

The Official Electronic Magazine of the Shields Class Sailing Association

eMASTHEAD

Late Summer 2020



Shields Fleet 9 in Narragansett Bay

A Message From Pete Bailey and the National Regatta Organizing Committee

The Tred Avon Yacht Club and Shields Fleet 21 are very grateful for the opportunity to host the 2021 Shields Nationals, following the disappointing postponement of the 2020 Regatta. With this huge gap in our National Championship competition, we don't want our class to take its eye off the ball.

The 2021 Nationals Planning Committee is already at work to make the 57th National Championship Regatta one to remember. During the scheduled four-day period of the 2020 Regatta, September 23-26, there will be an early sign-up period for the 2021 Regatta, with a special inducement bonus. Any class member signing up during this four-day period will receive a \$200 discount. This will be \$100 off the normal entry fee, and a \$100 credit on your extras bill at the Yacht Club. Qualification for this discount will require a \$200 deposit to be made during the sign-up period, fully refundable in case of some cancellation scenario. Details to follow.

Fellow Shields Sailors, this is the opportunity for you to step up for our Class, and our Country! With this wave of gloom that is threatening our spirit, we all need to make a statement that this is not what we're all about. The Shields Class is going to show the sailing world that we're going to reverse the trend, and stage a Championship Regatta in 2021 that will, indeed, demonstrate our spirit and our resolve. And - we're going to make our statement early, in September of 2020, by being able to announce that we have a record one-year early sign-up for our 2021 Regatta.

Keep the Classic Shields ever on your mind, and stay tuned for more!

Shields Fleet 21
Oxford, Maryland



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President's Thoughts...

As sailors we are aware of the challenges within our lives. No matter what life throws at us, we as sailors are versatile and resilient. We are always committed to hiking harder, sailing faster, and pushing to get to the finish line.

"Where's the mark, Let's go get that pole up, what happened to that tack, HIKE! Fly that chute, Shit, Starboard, where'd that boat come from?" From boat prep, last minute crew changes, race committee challenges, wind shifts, waves, to boat tune, the Shields Class is always prepared for whatever turmoil 2020 or any future year wants to throw at us. Sailing is filled with unseen pressures that continue to challenge us and drive us to come back year after year. 2020 has been filled with more barriers than we may be used to, but it was unable to deter us from our mutual love of the sport.

As all my predecessors before me can tell you, running the Shields Class presents its own set of ever-changing conditions. Throw in COVID and it can make your head spin. Luckily, with the excellent community members we have in the Shields Class, we can overcome just about any challenge.

I would like to commend the tremendous leadership by Pete Bailey who headed our National Regatta Committee. Safety and social distances were of utmost importance in this year's race and Pete did an extraordinary job leading the committee and accomplishing the many tasks.

His team in Oxford, MD had come up with a social distancing plan for the event which would have kept all competitors safe. They solved the housing, social activities, race committee issues and other logistics challenges arising from the ever-changing scenario. But in the end the increasing COVID cases in the south made it unsafe for us to have a National Regatta. Thanks to Pete and his team for the diligent work and efforts. We hope to see everyone healthy and ready to compete in our 2021 Nationals organized by the same Oxford team.

The Shields Technical Committee has been meeting once a month since the beginning of the year. Lots of ideas have been passed by the committee to make the Shields easier to race and more crew friendly. Some of the ideas that have a huge possibility of success include: a smaller chute, full battened main to increase the life of the main, carbon fiber pole, and a loose-footed main, just to name a few. The class also passed to have all Shields mast steps measured every two years or when one has moved. Garth and his team are doing some great work and research.

For those of you who could not join us, Edgartown had a great event. On the water, competition was fierce, but on land the hospitality could not be beat. Despite all the setbacks, the event changes, and the stress of our current situation, we showed great comradery and commitment to the sport.

Finally, we are looking forward to one final regatta to wrap up our weird, but memorable 2020 season. Newport will host a regatta the last weekend of August hosted by the New York Yacht Club. Stay tuned for the most up to date information regarding rules and regulations. As of right now we are anticipating 5 people per boat. We appreciate the efforts of all involved in organizing this event and look forward to seeing whoever can show up!

Think back to a couple of months ago... No one thought we would be sailing, we were all locked tight in our homes, self-quarantining for our health and safety. I am proud of the Shields Class for their efforts to sail and their commitment to safety during this pandemic. The season may not have turned out the way anyone anticipated, but all fleets have worked hard to get out there, stay safe and sail hard. Let's continue this momentum into 2021 with even more enthusiasm and comradery.

Your Shields President,
Ken Deyett

Photo Gallery



Top Left: Sea Lions practicing poor social distancing in Monterey
Top Right: Ted Slee is well "kitted" in Team One Newport Apparel
Bottom Left: Shields Sailing in Buzzard's Bay 8.13.2020
Right Bottom: New England Shields Champions- #237 Bit~O~Honey

Technically Speaking

by Garth Hobson

The National Technical Committee has been quite active this year reviewing the one-design rules governing our class. To that end we have approved and obtained National Committee approval of the Intervals of Inspection, Section III, 2.1;

2.0 *Basic Rules Governing Measurements and Inspections*

2.1 Each Fleet Measurer must inspect and measure Registered Yachts in their Fleet sufficiently to enable the Fleet Measurer or the Fleet secretary to certify, before any sanctioned race, that all Registered Yachts so measured and inspected conform to the Specifications. **The mast step location should be measured every two years.** In addition, yachts that have been modified must be measured and certified to conform to the specifications prior to any sanctioned race. The National Measurer may require an inspection form to be completed and made publicly available in a prescribed manner.

The red text emphasizes the the most substantial change. Hence our local fleet measurers will once again be measuring mast step locations this calendar year once the current pandemic conditions allow.

In addition, the Technical Committee has unanimously approved the following changes to -

Section IV, 8.12 Spinnaker Pole to only read; "Spinnaker poles may be built by any person. The pole must conform to this Specification and Official Plans 1 and 2. The length of the spinnaker pole shall not exceed 9 feet 4 inches including fittings." Deleting the following two sentences, "It shall have a minimum diameter of 2 inches and excluding fittings shall be aluminum. Poles with a diameter in excess of 2 inches may be tapered to 2 inches at the ends."

This would mean that spinnaker poles can be made of any material, including carbon fiber composites. This resolution has NOT been passed by the National Committee hence it currently is experimental. However if declared to your local measurer, for instance a carbon fiber spinnaker pole may be used. The spirit of doing this is hopefully modernize our boat and in so doing make it more attractive to new sailors. Two caveats on this experimentation to our rules. 1) the users of these non-class legal spinnaker poles give feedback to both the local fleet as well as the National Technical Committee as to the benefits and disadvantages of using such a pole and 2) the spinnaker pole should be shared amongst the fleet so that more folk can experience its use.

Three additional issues have been extensively discussed, however no resolution has been taken by the National Technical Committee. These are a full batten in the top of the mainsail, a loose-footed mainsail (approved at the July Technical Committee Meeting) and smaller spinnakers. The concensus of the committee is that experimentation can occur in all these three areas, provided feedback also be given to the National Technical Committee.

For the full top batten, the argument made in favor of this change is to increase the longevity of our mainsails. The initial experience in Monterey, besides the shape of the top of the sail appearing more aerodynamic is less flogging of the sail during tacking and traveler easing while sailing upwind. Downwind the sail does not "fold" over the upper shroud and presents more sail area to the oncoming wind.

The loose-footed main can be simulated by failing to feed the bolt rope in the foot of the sail into the boom and sail in that configuration. One of the big concerns about this arrangement is whether the single slug at the end of the boom is strong enough to hold during high winds. Also the single point load on the end of the boom is a concern. An immediate benefit is the response of the mainsail when easing outhaul while sailing downwind.

Continued from previous page

On the question of the smaller spinnaker, some folk in the Marion fleet routinely sail with smaller spinnakers for a safety and comfort level. These "shy kites" actually fare quite well against the regulation spinnakers, particularly in heavy air conditions. The committee's consensus is that these smaller spinnakers will not be allowed at Nationals.

Fleet experimentation with these changes being considered at the National Class level are encouraged. Changes are acceptable at fleet level events, but are not yet approved for use in the Shields Class National Championships. All reports of experiences with these modifications should be addressed to Garth Hobson, Class Measurer.

I trust that you all will embrace these experimental concepts that we are evaluating within our fleets as this will hopefully foster the continued growth to the fleets locally and nationally.

Sincerely,

Garth Hobson
National Measurer

A Well Dressed Crew is a Fast Crew

By Ted Slee #33 Maverick - Fleet 9 Newport

I can remember the first few weeks after my father purchased Maverick of walking down the docks at Ida Lewis YC, here in Newport to get in the line for the launch. At that time there were almost 40 boats on the starting line each week and we had no idea who belonged to what boat except for the boat names embroidered on different clothing items they wore. Not every team had gear, but those that did had a certain pride that they carried on to the race course. That feeling is still very true today, but now I've made sure my crew and fans always get a new item each season to wear with pride. I'd like to think being a well 'kitted' crew is why we're fast which is probably partially true. When we take pride in our team appearance, speed comes naturally.

We've always used Team One Newport (TON) as our source and now they are the Shields Class official outfitter. The team at TON have been dressing sailing teams from around the world for over 30 years and can help any Shields crew (and fans) with the gear they need. We've picked a few quick shop items for the Shields Class Store, which you can add your boat name to for a small fee. The other option is to contact the team in the Embroidery shop to have them do something custom for you as well. Here's the great thing, anything you order from the website helps the class. Team One Newport pays the class a royalty for anything ordered from the Shields Class Store on their website. If you are looking to get some gear for your team and your supporters, take a look at what there is to offer at Team One Newport.

<https://www.team1newport.com/Shields-Class/products/1151/>



Kap-Dun Trophy Rejuvenation by Eric Anderson

Donated to the Shields Class in 2008 by Fleet 21 of the Tred Avon Yacht Club, the Kap-Dun Trophy has been presented annually to the top performing fleet at the National Regatta each fall. After twelve years of traveling around the class to events, the Governing Board decided to commission a renovation of this important part of Shields Class history.

A pre-makeover assessment of the trophy's condition yielded the following -

- Had 3.25" dent on top of bowl
- Bowl had oxidized to a point the title name could not be read or seen
- Bowl was a dark gray from neglect
- Metal strut under bowl and connected to the base was sheared off and bowl sat loosely on base
- Names, title of award & deed of club could not be read
- Due to the weak font, the name plate plaques were dulled and names hardly readable
- There was not symmetry to the names on the plaques
- Screws to hold plaques were rusty
- Bases were dulled over the years and stain was wearing off
- Scratches on bases were down to bare wood

BEFORE PHOTO



AFTER PHOTO



The problem areas were thoroughly remediated. Now Ol' Kappy has been restored to her previous brilliance, if not a touch better. The following treatments were applied -

- Knocked out dent giving it a brand new look
- Hand cleaned, buffed, and polished bowl to return it to its original patina
- Reattached strut to bowl to hold trophy to base
- Cut out & engraved all-new custom plaques lining up teams symmetrically, saving the template
- Sprayed light coat of lacquer to preserve new plaques
- Cleaned all the bases with a wood friendly solution
- Treated wood base with mahogany stain to give it a slight gloss

Many thanks to Doug Millar for doing the legwork and coordination for this effort and to Nick Langone, owner of "Gifted of Larchmont" and LYC member for the beautiful and meticulous craftsmanship.

The total price of the restoration was a mere \$345, representing an excellent value to the class.

By way of comparison the price tag to restore the typical Shields sailor would be \$5,500 to account for Propecia/Viagra cocktails, Costco-sized bottle of Vicodin, pair of micro hearing aids, a series of testosterone treatments and a case of Goslings rum and ginger beer!

Fleet News

Fleet 1 - Larchmont YC Submitted by Doug Millar

Larchmont Yacht Club 122nd Race Week was held July 11-12 and July 18-19. Although we had a small turnout of only 4 boats for Shields racing all participants had a great time. Shields #106 Lady just back from Waterline made it to the line for the first day of Racing on Saturday and had a bullet for the only race due to thunderstorms. On Sunday we had 2 more boats on the line, Kevin Hynes and Dan & Karen Ronan's #26 Tango and #205 from IHYC. Com Crocker and Kurt Weisenfluh's #26 Rascal had 3 bullets and #106 Lady had 4 seconds. RC did a great job getting 4 Races in. Saturday's scores were #26 Rascal with 2 bullets and #106 Lady with 1. On the last day of Race Week most One-Design fleets chose the Execution Rocks Distance Race, there was one start for all divisions and it was great to see Vipers and Shields up against the big boats like Chris Schoen's XP44 Phantom with the three Commodores onboard as crew. Happy to report that Shields #106 Lady won the distance race and #23 Rascal was the Overall Winner of Race Week. We hope to have the same 4 Shields on the line for the YRA Champs at American Yacht Club on August 1-2.

Fleet 2 - Indian Harbor YC Submitted by Tom McManus

Fleet 2 cordially invites all Shields sailors to join us for the Classic Yacht Regatta, organized by Indian Harbor Yacht Club on September 12, 2020. There will be a Shields distance race, this year as last, but with a shorter overall length of course. Last year saw nine Shields participate in this great event. Details can be found by clicking this link:

<https://www.indianharboryc.com/Default.aspx?p=dynamicmodule&pageid=401802&sid=328409&vnf=1>

Fleet 3 - Chicago YC Submitted by Michael Schwartz

While sailing earlier this season, we were 'spooked' by a strange floating thing that crossed our bow on our return to Belmont Harbor. It appeared to be several inner tubes lashed together and mounted on a pair of pontoons like a miniature Hobie Cat. It continued in a slow but steady course parallel to the harbor mouth.

Welcome to 'Marksetbot', an iphone controlled racing mark powered by an electric trolling motor that can move it at about 4 knots. It is being tested and leased to our neighbors at Chicago Corinthian Yacht Club for the 2020 season.

It claims to be able to hold position in both heavy seas and high winds. The motor is controlled by a GPS system that constantly keeps it to its desired coordinates. Hopefully, the potential for saving RC personnel and equipment is substantial.

The battery that powers this amazing gizmo will last 12 hours, but can be upgraded to one with twice the capacity, since directing it from harbor to race course can use plenty of juice.

Chicago YC (and I) are breathlessly awaiting the final report from the Corinthian guys. We'll certainly report on their findings by season's end.

continued from previous page

I wish Chicago had more news to offer, but our Mayor (as opposed to former Mayors) has little interest in boating or boaters. To wit, the entire lakefront has been closed until recently. Several of the Shields fleet have therefore decided not to launch which, along with other Covid problems, has impacted all CYC racing. To date, our harbors are 1/3 vacant. Cancellation of the Chicago Mackinac Race has been a huge disappointment to sailors here, even though it was the intelligent thing to do.

Right: Marksetbot

I hope all your seasons are progressing in better form.



Fleets 7 and 12 - Naval Postgraduate Sailing Assoc & Monterey Peninsula YC Submitted by Eric Anderson



The 2020 Shields season in Monterey has faced similar challenges our fleets throughout the class have confronted. Our club has been closed or open with limited services since March, awaiting the all-clear from state and county governments. Our Shields fleet has consistently put 5-8 boats on the water for Wednesday Sunset races and Sunday OD series. We have used a combination of fixed marks and inflatable buoys this year and we varied between DIY rabbit starts and great efforts from several dedicated RC volunteers who have been forced to operate short-handed in respect of social distancing guidelines. Through it all, our Shields sailors have far outnumbered our other local fleets in both participation and enthusiasm.

In early summer the annual Lefler Race, a 16 mile ocean race which features a turning mark at the Cypress Point Buoy was won by Stillwater #103 in a photo finish against a J-105. This is believed to be the first time this event has ever been won by a Shields! **At Left: Cypress Point**

On August 9th, the Konighofer Regatta was contested.

Top finishers for this annual Shields race were: 1) Stillwater #103 2) Tiburon #191 and 3) Meritage #175.

Our Navy Shields, Delaplaine #139, has competed in every race this year and helped to round out the MPYC crews with their extra sailors.

Our racing season will continue into early October which often holds some of the best sailing conditions of the year.

Fleet 9 - Ida Lewis YC Submitted by John Burnham

The Newport fleet's May races were cancelled, but as Rhode Island shifted into reopening Phases 2 and then 3, we were able to race unofficially on the first three Wednesday nights in June, with three crew per boat wearing masks and PFDs. Tim Healy of North Sails came out and started two races per night for us with fleets of 7, 10 and 12 boats appearing. After sheltering in place for so long, it was literally a breath of fresh air.

As of June 24, we were able to begin Wednesday Summer Series racing, run by a limited-size Ida Lewis YC race committee. Full crews were permitted, still wearing masks and PFDs, and in keeping with RI DEM guidelines for adult no-contact sports, owners submitted (and have been updating) "stable crew lists" of 15 sailors or fewer for the season to enable contact tracing if necessary.

With several big-boat regattas cancelled and sailors staying closer to home, we have benefitted, as sailors have discovered what a great game there is to play locally. More boats completed registration and a couple of boats were acquired mid-season. While a few other boats have stayed on the hard this year due to the circumstances of the pandemic, as of mid-July, 23 boats were registered, up two from 2019, and 21 boats were on the line July 15th! We're thrilled to have three new owners/syndicates join us this year—151/Scott Foberg; 204/Austin Cohen, Kelsey Patenaude, Frederic de Mesel; 258/Clay & Nancy Deutsch.



Fleet 10- Marion YC Submitted by Paul MacKinnon

Due to the changing regulations and guidelines governing recreational boating and sailboat racing in the Commonwealth of Massachusetts we have had a staggered start to this year.

- Initially, the rules allowed no formal racing, restricted people on board from the same household, and to wear masks. This made racing, even informal, very difficult. As a result, we conducted practice sessions using rabbit starts and no race committee. Although it was not possible to have formal races, we found a way to get out on the water and shake off the winter rust!
- The rules then eased to allow three people, from multiple households to race on a boat at the same time. During this phase we started to have some good racing and even sent two boats to Edgartown to race in their 97th Annual Regatta & Shields New England Championship. The Beverly Team placed first and third!
- Recently we have entered Phase 3 of the reopening. This allows us to finally have regular racing with full crews, providing we wear masks. The race committee has been giving us 3 minute starts and racing has been fun and competitive. We are now up to 4 boats competing most races.



We are also looking for ways to add some fun into the mix by inviting others that normally don't sail with us out on days that we don't race. Ken Deyett has discussed the possibility of having a Sunday where we take local merchants out for a sail and letting them drive for a while. [Left: Next Generation Marion Crew](#)

Also, the Newport Fleet has invited us to consider coming to the NYIC Annual Regatta at the end of August and we are excited about participating in that event.

Fleet 17 - Coasters Harbor Navy YC Submitted by Ron Oard

Below is the crew of Helen #181 after a recent Aloha weekend series race at ILYC. This event featured 11 Shields on the line, a record number for participation in recent years.



Fleet 19 - Mason's Island YC Submitted by Robert Banas

The start to Shields Fleet 19's 2020 season was delayed by a couple of weeks as we developed Covid 19 safety protocols. With everything in place our five-boat fleet began racing in earnest on July 9th. Due to the shortened season we've combined the July and August Series into a single summer series. Thus far the wind has cooperated and our racing has been spirited and competitive. Coming up on August 22 is the Mason's Island Regatta with the winner being awarded the Commodore's Cup Trophy.

The exciting news this year is the agreement by MIYC to take ownership of Shields #89 "Grand Biddles". Shields #89 was loaned to and successfully raced by juniors in 2018. (see e-Masthead August 2018 "Learner's Permit"). Enthusiasm was high in 2019 among club juniors to campaign the boat, however insurance issues kept her from being launched. Admittedly Fleet 19 should have stepped up and resolved the issue. No excuses, we dropped the ball. This year the Honan family offered to donate the boat to MIYC. Initially their offer was not met with enthusiasm by the MIYC Board of Trustees. Board members were concerned because they had not budgeted maintenance and upkeep costs for a 50ish year old boat. Fleet 19 decided that promoting junior racing is essential to growing our sport and offered to take responsibility for expenses if the club took ownership and provided insurance. The offer was accepted, the boat donated, and voila "Grand Biddles" is in the mix. Stay tuned to see how our young racers fared this season.