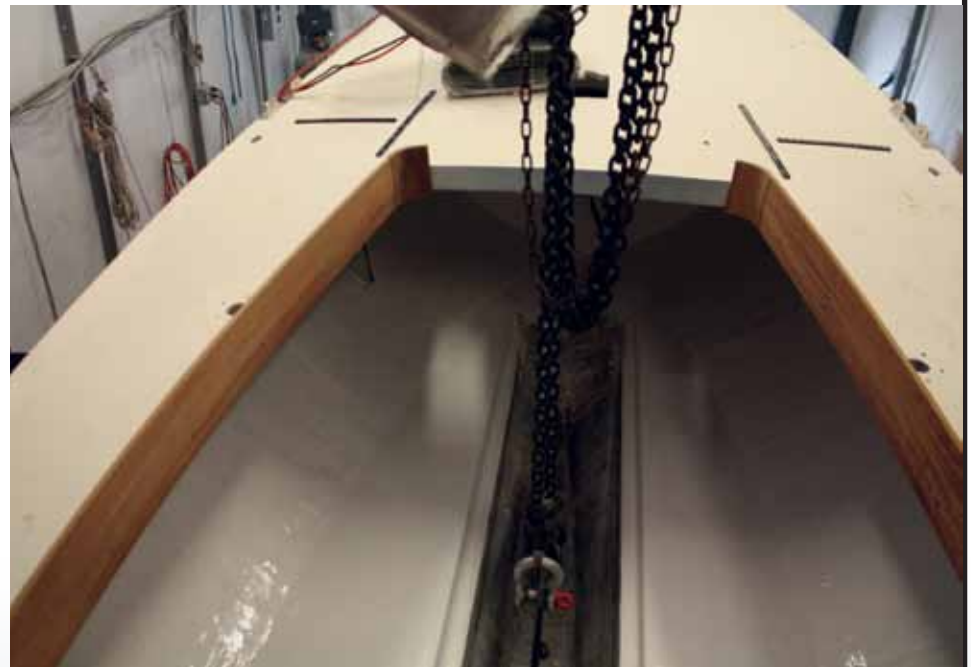
Fast forward eight years — I received word that Nationals were going to be in Oyster Bay, NY, hosted by my home club, Seawanhaka Corinthian Yacht Club. It was time to pick up where I left off. We started off by sanding the hull and then discovered that many small gelcoat blisters rose to the surface, and now the whole hull was covered in pinhole blisters.

The keel, which had a problem where the lead was bulging out the sides at the middle of the deadwood, had to be removed

and repaired. Off come the keel bolts and many small wedges were used to pry the hull from the deadwood. A quick trip next door to a neighbor who owns a 30-ton boom crane, and voila — two pieces!

The offending bulge turned out to be a pocket in the top of the lead casting that had a wooden block in it. We chipped the wooden block out, pounded the lead back into place and filled it with resin and filler. We also took the opportunity to repair the deadwood and replace the waterlogged foam with closed cell high density foam. A trip to a local boatyard to use the Travellift to place the hull back onto the keel, then glassed the seam for the hull to deadwood and





UPPER LEFT: DELIVERY DAY FOR SHIELDS 18.

UPPER RIGHT: FILLING AND SANDING.

BOTTOM RIGHT: DECK PAINTED, NO MORE SWISS CHEESE!

BOTTOM LEFT: TOPSIDES DONE, READY FOR BOTTOM PAINT.

deadwood to lead and made new fairing strips from West Systems epoxy and fiberglass cloth. The rudder was in good shape, aside from being full of water, which was drained and repaired, then re-installed into the hull.

While the keel was being worked on, the decks, which had been sanded completely smooth to remove the cracked and crazed nonskid, revealed many fastener holes from the toe rails, bumper rail, old hardware, etc., etc., etc. It was decided that the entire deck would have to be covered in fiberglass to repair the Swiss cheese that my decks had become.

The boat was brought to a paint shop at Brewer's Yacht Yard in Glen Cove, and the topside was painted. We made a decision to forgo the boot stripe, and apply the black VC Offshore bot-tom paint right next to the flat black top sides paint.

I know it sounds like this happened over the course of a couple of weekends, but we didn't get the boat launched until September 3, 2011; three weeks before Nationals. She went into the water, with a splash of champagne and beer, and Stealth raced her first day to a first and a second.

FOR THE FULL ARTICLE AND IMAGES VISIT WWW.OYSTERBAY-BOATSHOP.COM/SHIELDS18.

FEATURE
STORY



NATIONALS

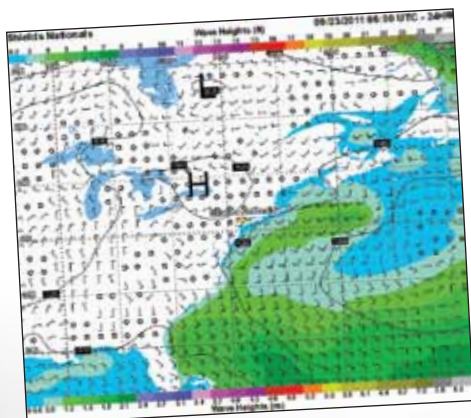
2011 SHIELDS NATIONAL CHAMPIONSHIP HIGHLIGHTS

By WAYNE MARCIANO AND ANNE MOONEY



DAY ONE • SEPTEMBER 21

Weather fair. Thirty boats pre-registered. Rigging, launching and sign up complete. Final count is 28. Practice race – A 10-knot southerly arrived and 17 were on hand for the inner harbor course. Afterwards, a hearty BBQ was served followed by the fleet meeting



NATIONALS SATELLITE IMAGE. THREE WHIRLING PRESSURE SYSTEMS, AND OYSTER BAY IS AT THE EPICENTER.

presided over by the usual suspects. (Recap is available at www.shieldsclass.org.) All is shaping up well for a terrific event, except for an ominous weather forecast... no wind! That prediction would loom over the event for several days.

DAY TWO • SEPTEMBER 22

Heading to the dock, one of the terrific sponsors, BMW, was on hand with friendly faces, fine motorcars and free water for the competitors. Much appreciated! A delayed harbor start keeps the fleet at the dock until 10:45 a.m. where the AP was lowered. The fleet sailing out in a light northeasterly (a direction which is never harbinger for breeze) and predictably, the wind faded...and so began the wait. The fleet luxuriated in sunshine and warmth for much of the day.

Around 3:45 p.m., a light easterly worked its way towards the fleet. With such a dire wind forecast, the RC was compelled to try and get a race in. Throughout their preparations the wind held steady and the fleet got off cleanly. Unfortunately, halfway up the leg a right shift put all the boats on the left in an unenviable position. The breeze maintained a southerly direction and race one was completed as was racing for the day. Charlie Shoemaker finished first with the Burnham/Baer team in second and Bill Berry in third.



RICK HENDEE, FLEET CAPTAIN FOR THE NEWLY FORMED FLEET 2, ENJOYING HIS FIRST NATIONALS REGATTA. OPPOSITE: 2ND PLACE FINISHER BILL BERRY AND TEAM BYRINX AT THE TOP MARK. OPPOSITE INSET: CLABB PRESIDENT, MIKE SHWARTZ, PICKS THE LEFT SIDE IN RACE 4.

The evening's social event was hosted by the Oakcliff Sailing Center (See article page 19). The delicious buffet courtesy of a popular local eatery and event sponsor "Jack Halyards" was a big hit with all who attended.

DAY 3 • SEPTEMBER 23

The Nationals were run in less than perfect conditions that ranged from light drifting, typical of Long Island Sound, to gusty 15 knots. In between there were periods of downpours to rival the midsummer deluges of coastal Louisiana, with visibility dropping to less than 50 yards at one point (the loose-footed mainsail will surely be appreciated. See Technical Committee notes). As the breeze and rain came and went, the wind direction swung back and forth as much as 90 degrees, challenging the race committee in their efforts to set a course. The second race began in a fresh 12 knot southerly, but the breeze lightened throughout. The Dawson/Frissel duo (254) were first, managing the challenging conditions as well, as did Larchmont local, Fred Werblow (25), who took the second spot. Bill Berry (239) secured another third.

A new breeze filled late in the afternoon and the RC opted to start the third race which finished shortly before dusk and left

the fleet struggling to get back to the anchorage in the pitch dark. (The late return of the fleet and other difficulties that the RC contended with were duly noted by the "Moosehead Committee," a group devoted to highlighting the sometimes embarrassing performances of race committees around the Sound.)

Race 3 rewarded the Dawson/Frissel team (254) with another bullet, Bill Berry (239) improved to second and the Burnham/Baer team (107) took third. With a consistent string of races, they were three points behind the leader—Berry's team Syrnix.

Sponsor Roberty Oatley Vineyards hosted the evening's buffet with a terrific wine selection from Mudgee Australia. Later the local band, "Mad Cowboys," kept folks entertained on the porch late into the evening.

DAY 4 • SEPTEMBER 24

Entering the last day, the top five were so consistent, it surely was anyone's regatta. Bill Berry led with 8 points, Burnham/Baer had 11, Dawson/Frissel with 12, and locals Crocker/Macintyre stood in fourth with 14 points.

Conditions were light, but a fourth race was required to constitute a series. The RC was able to get in the fourth and final race before





OPPOSITE: THIRD PLACE FINISHER DAWSON/FISSEL DOUSE AHEAD OF SHANE WELLS.

TOP LEFT: TIM DAWSON/NATHAN FRISSEL (254) SECURING ONE OF THEIR TWO BULLETS.

BOTTOM LEFT: RICHARD AND ETHAN ROBBINS ON WHITE RABBIT (238) SET UP FOR A TIGHT REACH.

TOP RIGHT: HELEN (257) WITH WHITE RABBIT (238) IN PURSUIT.

MIDDLE RIGHT: CROCKER/MACINTYRE (23) WITH A SOLID REGATTA, FINISHED 5TH OVERALL.

BOTTOM RIGHT: SEAWANHAKA CORINTHIAN YACHT CLUB FOUNDED IN 1871.



the wind faded away altogether. Early on, the left paid dividends, however, a swift building tide made the laying windward mark a challenge as the race progressed. Getting to the right and avoided the tide paid well later in the race.

Alan Burnett's team (do those Mason's Island folks know a little about tide?) managed the light conditions well and took the gun. Burnham/Baer were second and last year's champ, Robin Monk, finished third. Bill Berry's top five-finish would put him in first, tied with the team Grace, but it would not be enough to win the Regatta. Burnham/Baer captured the Nationals title—their second in Oyster Bay.

EPILOGUE

It should be noted that had the RC not pushed to get in a second race on day two, we would not have sailed the four races required for a National Championship. The long race format of a championship event requires that each race have a minimum of six legs with each leg at least 1.25 miles long—a requirement that can be difficult to fulfill in conditions such as those in

this year's Nationals. Conversely, it is also interesting to note that despite big shifts during several of the races, when one might expect one or two of the leaders in the event to tank a race by being on the wrong side of the course when a shift hit, the best in the fleet almost always rose to the top.

Our view is that these boats were fast and were able to make back some time deficits with superior boat speed. A long course allows more time for the difference in speed to overcome short term advantages gained in shifty conditions. The top finishers had all been there before, and will be again no doubt. Thanks to Burnham/Reed for their informative article (Speed Corner, pg 12), which no doubt will help all Shields sailors.

It was indeed a pleasure hosting this year's Championship event. The depth, commitment and enthusiasm of the event committee made for a hugely successful and enjoyable regatta.

I wish to thank Mike Schwartz, Richard Robbins, the entire Oyster Bay team of volunteers whose tireless efforts were commendable. Thanks to Oakcliff Sailing Center, Dawn Riley and Bill Simon for loaning first class boats to the visiting teams from Chicago and Mason's Island. We also wish to show our appreciation to our sponsors, whose generous support allowed us to host a first class event. Thank you to BMW of Oyster Bay, Robert Oatley Vinyards, Jack Halyards and Cheryl Kerr for the memorable images that grace these pages.

WAYNE MARCIANO, REGATTA CO-CHAIR





TOP LEFT: BILL BERRY (239) READY TO JIBE-SET IN PURSUIT OF GRACE (107).

BOTTOM LEFT: MARK SWANSON (83) IN CLEAR AIR.

TOP RIGHT: THE MAD COWBOYS, ROCKIN THE REGATTA.

MIDDLE RIGHT: 2011 NATIONALS CHAMPIONS, REED BAER, MATT BUECHNER, PETER SCHOTT, FRANK ALEXANDER AND JOHN BURNHAM.

LOWER MIDDLE RIGHT: TAKE A BOW RECIPIENTS COM CROCKER (L) THANKS HL DEVORE AS DUAL MACINTYRE ACCEPTS FOR TEAM RASCAL.

BOTTOM RIGHT: A BUSY MARK-ROUNDING WITH BILL SIMON (246) AND KERRY SALADINO (49) LEADING THE PACK.

OPPOSITE: JOHN MAWE (106) LEADS ROBIN MONK (107) AND ALAN BURNETT (114) IN A TIGHT GROUP TO WINDWARD MARK.

FEATURE STORY



SPEED CORNER

107's SET-UP AT THE NATIONALS

BY JOHN BURNHAM AND REED BAER

This article started off as an answer to another competitor's question about how we tuned Grace, #107, during our successful Nationals at Seawanhaka last September. Those who sailed at the event know that being in the right place at the right time to cope with the wind shifts and staying positive during often annoying light and wet conditions were as important as boat speed. That said there were times when boat speed was an absolute requirement, as on the last beat of the last race—but more about that in a minute.

On reflection, we think one key for us compared to some other really good boats was that we had excellent starts and could head the way we wanted immediately. Bill Berry, on *Syrinx*, with whom we tied on points for the series, would



likely echo this comment. We were both in the top five at the first weather mark in every race, and the wind had usually shifted at that point, leaving relatively few passing lanes thereafter.

Regarding speed, what we've learned more than anything is it's important to keep experimenting. When you find a good setting, that doesn't mean it's forever. Whenever we think that, somebody always starts going by us. Be paranoid about boat speed; never stop looking for more.

Also, different set-ups can lead to the same result, so don't feel you have to duplicate what the other guy is doing. *Syrinx* seemed to have a longer headstay and tighter leeches and could usually point higher, but our lower course seemed to net out even over the long haul.

Our basic set-up starts with maximum rake. If you have yet to do this, talk to your sailmaker and fleet measurer and get it done – maststep in max forward legal position, aft edge of partners at max aft position. We think this is the single most effective change you can make to get up to speed across a range of conditions, although it may not be as important in light air.

In light air, we consistently tension the uppers at 800 pounds and the lowers at 300. We have tried less tension on the lowers, but we haven't found that it provides any benefit. Headstay length during the nationals was 48.5 inches to the datum. We have a Spinlock calibrated turnbuckle on the headstay, which we generally adjust within a range of a centimeter or less, but we considered this our max length position and left it there throughout the regatta.

Jib luff tension on our new-this-season Quantum jib was eased until we saw small scallops between hanks. We carry our jib tack pretty high (set on two shackles plus a few loops of Spectra in between), so perhaps only 50 percent of the foot sweeps the deck. Since we raised the tack a few years ago, we carry our jib leads farther aft, and the back edge of our jib car is 1 to 2 inches aft of the "T" where the two jib tracks meet. We found that with the headstay sag we were carrying for the last couple races, in very light air, the whole jib migrated aft, and we needed to move the lead farther aft to match. Once we had a little more wind and could snug up the backstay, it had the effect of pulling the jib forward and opening up the leech, which meant we could move the lead forward again.

It would be hard to make any kind of precise statement about our leech tensions, but we made a serious effort to maintain twist in our sails whenever we could. Tim Healy, the sailmaker from Quantum, where we have bought our white sails from in recent years, was sailing aboard *John Dory*, #217. He observed that we were carrying our leeches more open than a number of other boats, and he thought that had helped us find some extra juice. All we know for sure is that our jib leads were slightly aft of where we often set them in the flatter water of Narragansett Bay.

Ultimately, it came down to sheet tension, and we consciously sailed with sheets more eased than usual. We were pretty slow at times in the extreme chop at the 2010 Nationals at Masons Island a year ago, so this year we were determined to always be fast, if possible, before we tried to point.

FINDING ANOTHER GEAR,
TEAM GRACE IN TOP FORM
AT THE TOP MARK.

As we said at the outset, this regatta came down to the last leg, a 1.5-mile drag race that was nearly a fetch. Often you never really know how good your set-up is, but on this leg, all of our efforts to find a little extra speed were put to the test. Sailing in 3 to 4 knots of wind, we rounded the mark first and tacked, but then decided to cover Robin Monk, who had stepped out to the right before tacking in what seemed to be better wind. We let Charlie Shoemaker (#245) and Bill Berry (#239) cross our stern, and then we realized couldn't cross Robin, so we tacked on his lee bow and aimed for the mark.

Surely all of the crews on the lead boats have replayed that leg a few times in their minds since September and envisioned a different result. We were fortunate to get the result we needed to win the regatta, but what made us happiest at the time was that we were able to settle in against #160 to weather and #245 and #239 to leeward, match speeds, and finally edge ahead near the end of the leg.



FLEET UPDATES

FLEET 1 LARCHMONT YC, WESTERN L.I. SOUND, NY

By Com Crocker

Fleet 1 enjoyed another active season in 2011, with 14 Shields competing in a 35 race series stretching from Memorial Day to Columbus Day. LYC hosted the Western Long Island Sound District Championships in late June which included boats from Seawanhaka, as well as the recently reconstituted Fleet 2 from Indian Harbor. H.L DeVore won the closely contested event in a three-way tie, and went on to win the 113th Larchmont Race Week held over two weekends in July. Larchmont hosted the Leukemia Cup for the first time in September, giving Fleet 1 added purpose to our sailing as we raised money to help fund blood cancer research. We also sent four boats up to Indian Harbor for the Classic Regatta. Finally, eight Fleet 1 boats ventured over to Oyster Bay for the Nationals. For the season, the team of Com Crocker and Dual Macintyre narrowly edged Fred Werblow, with H.L. finishing a close third.

Fleet 1 has enthusiastically supported Rick Hendee's ongoing efforts to rebuild Fleet 2 at Indian Harbor, and we've enjoyed a lift in return as Rick came and raced with us a couple of times this summer. The Fleet is looking forward to traveling to Indian Harbor for next year's Districts in June. We also welcome any and all Shields sailors to come compete with us in Larchmont Race Week over two weekends in mid-July, as well as in the Leukemia Cup in September. Looking further ahead, we are eagerly beginning our preparations for the 50th Shields Nationals in 2014.

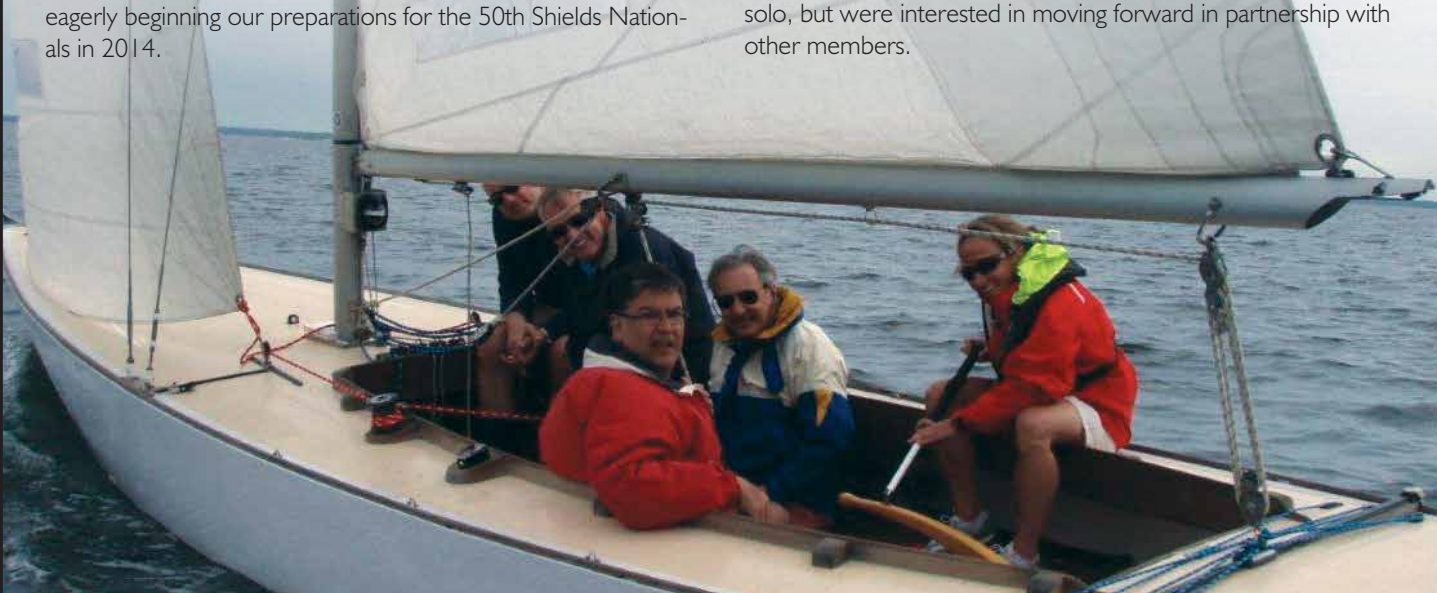
FLEET 2 INDIAN HARBOR YC, GREENWICH, CT

By Rick Hendee

Ideas to Grow Your Fleet: Captains Harbor One Design Fleet Association: One year ago, sailors from clubs in the Captain's Harbor (Greenwich, CT) area clubs decided the time was right to move forward with a new one design boat and get fellow members back onto the race course.

Beginning in 2007, members of Indian Harbor Yacht Club conducted an extensive analysis of what fellow members wanted in a one design class, and we looked at a wide range of boats. The key attributes members sought in a boat - a strong class association, nearby fleets, reasonable cost and freedom from the hassles of dry sailing - are all met by the Shields and no other one design boat in our area. The next steps were to get those with interest out for a test sail and follow up with open houses to provide more information, and the opportunity to speak with the folks from Cape Cod Shipbuilding and North Sails. The final element for success - local fleets for support and to address concerns that we wouldn't be "lone rangers" - was covered by Fleets 1 and 5 which are within 5 miles of Captain's Harbor, and they were extremely supportive of our efforts to get Shields Fleet 2 launched.

On short order interest in the Shields had been expressed by almost 50 members. The challenge was to move that interest into action so we could begin acquiring boats for our new fleet. A large number of members had reservations about owning and maintaining a boat solo, but were interested in moving forward in partnership with other members.



CAPTAIN'S HARBOR SYNDICATE MEMBERS
CAROLYN BLACKMAR, DEAN REMOUNDOS,
MICHAEL SCHAEFFER, DAVID YUDAIN AND
FRIEND AT THE SPRING COACHING SESSION.

In boats, as in romance, matchmaking is always a risky proposition – the best intentions can lead to disaster when one member of a partnership doesn't live up to the expectations of the other(s). And waiting for partnerships to form can be a long process, during which the risk of fading momentum is always a concern.

We decided to explore the concept of establishing a syndicate as a 501c7 non-profit foundation. The idea was for syndicate members to own fractional shares in a fleet of Shields, and to retain professionals to maintain the boats and provide members with instruction and coaching.

The next step was to look for successful syndicate models so we wouldn't have to re-invent the wheel. Ten years ago, sailors from Nantucket established a syndicate to purchase and maintain a fleet of International One Designs, and they shared their learning with us. The next step was running the numbers to see if we could make the concept work as an attractive value proposition, which entailed an analysis of anticipated usage to determine the optimal number of partners in for each boat.

We looked at utilization of club-owned Ideal 18s as an example and determined that with 5 members per boat availability would not be an issue, and on heavily subscribed race days all 5 members could sail together on one Shields. A key element of the value proposition is cost – a competitive Shields that doesn't need a lot of work can be acquired for about \$20,000. Add in refurbishment, a new sail and fixed costs such as purchasing a mooring was estimated to add \$7,500 for a total of \$27,500 all in or a very reasonable \$5,500 per share. The ability to sell shares to other members or back to the syndicate ensures liquidity, and a comprehensive set of By-Laws were drafted with the goal of establishing procedures upfront for a wide range of events and outcomes.

Establishing the Captain's Harbor One Design Fleet Association as a 503c7 non – profit was painless thanks to Legal Zoom, and we developed a detailed operating budget from which quarterly syndicate dues were determined. The robust nature of the Shields and absence of several thousand dollars of expensive Harken hardware to fine tune every control on the boat meant we could keep dues low at \$1,750 per member, per year. This includes retaining a professional to commission/decommission the boats and handle major maintenance.

A winning combination: A great class and boat that also happens to be a beautiful Olin Stevens design, low cost, no more dry sailing hassles, freedom from major maintenance/storage, the camaraderie of fellow syndicate members, and a comprehensive set of By – Laws to prevent "stuff happens" from turning into disagreements.

The result: Within 100 days of the test sail starting gun, we sold out 2 boats and charter members include Indian Harbor Commodore Susan Fisher and members from a wide range

of current and former sailing backgrounds. Other Captain's Harbor clubs have expressed interest and we anticipate adding half a dozen boats to our fleet for the 2012 season.

The opportunity for your fleet: If you think there may be an opportunity to grow your local Shields fleet with this syndicate concept, we will share our plan with you so it's a plug and play – all the heavy lifting has been done so you can focus on the fun part – generating interest in a great class and boat. Contact Fleet 2

Captain Rick Hendee for details rickhendee@optonline.net and hit the water in 2012 with more boats in your fleet!

NEWS FROM THE SHIELDS CLASS SECRETARY

I'm so pleased to have connected with so many of you at the Nationals in Oyster Bay. Detailed minutes of each Governing Board conference call can be found on the Shields Class website. Your Governing board meets regularly so please speak with your local fleet representative to discuss the most recent Shields related topics. See you in Marion!

WENDY J. GOODWIN
SHIELDS CLASS SECRETARY

FLEET 5 SEAWANHAKA CORINTHIAN YC, OYSTER BAY L.I., NY

BY WAYNE MARCIANO

In order to prepare for the impending arrival of the 2011 Nationals in September, the fleet got to work to insure that all boats were in top racing condition.

Bam Miller, Wayne Marciano, Jay Benjamin and Mark Swanson acquired new boats, all of which requiring various levels of tinkering and tuning. Both on the water and on the porch, members generously shared ideas regarding boat set up, tuning and trim. This collaboration helped the entire fleet prepare for the upcoming regatta.

During the spring series, the group consisted of Bill Denslow's Avatar, Fife Whitman's Compradore, as well as two Oakcliff boats. Commodore Denslow's Avatar won the series.

The SCYC fleet grew to six over the course of the summer. Jay Benjamin and Mark Swanson showed excellent speed early in the series, and the season closed with Jay Benjamin's Larrikin in second and Wayne Marciano's Helen in first place.

Oakcliff hosted a successful tune up regatta with regulars Hope Glenn and Bill Simon sailing foundation boats. Hope and her crew won the newly initiated Wednesday night Shields series.

The fall series leading up to Nationals provided the tightest competition of the season with boats that were very closely

FLEET UPDATES

matched. The Miller /Martin combo on Stealth, Benjamin and Swanson all were consistent. The series ended with one point separating the top three boats: Teaser in third, Stealth in second, and Helen capturing the fall series and the season championship.

The fleet anticipates continued growth in 2012 with a number of parties expressing interest in purchasing boats. Oakcliff's ongoing efforts to bring more Shields sailors to the harbor is gaining momentum, and we give it our utmost support. We are delighted to have helped Rick Hendee get Fleet 2 established at Indian Harbor and are eager to participate in Districts next June where a 20-25 boat starting line is anticipated.

FLEET 10 BEVERLY YC, MARION, MA

BY GEORGE GARDNER

In 2011, Fleet 10 raced Shields on Thursdays (no spinnakers) and Saturdays in June, July and August with 6-12 boats on the starting line. Some of the fleet also raced in the Edgartown Regatta (five boats made the trip) and the National Regatta (three boats made the journey). The Edgartown Regatta includes a self-timed race Marion to Edgartown through Woods Holes. There was no winner this year because there was no wind in Woods Hole.

2012 will be a busy year for Shields in Marion, MA and Beverly Yacht Club. We will be racing Thursdays and Saturdays during the summer and have three major regattas in the area. These include Edgartown Regatta, July 19-21, 2012, in Edgartown, MA; the Buzzards Bay Regatta, August 3-5, 2012, in Marion;

and the Shields National Regatta September 19-22, 2012, also in Marion, MA. We are also looking to extending racing Saturdays in September leading into the National Regatta. The Fleet is busy preparing to host the Buzzards Bay Regatta and the National Regatta and is working hard to get boats geared up and crew available. If interested in helping or crewing please contact the Fleet Captain (George Gardner george.gardner3@gmail.com) or Fleet Measurer (Richard Robbins rjearobbins@comcast.net).

We look forward to seeing many of you in September here at the Shields Nationals in Marion.

FLEET 21 TRED AVON YC, OXFORD, MD

BY PC-RICHARD SLAUGHTER

Greetings and Happy Holidays to all from the Shields Fleet in Oxford. The fleet is now all put away for winter, after a great sailing season in 2011. Although our number of boats participating this season was not the best, we did have some of the best and most competitive racing that our young fleet has experienced.

We finished up the year on October 9 with our last day of fall sailing. Taking top honors in our Fall Series was Ed Cassidy with Intrepid #98, followed by the Dayton/Slaughter team on Black Pearl #73 and John Shannahan in third place on Old Paint #71.

As for High Point for the season, top honors went to Jay Dayton and Richard Slaughter on Black Pearl, John Shannahan in second place and Ed Cassidy in third place overall for the season. Our High Point was scored on a total of 33 races which were raced during our three Shields Series: spring, summer and fall and, in addition to the three series, we also included two regattas sponsored by TAYC during the summer, The Oxford Regatta (the 80th annual) and also The Heritage Regatta.

The great news is that over the course of the four series that were scored for High Point we had four different winners. Peter Sulick won the Spring Series, Dayton/Slaughter won the Summer Series, John Shannahan won the two regattas that were scored and Ed Cassidy finished by winning the Fall series.

Plans are now in the works for an earlier start in the spring and we are working very hard to get more boats out and also, hopefully, add a boat or two to the fleet. In addition, the fleet and the club are extremely pleased to have received the news that Tred Avon Yacht and Fleet #21 will be hosting the 2013 Shields Nationals. It was a great experience to host the Nationals back in 2008 and we are very anxious to welcome everyone back to the Chesapeake Bay Region and Oxford.

AMONG THE MEMBERS OF TEAM BLACK PEARL CELEBRATING THEIR 2011 SHIELDS HIGH POINT CHAMPION TROPHY WERE ALLISON PERICONI, HER STEP-FATHER RICHARD SLAUGHTER, ARNIE BOUGHNER AND SKIPPER OF BLACK PEARL, JAY DAYTON.



REPORT FROM THE SHIELDS TECHNICAL COMMITTEE

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

The Shields Technical Committee is composed of seven members and the National Measurer. Our goal is to monitor the class rules and to insure that Shields (of any age) are fun, fair, safe and affordable. We welcome your comments.

The following rule changes have been adopted by the Governing Board and will go into effect in 60 days unless a Fleet objects:

- **§IV-3.2 COCKPIT SEATS** - Corrected the rule so that existing seats with slats less than 51 inches but at least 50 inches are legal.
- **§V-1.7 BASIC RULES GOVERNING SAIL ACQUISITION** - Eliminated the paper sail inventory card and replaced it with on-line sail inventory records. The new rule reads:

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).

For registration of sails see www.shieldsclass.com/sails.

- **§II-3.5 DUES SHALL BE PRESCRIBED BY THE ASSOCIATION AS ANNUAL DUES** – Combined the yacht and first skipper dues as follows:

Registered Yacht and one Active Member (Skipper or regular Helmsperson)	\$50
Active Member (each additional Skipper or regular Helmsperson)	\$15
Associate Member	\$10

- **§VI-1.2(C) QUALIFICATION REQUIREMENTS FOR EACH ENTERED SKIPPER OR CO-SKIPPER** – Added requirement that entered skipper for the National Regatta be a “person in charge” per *Racing Rules of Sailing*.
- **§VI-5.2 AWARDS** – Clarified current practice as to multiple skippers for awards for the National Regatta as follows:

Multiple skippers are allowed per yacht and each skipper should be considered individually for the Cornelius Shields Memorial Prize, Senior Skipper Award and Junior Skipper Award. There is no requirement that a skipper be a helmsman.

For details of these changes see www.shieldsclass.com/bluebook/RuleChangesOct2011.pdf and www.shieldsclass.com/bluebook/RuleChangesNov2011.pdf.

The Technical Committee is active in the off-season with the following topics:

- Rules for use of a loose-footed mainsail (the 2011 members meeting discussed this and gave its consensus to proceed);
- Dimensional issues on the mast, placement of fittings and correction of Official Plans;
- Correcting the Rules as to overall length of the boom;
- Hiking as to what is allowed;
- Reconstruction guidelines for the Shields.

These topics can be followed and commented on at www.shieldsclass.com/mcorner.



MARTIN/MILLER WITH NEWLY LAUNCHED HULL 18 READY AT THE SET.

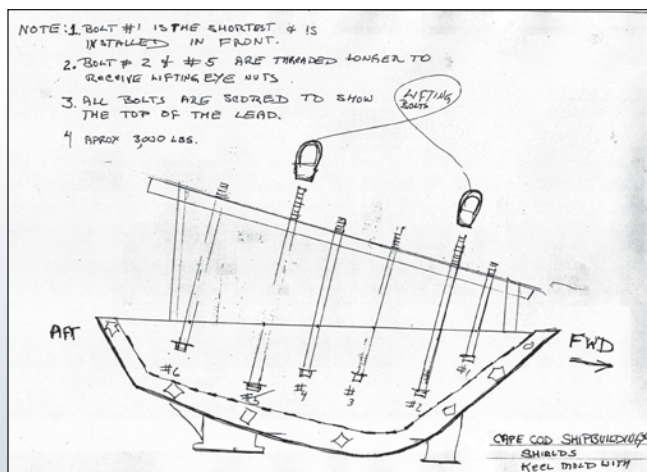
FROM THE BUILDER

WENDY J. GOODWIN, VICE PRESIDENT, CAPE COD SHIPBUILDING CO.

In more recent years, we have encountered owners who would like to lift their Shields with the lifting bar, but due to prior owner misuse, the upper threads of the 2 keel bolts no longer can take lifting eyes. During new boat construction, the keel bolts are positioned in the keel mold before the lead is poured. Here are photos of a new keel, and the deadwood installation to the hull.



What has happened with some older Shields is that the threads you normally see in the bilge are damaged either by over torquing, or more commonly because the lifting ring eyes were left in place to rust beyond a safe working load. Some owners have cut the keel bolts in order to remove old lifting rings. The result is that these bolts no longer have the threads necessary for lifting the boat to launch/haul & for bottom work. These boats take more time to handle & require straps under the hull which can mar a racing bottom. Depending on the condition of the keel bolts, we have resolved some of these issues by removing the nut & installing a permanent coupler. If your Shields is in this predicament, contact us as there are solutions to this problem to get your boat up in the air with a lifting bar again.



SHIELDS RACING GROWING WITH THE OAKCLIFF SAILING PROGRAM

BY BILL SIMON

The Oakcliff Sailing program in Oyster Bay, NY is growing with big plans for their Shields fleet in 2012. For those of you new to Oakcliff Sailing, it is a public non-profit foundation in Oyster Bay, NY with the purpose of raising the level of sailing regionally and nationally. Oakcliff has a fleet of 50 boats from Lasers to 5 IRC handicap racers. One of the focuses of Oakcliff Sailing is Match Racing. To support that focus, there is a fleet of Swedish Match 40's that are used for Tuesday night Match Race drills and weekend regattas. The regattas range from entry-level grade 5s to the Oakcliff International, which is part of the Grand Slam Series of grade 2 match race events with sailors from around the world and the country coming to compete. Match racing is a very powerful way to increase ones skill level in a very short time.

A big part of the Oakcliff Sailing fleet is our six Shields. In 2011, we held an Area ABC Match Race Qualifier and supported Seawanhaka Corinthian YC with the Shields Nationals. We have bigger plans for the fleet in 2012. As we did last year, we are joining Sagamore YC for their Wednesday night races. This year Sagamore YC is adding a coaching division for Oakcliff Sailing supporters. This will be a division for Shields and Swedish Match 40s with windward/leeward courses and one or more coach boats to coach during the races. The racing will be short courses with the goal of two four leg races per evening. Any Shields owner who is an Oakcliff Supporter is welcome to bring their boat. We are anticipating that with Oakcliff's 6 boats and the participation of other local fleet members from the Oyster Bay fleet that 8 – 12 Shields will be on the line each Wednesday evening.

Oakcliff Sailing Center's signature offering is the Acorn Program, an intensive three-week training camp for high schoolers. After a thorough introduction to boat repair, sail theory, match racing and much more, Acorns are given genuine opportunities to test their skills, both around the buoys and offshore. For college and twenty-something sailors, the more advanced Sapling program is a summer-long first step into professional racing, and an opportunity to qualify for the Oakcliff Offshore team. The Acorn program being developed by our Jacon Mayer is expecting to have 45 high school age Acorns and 10 college-age Saplings next summer. Your sponsorship dollars help support the Acorn Program. Part of the program will be participation in the Wednesday night races. Combined with our regular supporters there will be plenty of talent looking to improve their skills while learning the intricacies of sailing in Shields in Oyster Bay, including tides and lake like wind shifts. After sailing debriefs will be held at the Sagamore YC where participants can enjoy dinner and a beverage while reviewing the racing.

Oakcliff's Shields will also be joining Seawanhaka Corinthian YC for their Sunday afternoon racing. So there will be plenty of Shields racing in Oyster Bay next summer. In addition to joining Oakcliff Sailing and participating in our coaching programs, we have fast Shields that can be chartered if anyone is interested. Those of us showing promise by performing in the Oyster Bay races can qualify to go to regional events like the Districts at Indian Harbor and Larchmont Race Week. Those performing in the regionals can prepare for the Buzzards Bay Regatta and the Nationals at Marion. Come join us for some sailing fun while improving your game.



SHIELDS CLASS NATIONAL
SAILING ASSOCIATION

3225 WEST ST. JOSEPH
LANSING, MI 48917

www.shieldsclass.com



Photography by Cheryl Kerr
REGATTAPHOTOS.NET



Thank You Sponsors