

SHIELDS

ONE DESIGN



Built by
CAPE COD SHIPBUILDING CO.



CAPE COD SHIPBUILDING CO.

... takes great pride in presenting to the discriminating yachtsman – The Shields Class Sloop which we unreservedly believe to be the finest all-around fiberglass, keel, one-design racing and day sailing yacht now afloat.

In looks and performance, the Shields is entirely worthy of her distinguished heritage. The idea for her creation originated with Cornelius Shields, one of America's most eminent racing yachtsmen and dedicated enthusiasts responsible for the consecutive successes on Long Island Sound of the Sound Interclub and International One-Design Classes.

The Shields Class concept of an ideal, moderately sized, low maintenance, high performance, open cockpit, keel-ballasted sailboat was translated under Olin Stephens' personal supervision into plans and specifications by the New York firm of Sparkman & Stephens, designers of many America's Cup defenders.

Working together, they developed the concept of a one-design which would bring out the very best of a competitive sailor's ability. Every detail was scrupulously studied and developed before being incorporated into the final Sparkman & Stephens design.

Cape Cod Shipbuilding's skill and craftsmanship and extensive fiberglass building experience, combined with the use of today's best construction materials turned this superb design into a lively, well-balanced boat that is fast in light weather and extremely able in a hard breeze . . . a truly rare combination.

CLASS ASSOCIATION:

Seventeen years of growth under the direction of Mr. Shields, and the Class Association have upheld the concept of the Shields as a "One-Design" Class. The strict By-Laws prevent annual rule changes thereby enabling those on a limited budget to sail competitively year after year. After careful consideration, the Class has allowed some minor changes to take advantage of new technology improving performance and safety without compromising the one-design characteristics of the Class.

FLEET LOCATIONS:

There are 11 fleets across the United States: California (2); Texas, Illinois; New York (3); Rhode Island; Massachusetts (3).

There are Shields fleets at the: U.S. Naval Academy at Annapolis, Maryland; U.S. Coast Guard Academy at New London, Conn.; U.S. Navy Education Center at Newport, Rhode Island; New York Maritime College at Fort Schuyler, New York; and Maine Maritime College at Castine, Maine.

Photos include some optional extras.

COVER PHOTO BY GAIL SLEEMAN

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Arthur Knapp, Jr.
National Shields Champion,
1973

Previews inc.
International Real Estate Services Realtors

FRANCIS P. SCULLY, JR.

225 FRANKLIN STREET
BOSTON, MASS 02110
(617) 402-4888

February 19, 1980

Gordon L. Goodwin
Cape Cod Shipbuilding Co.
Wareham, Massachusetts 02571

Gordon:

There is no yacht which I can recommend with more personal
enthusiasm than a Shields 30. It combines a sensitive helm and
racing capability with comfort for a family sailing picnic.

Sincerely,
Francis P. Scully, Jr.
Francis P. Scully, Jr.

Francis P. Scully Jr. had the first
Shields 30 in Marblehead, Massachusetts. Since
then he has actively promoted the class
and served as President of the National
One-Design Association. In 1977
he won the National Championship. Other
achievements: Pan Am gold medal 1958,
Olympic gold medal in 5.5 meter sloops
at the 1964 Tokyo Olympic games.

Ratsey & Laphorn, Inc.
SAILMAKERS SINCE 1780

EAST SCHOFIELD STREET, CITY ISLAND BRONX NY 10468 : PHONE (212) 885-1012 TELEX RATSEYSAIL 127087

Gordon Goodwin, Esq.,
Cape Cod Shipbuilding
Box 152
Wareham, Mass., 02571

February 4, 1980

Dear Gordon:

As an eager, active and unusually successful Skipper in the Shields
Class, I would like to say that they are a lively, responsive and easily
steered yacht. They are a delight and a pleasure to sail and/or steer.
Corny Shields made every effort to insure the "One-Design Principle"
when he had Sparkman & Stephens draw up the plans for the Class.

The hulls, all coming from the same mold, are as alike as two peas
in a pod. Over the years no one boat has become exceptionally or
unusually outstanding as to speed. Good tuning, good gear and
attention to detail may make one boat a bit more successful, but,
in general that is because a given Skipper is willing to spend more
"TLC" (tender loving care) on his particular yacht. WM. E. TUTHILL,
sail #197, that I have raced for seven years is in gorgeous shape,
because I was willing and able to spend many hours doing the bottom
and taking good care of the gear and fittings, as well as sails.

The fiberglass construction has made the Shields boats comparatively
easy to maintain as well as comparatively inexpensive.

Cordially,

Arthur Knapp, Jr.
Arthur Knapp, Jr.
Vice-Pres.

RATSEY & LAPHORN, INC.
SAILMAKERS SINCE 1780
EAST SCHOFIELD STREET, CITY ISLAND, BRONX, N.Y. 10468
ALSO AT COVES, ENGLAND

Left to right: Designer Olin Stephens of Sparkman and
Stephens; Onnie Anderson, Cape Cod Shipbuilding loftsmen and
master boat builder; and Cornelius Shields, sponsor of the
Shields Class, checking lofting of the hull at Cape Cod
Shipbuilding.





SHIELDS ONE DESIGN



HULL CONSTRUCTION:

The Shields construction is the result of more than 30 years' experience in building fiberglass boats.

The hull and deck are made of hand laid up fiberglass with the color impregnated gelcoat. The one piece molded hull is bonded to the deck with fiberglass, while still in the molds, to assure true and consistent lines.

The molded parts; the fiberglass hull, the fiberglass deadwood, and the lead keel are securely through-fastened with 3/4" silicon bronze bolts. The two main keel bolts accept the attachment of eye nuts and are of sufficient strength to hoist the entire boat.

The fiberglass rudder is molded around a 1 1/8" bronze shaft and is secured at the top by a bronze-lined rudder port and at the bottom by a special bronze casting faired into the lead and bolted in place.

DECK FITTINGS & RIGGING:

2-Mooring cleats (1-forward and one aft). Bow chock bronze chrome-plated, closed type. 2-Barient jib sheet winches, under the deck handle drive - 2-pair jib sheet tracks stainless steel. 2-Barient #10 halyard winches. Main and jib halyard wire with dacron braid tails. Teak halyard and sheet jam cleats custom designed. Main sheet traveller with articulating carriage with control lines leading forward to cam cleats. Spinnaker sheet lead blocks. Standing rigging 1x19 stainless steel wire with swedge terminals. Bronze turnbuckles with toggles. Adjustable backstay fitting bronze chrome plated with 4-part under deck adjusting tackle. 4 port boom vang. All running rigging Dacron® braid.

SPARS BY ZEPHYR

Mast—extruded aluminum, tapered 7/8 rig, clear lacquer finish. Cast aluminum head and step. All mast hardware is stainless steel and aluminum, mechanically fastened by bolts or screws. Spreaders are spun tapered anodized aluminum with stainless steel bases. All internal halyards lead through stainless steel sheave boxes.

Boom—extruded anodized aluminum with special stainless steel gooseneck free running in luff groove in mast: Cast aluminum outhaul end plug with sheaves to lead outhaul wire to mid-boom adjustable 3-part tackle. Special stainless steel bails for mainsheet block, boom vang and a mid-boom mounted mainsheet cam head knocker.

Spinnaker pole—anodized aluminum with custom bronze end fittings with 1 bridle and trip line.

STANDARD EQUIPMENT

Teak toe rails, coamings, handrails on for deck, floor grating and contoured cockpit seats. Teak console for halyard winches and cleats mounted vertically with step. Flotation compartments P&S located under the fiberglass seat and floor and hull liner. Fore and aft watertight bulkheads with fiberglass hatches with bronze hatch dogs. Tiller varnished ash with chrome-plated bronze hardware. Painted boot top stripe and anti-fouling paint on bottom.

SPECIFICATIONS

Length Overall	30'-2 1/2"
Length Waterline	20'
Beam	6'-5 1/4"
Sail Area	360 sq. ft.
Draft	4'-9"
Lead Keel	3080 lbs.
Displacement	4600 lbs.

CAPE COD SHIPBUILDING CO.

Wareham, Massachusetts 02571 / Telephone (617) 295-3550