

Shields Class Governing Board Meeting February 7, 2012

Members in attendance by conference call:

Wendy Goodwin, Secretary

Richard Robbins, Measurer

Jay Dayton, VP Tred Avon Oxford, MD

Stephen Potter, VP Edgartown, Martha's Vineyard, MA

Andrew Segal, VP Ida Lewis Newport, RI

Rick Hendee, VP Captains Harbor Fleet Greenwich, CT

Roland Schulz, VP Larchmont, NY

Wayne Marciano, Seawanhaka Corinthian Yacht Club Oyster Bay, NY

1. **Secretary Report:** Wendy will send a current list via e-mail to each fleet rep so members info can be updated.
2. **Budget:**
 - A. The printing of the spring & fall Mastheads came to be approx. \$5 per book (\$3500 per issue). Some members felt although the issues are gorgeous our dues could go toward something that would help better propel the fleets. The delay of the issues also caused 3 issues to fall into this past years budget. As the Marion fleet is now in charge of the Masthead, Richard obtained some figures that could cut our costs roughly in half. He feels this new company could also get the masthead out to membership more promptly. There was a question of how many books were printed of the fall issue & Wayne will back to us on the number noted in the last bill (550). The group discussed if we want to continue printing it, and also if we want to continue mailing it. After much discussion the group voted to stick with sending 2 issues per year but change to the less costly publisher that Richard found. Although there were suggestions to send the Masthead electronically many fleets needs the paper copy to encourage new membership, both at fleet gatherings & at the yacht club. The Masthead is needed, especially for the growing fleets.
 - B. Can the fleet ok sending Marion some funds to help with the added expense of haul/launch? \$2,000. The group OK'd this expense. Unlike other fleets, Marion has no self-service haul/launch therefore fleet 10 will include launch/haul in the regatta entry fee so away competitors don't have to pay more than locals. The group also OK'd a travel allowance for boats towing from 500 miles or greater. The travel allowance is \$300 for traveling from over 500 miles (applies to officers, crews & yachts)
 - C. Dues: The group discussed the current dues, which after some discussion is low compared to comparable class associations. Some felt the fleets were under strain due to local racing cost increases and regatta costs. It was suggested to raise the dues from \$50 to \$85. The group voted to table the raising of the dues for now & to lower

- the cost of the printing & mailing of the Masthead. Tred Avon gets a gold star for promptly sending in their dues. Marion will present the spring/fall Masthead budget at the next governing board meeting.
- D. Shields Class Ties-Wayne reported that of the 40 class ties sent to SCYC for sale at the National Championship 6 were sold. He agreed to send the sales proceeds to Treasurer Fred Werblow and to ship the unsold 34 ties to Richard Robbins for sale at the 2012 Nationals at this time.
3. **Nationals 2013;** Jay reports the dates for the 2013 Nationals in Tred Avon will be the last weekend in September. Peter Baily, their fleet captain will chair the event as he did the last time we went to Oxford. There was discussion of whether he will also race. He is a co-owner & raced last time. They will have similar festive events & launching & hauling as the last time they hosted.
 4. **Nationals 2015-Newport?** Andy reports the Newport fleet has discussed the request & they are totally committed to hosting the 2015 Nationals in Newport. It's a long way out, but roughly they would be looking at late September Wednesday through Saturday. Consider Newport "penciled in".
 5. **Trophy Report:** Roland posted some photos of potential bases for the Nationals trophy. Nothing final yet & he will get back to the group with costs. He had an appointment with a Greenwich silversmith after the meeting. The possible bases would be multiple tiers with plaques so they could be easily removed for engraving. Larchmont continues to agree to house the trophy as opposed to it being housed at the winners home or yacht club for fear of loss. Many of the other perpetual trophies were not returned and need replacing. The trophy Committee to provide a sketch of proposal for National Championship award. Cape Cod Shipbuilding is interested in making the trophy pedestal. Also needed from the Trophy Committee is a proposal for the completion of the Class Rules Section VI-5.3 Keeper and Perpetual Trophies (this is the permanent storage and keeper instructions for all ten awards).
 6. **Technical Committee**
 - A. Boom; the boom measurements in the blue book did not measure up to what booms are being built to today. The overall boom length was never included in the blue book measurement & although the sheave location never changed, the boom evolved as the aft outhaul sheave went from a large sheave integral with the casting to a harken sheave. The group agreed to accept the new measurement so the blue book now lists the correct measurement.
 - B. Mast; the mast measurements in the blue book did not include the overall measurement of the mast including the masthead. It only included the length of the extrusion. Although the overall length of the mast did not change, the height of the mast head casting & height of the extrusion was modified when Chris Craft was building the Shields. This change was never modified in the blue book. The group

agreed to change the mast measurement in the blue book so it lists the overall length of the mast as it is built today.

- C. Loose Footed Mainsail; members requested permission to allow for a loose footed mainsail to allow for easier bending on & off of the main. The tec committee did some testing & also inquired with multiple sail lofts to find out the advantages/disadvantages. North Sails did a computer simulation & found no advantage to a loose footed mainsail. Marion did some testing & found no speed difference between a sail with the boltrope in/out of the boom. One member spoke up as this was voted in in another class where it gave the competitors in the back of the fleets a disadvantage as those sailors were letting out the outhaul too far. It was also mentioned that for folks who have already placed their sail orders for this season, sail makers would charge extra to switch the mainsail over. Changes were suggested that this would not go into effect until 2013 so there would be no issue with those who already placed sail orders. A change was also suggested to make it clear that mainsails with boltropes on the foot & loose footed mainsails would be allowed to race on a national level as the proposed wording didn't make that clear. With the 2 changes, the group voted. The majority felt they didn't want to change the one design aspect of the boat/rig. Richard will go back to the sail makers for further documentation as the Governing board members needed more data.
- D. Minimum number of races allowed for Nationals. The Marion fleet requests the board consider the minimum number of races needed to constitute a Nationals be changed from 4 to 3. A smaller number is more commonly used nationally & the most recent host, Seawanhaka, kept the fleet out until dusk to assure we got in the minimum number of races. The requirement for 4 could be a problem in the future should weather be more of a factor & competitors would certainly be upset to do the work necessary to host or tow to a regatta that didn't have a champion if the minimum number of races weren't met. The group voted & it passed.
- E. Updates/procedure to host nationals-postponed until next meeting

7. Other/New Business

- A. The membership wishes to thank Seawanhaka Corinthian Yacht Club for all the efforts in hosting the 2011 Shields Nationals as they overcame a number of obstacles to make sure this event was a success.
- B. There was discussion about the bend on the upper portion of the mast above the hound. Wayne will send more details to Richard.

The next Governing Board meeting is scheduled for March 6 8PM.

Respectfully submitted,

Wendy J. Goodwin

Shields Class Secretary