

Shields Class Association Annual Meeting 2012 Beverly Yacht Club 9-19-12

Treasurers Report: Fred Werblow

INCOME

Dues for 2012

<u>Fleet # & Name</u>	<u># of Yachts</u>	<u># Co-Skippers</u>	<u># Crew</u>	<u>Am't Paid</u>
1 Larchmont	16	11		\$ 995
2 Greenwich	3		5	200
3 Chicago	7	21		665
5 Oyster Bay	5	2		280
8 Vineyard	8	1		415
9 Newport	30	10		1,650
10 Marion	11	2	4	620
12 Monterey	6	3	1	350
19 Mystic	7	1		385
21 Oxford	11	5		625
Other-individuals				
(\$75,139,186 &195	<u>4</u>	<u>—</u>	<u>—</u>	<u>200</u>
	<u>108</u>	<u>56</u>	<u>10</u>	6,385
Tie sales				113
Bank interest				<u>22</u>
				<u>6,520</u>
Total income				

EXPENSES PAID

Mainsheet Publication-

Fall	3,496	
Spring	<u>2,167</u>	5,663
Sailing World Ad (excludes 3 old credit)		140
U S Sailing Membership		125
Trophy engraving		96
Trophy shipping		72
Bank checks		<u>16</u>
Total expenses		<u>6,112</u>
NET INCOME		<u>\$408</u>

WEBSTER BANK BALANCE \$20.894

Note-The Class has over 60 ties available for sale

In summary, the Shields National Class Association is solvent and our income slightly exceeded our expenses. This positive result was principally due to Richard Robbins and his team's efforts to reduce the cost of producing the Spring Mainsheet and that 3 of the Class ads in Sailing World which would have cost \$140 each were not charged as the Class had a credit with the publisher. Please let me know if you have any questions. I hope you have a great regatta and sail fast.

Fred Werblow
Shields Class Treasurer
Scarsdale, NY 10583
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Secretary Report: Wendy Goodwin

1. Fred Werblow has been sending me membership updates/dues info. In general local participation is down but the fleets & your Governing board are working on ways to make improvements. The Governing board meets once a month in the off season by conference call. To read those minutes go to shieldsclass.com/minutes.

2. Part of my secretarial position includes overseeing the perpetual trophies. Roland Schultz from the Larchmont fleet headed up a committee to collect data on how to preserve the perpetual trophies & to create a new base for the National trophy. CCSB donated/created a new mahogany base as we ran out of room on the actual trophy. The base has a trap door so the stand fits in the base for shipping. Roland has ordered plaques for engraving. The plaques will arrive & we will install in two weeks. We'll then ship it to Larchmont. I'll talk more about our perpetual trophies in new business.

3. We all need to encourage more associate members in order to build fleets/keep our cockpits full. There should be more associate members than we currently have. Please encourage your crew to become an associate member. I'll talk more about direct billing and new ways to organize our membership in new business section of our meeting.

4. Lastly, All secretary correspondence has been answered-including e-mails & face book messages that were received this morning.

Technical Report: Richard Robbins

Issues that have been resolved:

1. The sail card process has been moved to the website
2. The committee clarified the skipper/co skipper for the calculation of the Jr. and Sr. skipper awards.
3. Discrepancies in the class rules on the boom and mast dimensions have been corrected.
4. The minimum races were changed from 4 to 3 as the Nationals in Oyster Bay barely made the 4 race minimum. The goal is always to race 8 races.

Issues that are still in discussion:

1. Loose footed mainsail; George Gardner raced with the mainsail boltrope out of the boom. To have a loose footed main is great & would be convenient. Bill Berry reports it's easier to change sails. Sail makers are neutral on the subject. Chris Wick from Mystic reports that he used it all summer & it's great. A question came up; is the sail cut differently. No, a loose footed main would have a roach instead of a shelf. The committee set restrictions on dimensions. Tim Dawson, from North sails says there is no speed difference between a traditional sail and one with a loose foot. The only difference would be ease of bending the sail on/off the boom.
2. Hull fairing; Rich Robbins & Bill Berry are beginning to collect data of leading edge keel widths. So far they had only measured a few boats & they don't notice a difference.

Fleet Reports:

Oxford, MD: Jay Dayton-They have 11 boats at Tred Avon Yacht Club. They got in 35 races and 6-9 more to go in the fall series. They have a competitive fleet. They are excited to host the Nationals next year, it will be similar to last time. There was discussion as to whether it would be best to race Thurs/Saturday as opposed to Fri/Sunday. The group took a vote & almost unanimously voted that more would attend in it ran Friday-Sunday.

Newport: John Burnham/Reed Baer-They have the largest fleet. Attendance is down a little this year. 30 boats registered. Competition was tougher this year. They race Wednesday nights. They also have a non spinnaker series called the Aloha cup on Friday nights. They were riddled

with bad weather but will try again next season. They look forward to hosting Nationals in 3 years.

Chicago, IL: Sam Veilleux They have 7 active boats racing. 1 new boat was added to the fleet this year. They race on Saturdays. They hosted the Verve cup which was well attended.

Mystic, CT: Chris Wick They are a 12 year old fleet and have 6 active racing Shields. They have Thursday evening races & also race on weekends. The loose footed mainsail trial worked well this year.

Marion, MA: George Gardner BYC has 20 boats in the harbor. 10 Shields are actively racing. Thursday night racing is a non spinnaker series & Saturdays is the championship series-with spinnakers. We have had unusual weather this year, participation is down.

New Topics:

1. **New Officers;** we need volunteers for the nominating committee. HL Devore agreed to be on the nominating committee. The committee should be a group of 4 owners.
2. **Trophy storage and security;** The Governing board voted to store the perpetual trophies in the Larchmont Yacht Club. Some members still feel the trophies should go home with the winners. It was commented that it's challenging to spread across the country-it will depend on the strength of the volunteers. It was mentioned that the new base is beautiful but big. Robin Monk mentioned that the value of the trophy is in the engraving. It should be protected with an insurance policy. Joan Tiffany says there was a wonderful trophy in her father's honor-but it is missing. There were more comments that the trophy should be insured. When at the Larchmont YC the trophies will be covered under their policy. A question was asked: who is responsible for engraving the perpetual-answer; the class association will pay for the engraving & the shipping. Summary; the trophies will be kept each year in Larchmont. If a winner would like to display for Christmas parties they could make arrangements/put down a deposit.
3. How should we collect the dues-this topic skipped over as the meeting was getting long
4. Nationals advertising campaign-Jan Slee will be heading the up
5. Why is attendance down so much? Some felt it was a blow back from the difficulties in Oyster Bay last year. Some Skippers feel it's difficult to get crew to commit for a Fri/Sat. It was suggested that the Governing board control more the hosts choice of PRO & support. The PRO for Oyster Bay was qualified but had limited support. It was commented that not every fleet can run the Nationals, but it's important the support growth. Last year tends to stand out but it's unlikely that it will happen again. We all need to make a goal to ramp up attendance for future Nationals.