



Seldom has such a background of knowledge and experience gone into the creation of a one-design class boat. This new boat is the inspiration of noted yachting authority Cornelius Shields, who is internationally recognized for his significant contributions to the world of sailboat racing.

Every detail was scrupulously studied and developed before being incorporated into the final Sparkman & Stephens design. Chris-Craft's building know-how, combined with the use of today's best construction materials, turned this exacting naval architectural design into a lively, well-balanced boat that is fast in light weather and extremely able in a hard breeze, a truly rare combination.

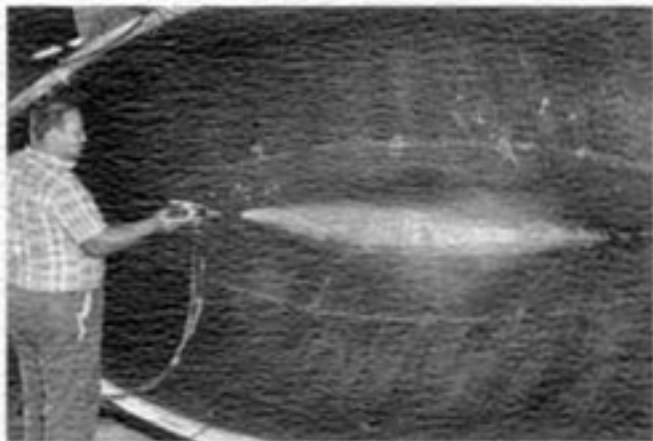
The Shields Class Sloop has been universally praised for its superior performance as both a day sailer and a racing craft.

Hull and decks are constructed of reinforced fiberglass for strength and easy maintenance. Flotation air tanks inside the hull insure against sinking.

Rules for class competition have been drafted. They are strictly worded to insure uniformity and severe enforcement by the class organization.

Shields Class fleets are now racing on Long Island Sound, Chesapeake Bay, the Great Lakes, South Florida, the West Coast, the Mediterranean, and other locations throughout the United States and abroad. Consult with the Chris-Craft Sailboat dealer in your area for information about the local Shields Class organization.

Specifications: LOA 30'2 1/4"; LWL 20'; Beam 6'5 1/4"; Lead Keel 3080 lbs.; Sail Area 360 sq. ft.



1. The molding of a hull has begun, and the color-impregnated gel coat and the first laminate of fiberglass have been applied. Chris-Craft makes sure that each has the same co-efficient of expansion to inhibit "crazing," a common fault in other fiberglass boats.



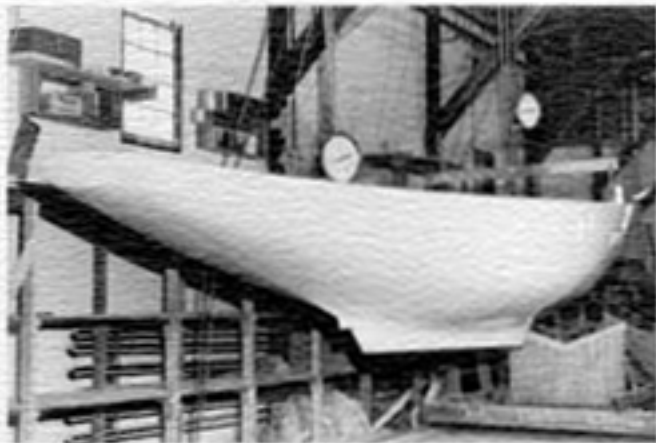
2. The resin is rolled out to avoid air entrapment.



3. The one-piece deck is reinforced with plywood and overlaid with fiberglass.



4. The hull and deck are bonded together into one unit with 5 layers of fiberglass while still in the molds, to assure true and consistent hull lines.



5. After removal from the molds, the hull and deck are weighed. The unit must conform to exacting specifications for weight.



6. The topsides are buffed to a high luster. The color-impregnated hulls do not require painting. Hullside colors available are white, vermillion, light blue, dark blue, and green.



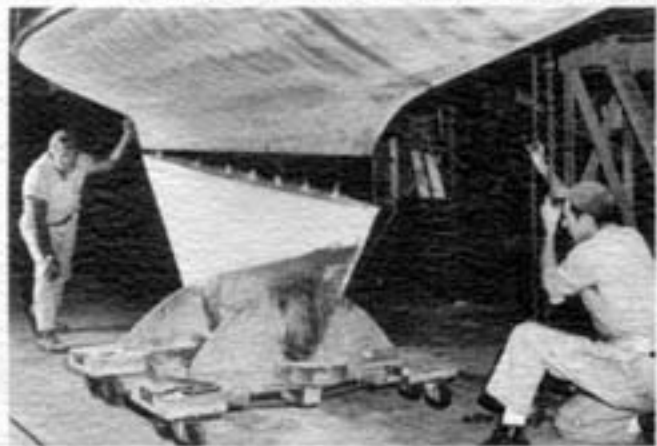
7. Completed rudder and "deadwood" castings.



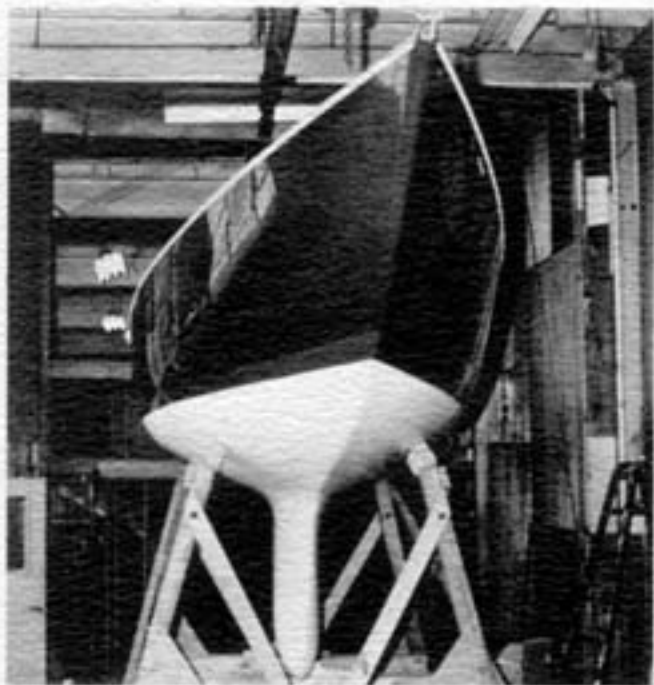
8. All gel coat applications are carefully checked for a thickness of .015". Gel coats that are too thick have a tendency to craze and check; if they're too thin, a scratch can remove all the color—or the color will not be opaque.



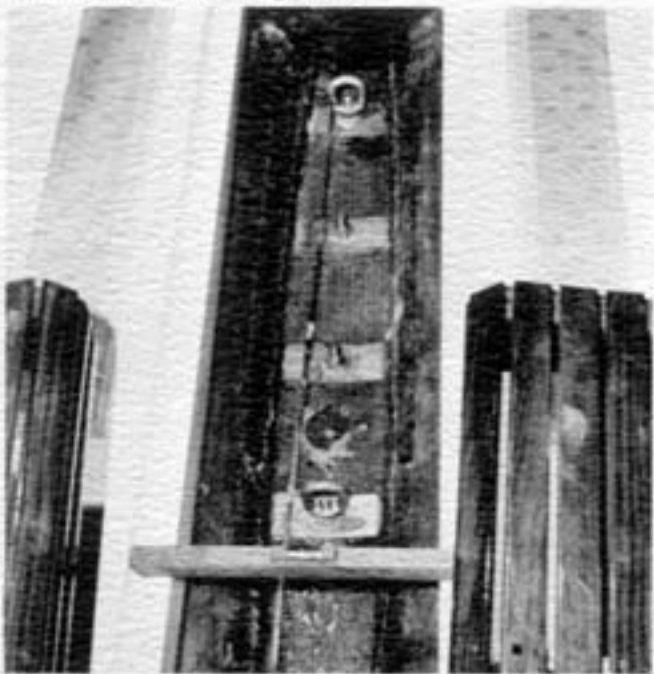
9. All raw lead ballasts are weighed when received from the foundry to insure uniform weight in each keel.



10. The hull proper is lowered onto the keel component. The underwater body of the hull has been thoroughly sanded for good adhesion of the anti-fouling paint.



11. A completed hull, with the underwater sections finished in anti-fouling paint.



12. The interior of the hull, showing the ballast rods which hold the keel in place. The two rods with lifting eyes are stainless steel; the others are bronze. Take particular note of the copper lightning strap which grounds the aluminum mast and standing rigging to the keel ballast.



13. The white ash tiller is laminated in three pieces to maintain proper contour.





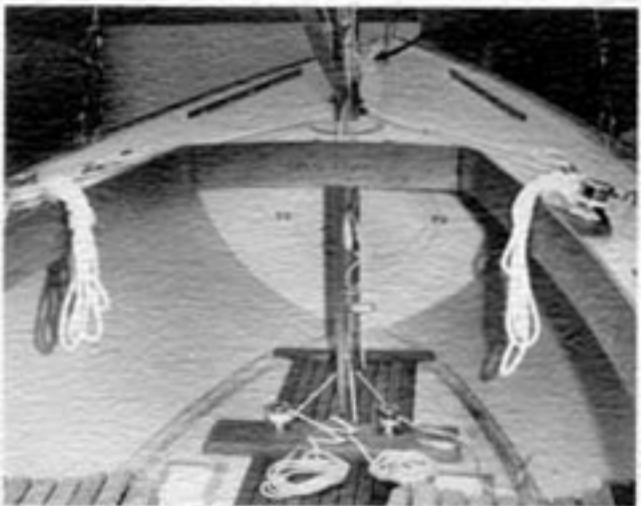
14. Forward deck has non-skid surface for firm footing.



15. To assure uniformity in locating mast fittings, the masts are held in a jig while fittings are attached.



16. Hulls at the end of the assembly line, undergoing final inspection.



17. Forward cockpit area. Note that the jib, main, and spinnaker halyards are led down inside the mast to winches and jam cleats.



18. Deck and cockpit area. Hatches to compartments are watertight. Seats and trim are teakwood.



19. The molded-in air tanks and the fore and aft watertight compartments make the hull virtually unsinkable, as shown in this demonstration.



20. A replica of the Shields Certificate of Compliance, which every owner receives. Hull, deck, and components must be held within a 4% plus or minus weight, and the keel is 1% plus or minus the mean weight.



21. The proud sloops in actual competition.