

# Shields Class Annual Meeting

September 10th 2014

Larchmont Yacht Club, Larchmont, NY

## Your current Governing Board members:

President-Com Crocker, Larchmont fleet

Treasurer-Jay Dayton, Oxford fleet

Secretary-Wendy Goodwin, Marion fleet

Measurer-Kristian Martincic, Chicago fleet

Acting Measurer-Richard Robbins, Marion

Vice President-Richard Robbins, Marion

Vice President-Betsy Yale, Newport

Vice President-Stephen Potter, Edgartown

Vice President-Chris Wick, Mason Island

Vice President-Rick Hendee, Indian Harbor

Vice President-Roland Schulz, Larchmont

**Presidents Report:** Com Crocker opened the meeting & welcomed all the attendees. Com's focus up until now has been on the Nationals in Larchmont & the Legends Regatta. He thanks all of those who contributed. He wanted to especially thank the volunteers & those who lent boats. He stressed to members to please look at the draft Shields coffee table book as we are fact checking & will be taking orders later this weekend & beyond.

## Treasurers Report: Jay Dayton

As of September 6, 2014; This interim report has the most recent Class dues payments to date. Considerable recent activity regarding dues payments, the build up to the Nationals and the publishing of our 50<sup>th</sup> Anniversary History book. We're also working with the IRS in an attempt to be granted a Non-Profit status.

<u>INCOME:</u> (Account Balance as of 09/06/2014)	\$18,541.82
Balance reflects recent dues payments by Fleets 3, 9 17, 19 1, 4, 7, 10 & 12	
Deposit - Payment on 9/6/14 Fleet # 2, Hull #145	+\$ 65.00
<u>EXPENSES:</u>	\$ 0
Current Account Balance:	\$18,606.82

## Secretary's Report: Wendy Goodwin

The membership electronic roster is up to date. We currently have 148 Active members & 34 Associate members. The total membership is up 13.19% from last year.

	2013	2014	
Active	131	148	11.49%
Assoc.	27	34	20.59%
	158	182	13.19%

Since our last annual meeting Your Governing Board met in nine conference calls and you can read those minutes at [shieldsclass.com/minutes](http://shieldsclass.com/minutes). My goal remains to streamline the membership process so dues and membership data can be updated electronically. I'm thankful the membership reporting deadline has changed to June 1. It's been a pleasure serving with Com, Richard, Jay & all the VP's and I look forward to next season.

## Measurer's Report: Richard Robbins

Richard Robbins has been filling in for Kristian Martincic. Note that there has been a change to the Rules in 2014 as the dues will now be due **June 1<sup>st</sup>**. We did discuss allowing material other than teak for the things like the toe rail but that was mostly rejected. The Technical Committee is open to suggestions of what should be discussed or pursued. The following topics have been proposed for discussion:

- loose-footed main
- roller furling jib
- small spinnaker (something used in Marion & Edgartown)

The group then discussed the 3 topics up for discussion. Com noted if the group feels strongly against discussion we can end the discussion at this meeting. Richard recommended that fleets be allowed to try these changes out experimentally within individual fleets. The plan is to vote on them in 2016. The problem is that smaller fleets have difficulty with attendance. The problem also is that the boats are just set up for racing & family sailing does not happen as it's burdensome to shorthand. Tim Byran comments that he desires to take the family out sailing & had ordered a RF jib for this purpose. We as a group need to find a way to get non racers sailing/introduced to the boat. Tim Dawson (returning National Champion & North Sails) notes there is no performance difference with a loose footed main, The roller furler will slow you down on the race course. He feels the association should allow these to co exist as it get more people sailing in Shields. Tim also noted that no one design mainsails are built with traditional boltropes these days unless the class rules require them. They are easier to install & you can see the impact as soon as you adjust the outhaul (there is no resistance in the sail-feed groove).

Sam from the Chicago fleet spoke up, agreeing with Tim Dawson & is in favor of the loose footed main & roller furling jib. Dual Macintyre from fleet 1 asked if the smaller spinnaker be counted in the number of sails that may be acquired as described in the class rules. The group felt this would need to be determined in the written language that we would vote on. Graham Quinn who's loft fabricated the prototype 55 sq ft spinnaker mentioned he would share the dimensions so other lofts could build them. As Marion's purchase of Harding smaller Chutes was a test they were all built white with no numbers. They were not counted in the sail credit/class rules process. Marion boats still got in their sanctioned races with standard spinnakers. It was explained that this smaller spinnaker gives a crew with beginner spinnaker experience an opportunity to get practice without running the boat out of control in high wind conditions. It keeps the fleet closer as inexperienced crew might default to wing on wing with the jib.

Roland Schultz from fleet 1 expressed concern that the class rules were designed for the racers. He suggested if you cant fly the chute-wing on wing the jib. He suggested we keep the class rules the same as we are headed down a slippery slope. Others disagreed. There was a suggestion that there be a difference between local sanctioned races & shields nationals races. Chris Wick stated that the Mystic fleet has been sailing with loose footed mainsails. They conclude there is no speed difference & no friction on boom/boltrope. George Gardner spoke to say he has used the mainsail-loose footed and it worked just fine. He has also used the "chicken chute" when short-handed and had never had a wipe out with it. There was a question; what's next? The technical committee wrote a rules change but the Governing Board turned it down. The technical committee will go to work & submit written rule changes to present to the Governing Board and then possibly the membership. The group in the room agreed that this should for now proceed to experimentation to allow the fleets to vote on whether they may be used locally & if so, use them locally & report back.

**New Business:** The meeting proceeded to future Nationals discussion.

- We will gather in 2015 in Newport, RI: September 10-12.
- Garth Hobson & Eric Anderson spoke as they are thrilled to be hosting the 2016 Nationals in Monterey, CA possibly in October. There was discussion about the best way to transport to & from the west coast.
- There was a request to donate used Sails to Cal State University Long Beach Sailing Association.

The group then voted to close the meeting.

Respectfully Submitted  
Wendy J. Goodwin  
Shields Class Secretary