

New & Old Business:

2014 Shields Nationals-Larchmont, NY: Here is a list of current registrants in order of sail #:

Sail #	Boat Name	Yacht Club
5	Swamp Fox	Larchmont
23	Rascal	Larchmont YC
25	Checkmate	Larchmont YC
41	Havoc	LYC
45	Hellcat	Chicago YC
54	Sandpiper	LYC
70	Coquette	Larchmont YC
71	Old Paint	Tred Avon
73	Black Pearl	Tred Avon YC
79	Rebel	Mason's Island
103	Stillwater	MPYC
106	Lady	LYC
107	Grace	Newport
142	In Time	Larchmont YC
176	Katherine	LYC
180	Seagull	TAYC
182	Lure	Larchmont YC
183	Alice	Larchmont YC
191	Storm	Monterey Peninsula
209	Rolly	MPYC
221	Cornelia	Larchmont YC
223	Aileen	Edgartown YC
231	Mermaid	Larchmont YC
235	HARRIER	BEVERLY YACHT CLUB
238	White Rabbit	BEVERLY YACHT CLUB
245	Hawk	Newport YC
247	Kiskadee	BEVERLY YACHT CLUB
254	Aeolus	NYYC

Com asked each fleet to report how many boats were coming for the Nationals & the Ledgens race. Com says they have 3 local sponsors: Great Brewers/Blue Point Brewery, Price Waterhouse Coopers & Naffie Kinackle. Please sign up & order hats/crew shirts. With more regatta wear ordered, the more you get ie: boat names etc. They have some great social gatherings planned as well & if we are becalmed there will be lawn games.

Waver Request:

August 5th, 2014

To: Com Crocker, Shields Class President, and the Shields Class Governing Board
From: Lincoln White, Sailing Director, Larchmont Yacht Club
Re: Junior Entry into the 50th Shields National Championships, Shields #16

Dear Com,

The Larchmont Junior Sailing Program would like to field an entry in the 50th Shields National Championships at Larchmont Yacht Club this September. At issue is qualifying, which the team has not yet done, having sailed just three races together this season. Some background, most of which you know but for the benefit of the Governing Board:

Two seasons ago, through your involvement in the LYC Jr. Big Boat Program, you raced your Shields in the two weekends of LYC Race Week with a crew made up entirely of juniors. Prior to last season, Tom Sanford, owner of Shields #16, agreed to let the LYC Junior Sailing Program use his boat. The boat had not been sailed in several seasons and was in need of significant work. Led by Chris Simon, former LYC Sailing Instructor and current Marine Facilities employee, along with parts donated by several members of Fleet One, #16 was restored to race-ready form and competed in Larchmont Race Week last year, crewed by a combination of Junior Sailors and Instructors. She finished 4th. The boat has been sailed regularly this year as part of our Junior Sailing Program, but has thus far raced just one day (three races).

The Larchmont Junior Program would like very much to compete in the 50th Shields National Championships, with a team made up by LJYC Commodore Elizabeth Hansen, Vice Commodore Owen Zimmerman, and Rear Commodore Will Gallagher, to be joined on the water by either me or Chris Simon (both Chris and I have extensive Shields experience, including each having competed in prior Nationals). Elizabeth, Owen, and Will are all highly competitive dinghy sailors (Elizabeth recently returned from Norway where she competed in the European Laser Championships), and all three are active in our Junior Big Boat Program (Elizabeth and Owen are each skippering our two J-105 entries in the Dorade Regatta and the Beach Point Overnight). The team's lack of time competing in a Shields this summer is a reflection of their very busy sailing schedules already in place. They are committed to maximizing their time together in the boat between now and the Nationals in September. We are excited that LYC and Shields Fleet One are hosting the 50th Shields Nationals, and would very much like to be involved. We feel it would be a great experience for our junior sailors, a great reflection of the breadth of our Junior Sailing Program, and a wonderful statement by the Class that Shields sailing is as much about the future as it is about the past.

Respectfully,
Lincoln White
Larchmont Yacht Club Sailing Director

There was much discussion about the waver process. Examples were given as to when wavers were accepted in the past. It was questioned why we have rules if we break them. It was explained that the class rules allow for wavers. The board typically grants wavers for certain circumstances beyond the skippers control. There was discussion that this particular waver would be allowed only if the sailors met the following criteria:

1. They attend 4 more Shields races
2. The person in charge becomes a Shields class member/pays dues
3. The safety officer on board is in control of the mainsheet

The group voted to accept the waver with the above noted criteria & all voted yes. Some noted that in the future if people continued to be ill prepared, they would vote wavers down. Others noted that in this circumstance we should encourage younger participants. The group will need to report back to the class to confirm that the criteria has been met.

Discussion about a proposal to consider a change in the class rules: The following was submitted:

Hi Kristian, Richard & Com

Shields fleet 10 with support from the Edgartown fleet & a sailor who chartered a local Shields had a great 10 boat Buzzards Bay Regatta in Marion this past week. We sailed on the same circle with J-24's and J-80's. As sailors often do we discussed the tactics, the weather and the boat we love. There were two topics that repeatedly found their way into the conversation. Kristian: May I please formally propose that the class consider discussing & passing the following two changes for our Shields class rules.

1. Allowance for roller furling jib: As your builder I am often approached by prospective buyers who are comparing the Shields with other designs. An increasing number of buyers are looking for a large daysailer as opposed to something to race. They are turned off by the complication that they might spend the money to upgrade the boat for their enjoyment but when it's time to place the boat on the market it would be de-valued, or the upgrade be removed as it's not class legal. For those buyers considering Shields one design racing, the traditional hank on jib is a turn off as newer one designs feature an easy way for crew to round the marks without having to deal with a jib falling in the water and partially blocking a skippers sight line. The bottom line is that the traditional jib is causing the potential Shields buyer to go elsewhere. This also trickles down into the used boat market. The Shields Class Association is losing a significant amount of boats to daysailing and some owners are uninterested in joining the class as the group has up until now not considered a modern convenience. As we all are getting on in years and struggle with finding crew to get to both local & national races, it's time to have this discussion. I see older owners considering when to sell as they don't always have a young agile foredeck person. A roller furling jib would keep the older boat owners in the boat longer. Although the Shields was originally designed to teach young cadets about sailboat racing on a level playing field where all the boats are the same, times have changed. Buyers of new or used boats no longer see the romanticism in a traditional hank on jib, and pass over the Shields for a design where a roller furling jib is standard equipment. Your sail makers, boat builder and current owners deserve some consideration. I simply would add the following to section V Sails paragraph 10 jibs: An optional roller furling jib is allowed. A sail maker will need to supply revised max/min measurement & batten/headboard detail. In simple terms, the Shields roller furling sail will be on the smaller side of the current specs to allow for it to roll & be fastened to a roller furling system that fits within the existing deck & mast hardware.

2. Allowance for a mainsail without boltrope (loose footed mainsail): When this was last discussed & voted on, many of the governing board did not understand that this change in no way would affect the performance of the boat while racing. It was stated that a change like this went into effect in another class & the competitors in the back of the pack didn't understand how to adjust it, and therefore it put them further behind. This change would simply be a way to keep mainsail costs at bay and most definitely this change would make it easier for an owner to bend a mainsail on/off when short-handed. Having personally spoken with more Shields owners professionally & otherwise, I am confident in their knowledge of how to read a sail so that when implemented in the Shields fleet this change will not affect the Shields class in the same manner. I have raced on J80's and J-105's where the process of putting the mainsail on/off the boom is a pleasure in comparison. When I need to change sails on the Shields, I always need to inconvenience another skipper/friend as I simply can't do this myself & my crew are not around except for race days. Marion has tested sailing local races with the boltrope in and out & it simply makes no difference. I simply recommend that section V Sails paragraph 9 mainsail have the following added: Both mainsails with bolt rope in the foot and loose footed mainsails are accepted.

Please distribute, discuss & decide.
Sincerely,
Wendy J. Goodwin
Shields Class Secretary

President, Cape Cod Shipbuilding Co.
7 Narrows RD P.O. Box 152
Wareham, MA 02571-0152 USA
Phone#508-295-3550 Fax#508-295-3551
www.capecodshipbuilding.com
wendy@capecodshipbuilding.com
Boatshow Schedule:
Maine Boats Homes & Harbors Show August 8-10, 2014
Annapolis Sailboat Show October 9-13, 2014

There was much discussion about the process for which the group can change class rules. There were questions about the roller furling jib regarding the sail dimensions, battens & cloth weight. It was agreed that a sailmaker would be approached to comment. The group will open up a facebook discussion about this topic. At this point there are too many questions to consider a vote. Discussion and research are needed. There were questions about allowing change of it's a one design. It was noted that changes have been allowed in the past. The hurdle to make a change to the class rules should be a high one.

Other topics:

Q: will we be able to pre order coffee table books? A: yes, at the Nationals.

Q: are whisker poles allowed? A: no but you can use your standard spinnaker pole as a whisker pole to wing on wing the jib.

Reminder:

2014 Shields Nationals-Larchmont, NY: Wednesday Sept 10, 2014 to Saturday Sept 13, 2014

2015 Shields Nationals-Newport, RI: September 10-12, 2015

2016 Monterey, CA

The next meeting is scheduled for Tuesday September 2 at 8PM EDT

Respectfully Submitted,

Wendy J. Goodwin, Shields Class Secretary