

Shields Class Governing Board Meeting

April 11th, 2017

MINUTES

Attending

Eric Anderson	President	John Klein	Fleet 8
Peter McWhinnie	Secretary	Bill Berry	Fleet 10
Jay Dayton	Fleet 21	Ian Smith	Fleet 8
Ted Slee	Fleet 9		
Chris Wick	Fleet 19		
Richard Robbins	Fleet 10		

The meeting began at 8:00 EST

1) President's Report: Eric Anderson

- President thanked people for attending call.
- Two items to discuss:
 - Ocean Great Lakes Challenge. Need a host Fleet for 2018
 - Nominating Committee for Class Officers:
 - 2017 is year to elect new set of officers
 - Committee needs at least 3 members: Class Members who do NOT hold an office. Role is to contact existing Officers to see if they wish to continue to serve in the same or a different role, and build a slate of nominees.
 - Committee needs to deliver a slate of Officers 30 days prior to Annual Meeting
 - Eric asked for potential names for the Committee: some Fleets made immediate suggestions; others were to follow up with their Fleets.

2). Treasurer's Report: Jay Dayton

- Limited activity.
- Opening Balance: \$8,669.04
 - Deposits: Shields Book Sales: 3/30/17 +\$46.94
 - Withdrawals: none
- Closing Balance: \$8,715.98
- There were no questions.

3) Secretary's Report: Peter McWhinnie

No updates from last report

4) Technical Committee Report: Bill Berry

The Technical Committee met; three topics were discussed:

1) Automatic Bilge Pump: the question raised by John Shanahan at 2016 Nationals

- The Committee had investigated the pumps:
 - Pump 8 gallons a minute
 - Efficient and creative design
 - Battery is raised up and watertight
 - Not high weight or high expense
- Committee viewpoint:
 - That pumps would not really help a Shields that was in danger of sinking
 - Concern about impact on One-Design philosophy
 - There were two strong supporters of the pump: Tred Avon and Mystic
 - The other Committee members felt the pumps would not be that useful
- Committee Decision:
 - That pumps could reasonably be tried out as a local Fleet initiative; on a similar basis to the smaller spinnaker at Marion.
 - Technical Committee was not ready to endorse pumps as an option for whole class.
- Discussion:
 - It would not be one-design sailing unless everyone had it. Benefit of not taking one person off the rail to pump is significant.
 - Board was fairly confident that Marion and Newport would not support the idea of pumps
 - Board consensus was that the Technical Committee had come to a good position on this topic, with Fleets allowed to follow local trials.

2) Smaller Spinnaker Option

- Discussion around idea of extending smaller spinnaker option to other Fleets:
 - Bill Berry: strong supporter: safer in heavy air; has found it to be just as fast; good when have young, less muscle-bound and less experienced crew. Would allow you to sail with fewer crew
- Questions:
 - Eric: Could each boat have spinnakers of different size (Large and small)? TBD
 - Could spinnaker be cut down from large one? Yes
 - Does a spec exist? Yes: about 2/3 size. 5 spinnakers made all by Graham Quinn. Could provide spec if people wanted it to experiment. In Marion, they made the spinnakers all white, no numbers so it would be easy to pass from boat to boat.
- Bill Berry: strongly believe Class should try it – may help prolong Class life. One boat skipper in his 70s uses it all the time. Really comes into its own when the wind is at 20kn. Grew up sailing Shields with 3 people – now the crew is 5. Why not sail with 4 people? Smaller spinnaker would help with this.
- No consensus on path forward beyond local Fleets continuing to experiment.

3) Proposed Rule Changes: Bill Berry talked through proposal (outlined below):

Section IV Hull Specifications and Equipment Requirements

2.0 Deck

2.2 Mast Partners

1. The mast partners shall be no more than 7-1/2 inches in the fore and aft direction.
2. The aft edge of the mast partners shall be 9 feet 11-3/4 inches (+/- 3/4 inch) measured aft from the projected path of the headstay at the deck.
3. The aft edge of the mast partners shall be 11 feet 3-3/8 inches (+/- 3/8 inch) from a vertical projection of the mooring line groove in the bow chock ~~or from the foremost part of the bow if no bow chock exists~~. The shape of the partners is optional. (See Specification 5.4)

2.4 Toe Rail

The toe rail shall be in place, be made of wood and be nominally minimum 5/8 inch ~~in width and nominally~~ by 3/4 inch ~~in height~~ in any orientation as to height and width with allowances made for maintenance and age. Scupper holes may be used to facilitate deck drainage.

2.9 Bow Chock

A bow chock of the original factory design with mooring line groove is required.

Section III Basic Rules

2.0 Basic Rules Governing Measurements and Inspections

2.1 Each Fleet Measurer must at least once a year inspect and measure Registered Yachts in his Fleet sufficiently to enable the Fleet Measurer or the Fleet secretary to certify, before any sanctioned race, that all Registered Yachts so measured and inspected appear to conform to the Specifications ~~Only yachts that have been modified must be measured. A yacht that has not been modified can be assumed to be in compliance based on prior measurements.~~

10.0 Admonition to Skippers

All persons in charge shall be responsible for the integrity of their yacht including the water-tightness of the fore, aft and side air tanks. See Section IV 1.8.

- Discussion:
 - Toe rail: there was a problem with the old rule as Cape Cod Shipbuilding made the toe rails with the reverse dimensions (3/4 width and 5/8th height) and so many boats are not currently compliant. Change is intended to make life simple and not require changes to boats for an item that is not material to performance.
 - 10.0: Admonition to skipper. Etchells Class have similar rule. Idea was to create some clarity from Class about liability
 - Many people felt that SIs/NOR cover these topics, that the responsibility of the skipper is implicit and that this clause may not add anything / may possibly add some confusion.
 - The Board felt that it would be prudent to get someone with legal / insurance background to review the clause and provide feedback.
- Eric proposed a motion that the proposed Rule Changes, with the exception of the Admonition to Skippers, go out to the Fleets for review and consultation. Motion was carried unanimously.

5) Discussion Topics

A: Ocean Great Lakes Challenge Review (Pete McWhinnie)

- Discussion of entries:
 - Bill Berry asked whether required \$300k of PI insurance was part of LYC provided boat insurance or whether skippers needed to provide it. Pete to clarify.
 - Fleet captains undertook to consult with their Fleets and gather entries

B. 2019 Nationals Proposals: Chicago, Oxford

- Eric asked if Board had any questions about the proposals, or feedback from their Fleets. There were no questions.
- Eric to send emails to Class Officers asking for their vote on the 2019 location. Responses to be sent to Eric and Pete.

C: 2017 Nationals, Mystic (Chris Wick)

- Update: Making good progress: nothing new to report. .
- There were no questions.

D. New England Shields Championships: Richard Robbins provided update:

- NOR posted. Boats can sign up at any time, with no fee. Currently promoting event and gathering interest

Any other business? None.

The meeting concluded at 9pm EST.