

Shields Class Sailing Association Rules Changes and Interpretations Adopted July 29, 2008

| # | TOPIC/QUESTION | CURRENT RULE | PROPOSED RULE or INTERPRETATION |
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| 1 | <p>May drain holes be cut in the toe rail?</p> <p>Short Answer: YES</p> | <p>§IV 2.4 <i>Toe Rail</i> The toe rail shall be in place and be at least 5/8 inch in width and at least 3/4 inch in height.</p> | <p>§IV 2.4 <i>Toe Rail</i> The toe rail shall be in place and be at least 5/8 inch in width and at least 3/4 inch in height. Small gaps or bottom slots may be used to facilitate deck drainage.</p> |
| 2 | <p>May the backstay sheave be a Harken 310?</p> <p>Short Answer: YES</p> | <p>§IV 2.8 <i>Backstay Gland</i> A sheave to turn the backstay pennant is permitted. Sheave must be gasketed to be as watertight as practical. (See Specifications 7.2)</p> <p>§IV 7.2 <i>Backstay and Backstay Pennant</i> The backstay may be led aft, amidships or forward. The purchase shall not exceed 8:1. The arrangement for turning the backstay pennant under the afterdeck is optional. (See Specifications 1.6, 2.8, 7.1)</p> <p>§IV 1.7 <i>Perforations - Bulkheads</i> Perforations in the fore and aft bulkheads are permitted. Such perforations shall be made watertight while racing. One or two small holes not to exceed 3/8 inch in diameter may be drilled as close as possible to the top of the aft bulkhead to accommodate lines for trimming the backstay. (See Specifications 7.2, 10.1)</p> | <p>No Rule Change</p> <p>Interpretation: “Preferred Fitting”</p> <p>The preferred and recommended fitting for the backstay turning block is the part manufactured by Cape Cod Shipbuilding called “Backstay Deck Casting chrome plated bronze w/ sheave”. This current design includes 4 mounting holes, a turning sheave, keeper pin and a gasket nut. Other combinations of parts may be used as long as they are of equivalent strength and are gasketed to be as watertight as practical.</p> |

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| 3 | <p>May the floorboards be reconstructed from plywood?</p> <p>Short Answer: YES</p> | <p>§IV 3.4 <i>Cockpit Floorboards</i> Floorboards shall be neither altered nor removed for racing.</p> | <p>No Rule Change</p> <p>Interpretation: “Construction”</p> <p>Floorboards in the center sections aft of the kingpost (winch post) shall be made primarily of solid wooden slats. Surrounding the rudder post the floorboard shall be in place and may be constructed from either or both wooden slats or plywood. The floorboards forward of the kingpost post may be constructed from any material. In all cases the floorboards should be constructed to maintain the design as originally manufactured.</p> |

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| 4 | <p>May the boom turning bail be soft (Spectra) rather than stainless?</p> <p>AND</p> <p>What is the allowed purchase of the mainsheet? Can this be accomplished with a fine and coarse set of blocks?</p> <p>Short Answer:</p> <p>BAIL MUST BE STAINLESS STEEL.</p> <p>8:1 ALLOWED WITH COURSE AND FINE CONTROL.</p> | <p>§IV 6.4 <i>Mainsheet Bail</i> A bail for the Mainsheet turning block shall be located 13 feet 3/4 inches from the after face of the mast. The turning block may be a double block.</p> <p>§IV 8.1 <i>Mainsheet Trim Arrangement</i> The location of a block and cleat on the boom for adjusting the mainsheet is optional. (See Specification 6.1 and Section VII - Official Plan 2)</p> <p>§IV 8.7 <i>Blocks</i> The type and size of blocks for sheets is optional. Separate light air blocks for light spinnaker sheets are permitted.</p> <p>Official Plan 2 14 Mainsheet Shingle Block on Boom with Integral Cleat Option 16 Mainsheet Block on Bail – Double Block w/ Bail Located 1’ 1-3/4” forward of Boom Band</p> | <p>§IV 6.4 <i>Mainsheet Bail</i> A bail (stainless steel) for the Mainsheet turning block(s) shall be located 13 feet 3/4 inches from the after face of the mast.</p> <p>§IV 8.1 <i>Mainsheet Trim Arrangement</i> The location of a block and cleat on the boom for adjusting the mainsheet is optional. The purchase of such arrangement shall not exceed 8:1 and may comprise a course and fine control. (See Specification 6.1 and Section VII - Official Plan 2)</p> <p>§IV 8.7 <i>Blocks</i> No change</p> <p>Official Plan 2 14 Mainsheet Block(s) on Boom with Integral Cleat(s) Option 16 Mainsheet Block(s) on Bail – w/ Bail Located 1’ 1-3/4” forward of Boom Band</p> <p>Interpretation:</p> <p>Any device used between the mainsheet bail (#16 on Official Plan 2) and the mainsheet block(s) (#14 on Official Plan) to keep the mainsheet in place (such as a ring or rope loop) is optional and can be of any design.</p> |

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| 5 | <p>Can the spinnaker pole be carbon fiber?</p> <p>Short Answer: NO</p> | <p>§IV 8.12 <i>Spinnaker Pole</i> Spinnaker poles may be built by any person. The pole must conform to this Specification and Official Plans 1 and 2. The length of the spinnaker pole shall not exceed 9 feet 4 inches including fittings. It shall have a minimum diameter of 2 inches, preferably using #6061 T6 aluminum. A 2 1/2 inch diameter tube of thicker aluminum is recommended for poles without a bridle. Poles with a diameter in excess of 2 inches may be tapered to 2 inches at the ends.</p> | <p>§IV 8.12 <i>Spinnaker Pole</i> Spinnaker poles may be built by any person. The pole must conform to this Specification and Official Plans 1 and 2. The length of the spinnaker pole shall not exceed 9 feet 4 inches including fittings. It shall have a minimum diameter of 2 inches and excluding fittings shall be aluminum. Poles with a diameter in excess of 2 inches may be tapered to 2 inches at the ends.</p> |
| 6 | <p>The Class Rules indicate the jib battens are 2 inches wide – is this correct?</p> <p>Short Answer: NO</p> | <p>§V-5.6 <i>Battens (Main)</i> There shall be 3 lower battens each 42 inches long, and a top batten 36 inches long. These are maximum lengths. The maximum width of any batten is 2 inches. Battens shall be spaced at equal intervals along the leech. (See Specification - Sails 4.8)</p> <p>§V 6.4 <i>Jib Battens</i> There shall be 3 battens spaced at approximately equal intervals along the leech. The top batten shall be 15 inches long. The middle and bottom battens shall each be 18 inches long. These are maximum lengths. All battens shall be 2 inches wide. (See Section V - Sails 4.8)</p> | <p>§V 5.6 <i>Battens (Main)</i> No change</p> <p>§V 6.4 <i>Jib Battens</i> There shall be 3 battens spaced at approximately equal intervals along the leech. The top batten shall be 15 inches long. The middle and bottom battens shall each be 18 inches long. These are maximum lengths. The maximum width of any batten is 2 inches. (See Section V - Sails 4.8)</p> |

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| 7 | <p>Does the aft coaming need to project 2" above deck? (Note that most boats do not conform to the current specification.)</p> <p>Short Answer: NO</p> | <p>§IV 3.5 <i>Cockpit Coaming</i></p> <p>There shall be a wood cockpit coaming in place encircling the cockpit, no less than five (5) inches in height and with a thickness of no less than 1/2 inch, and projecting a minimum of two (2) inches above the deck. The cockpit coaming may be strengthened by the addition of wood blocks or other materials.</p> | <p>§IV 3.5 <i>Cockpit Coaming</i></p> <p>There shall be a wood cockpit coaming in place encircling the cockpit with a thickness of no less than 1/2 inch. The port and starboard coaming shall no less than five (5) inches in height projecting a minimum of two (2) inches above the deck. The cockpit coaming may be strengthened by the addition of wood blocks or other materials.</p> <p>Interpretation:</p> <p>Clearance may be cut from lower edge of port and starboard coaming for winch handle and traveler and backstay controls. The aft coaming shall project a minimum of three-quarters (3/4) inch above the deck.</p> |
| 8 | <p>Is a fraculator (a system to steady the mast forward downwind) permitted?</p> <p>Short Answer: YES</p> | <p>No existing rule.</p> | <p>§IV - 8.24 Fraculator</p> <p>A means of steadying the mast forward (especially downwind) is permitted but shall not involve additional attached fittings or blocks.</p> <p>Interpretation:</p> <p>Lines with hooks or clips attached to the stays, jib tack, jib luff, jib halyard or bow cleat are allowed and may be lead back to the cockpit.</p> |

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| 9 | The sample sailing instructions are out of date. | <p>Section VI 7.0 Sample Sailing Instructions - National Championship Regatta</p> <p>1. RULES The regatta will be governed by the 1993-1996 International Yacht Racing Rules ("IYRR"), ...</p> <p>19. PROTESTS — 19.1 A yacht intending to protest shall do so in compliance with IYRR 68 ...</p> | <p>7.0 Sample Sailing Instructions - National Championship Regatta</p> <p>See United States Association "The Racing Rules of Sailing" Appendix L - Sailing Instruction Guide.</p> |