

SHIELDS CLASS SAILING ASSOCIATION

CLASS RULES

2010 Revision

“BLUE BOOK”



SHIELDS CLASS SAILING ASSOCIATION

Version: February, 2010

SECTION I CONSTITUTION

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ARTICLE I
Name

The name of the organization is the Shields Class Sailing Association (the "Association").

ARTICLE II
Objects

The objects of the Association are to promote Corinthian racing of Shields Class yachts and to maintain the one-design character thereof as sponsored by Cornelius Shields and designed by Sparkman & Stephens, Inc.

ARTICLE III
Jurisdiction

This Constitution, and the By-Laws and Specifications adopted pursuant to this Constitution, are binding upon all members of the Association and all Fleets and Districts chartered by the Association.

ARTICLE IV
Members

A. *Classes of Membership*

1. An Active Member is a person who:
 - (a) is an owner, co-owner, charterer, co-charterer or regularly serves as helmsman of a Shields Class yacht registered with the Association in accordance with the By-Laws ([Section II, 2.0](#), "Registered Yachts");
 - (b) if such Registered Yacht is normally sailed within the territory of a Fleet, is a member of such Fleet; and
 - (c) has paid the current dues for Active Membership.
2. An Associate Member is a person who:
 - (a) is a crew on a Registered Yacht or is otherwise interested in furthering the objects of the Association; and
 - (b) has paid the current dues for Associate Membership.
3. A Sponsoring Member is a person who is interested in furthering the objects of the Association and has paid the current dues for Sponsoring Membership.

B. *Applications and Dues*

1. All applications for membership shall be submitted to the Secretary of the Association. Each application shall be deemed accepted unless, within 60 days after receipt thereof, the Governing Board shall, for good cause shown, unanimously reject such application in writing and refund all dues paid in connection therewith.
2. Except as stated in paragraph 1 above, the content and processing of application for membership, and the amount and means of collection of dues, shall be as provided in or pursuant to the By-Laws.

C. *Suspension and Expulsion*

1. The Governing Board may, by unanimous action, for good cause shown, suspend any member, however, any such suspension shall expire not later than the next meeting of Active Members.
2. Any member may be suspended or expelled, for good cause shown, at any meeting of Active Members.

ARTICLE V
Fleets and Districts

A. *Fleets*

1. A Fleet is a subdivision of the Association chartered by or pursuant to the By-Laws. Its membership shall include the owners of not less than three Registered Yachts normally sailed in its territory.
2. Each Fleet shall at all times maintain on file with the Association the name and contact address of a Fleet Captain, Secretary or other designated person. Notice to such Fleet contact from the Association shall constitute notice to the Fleet and to all members of the Association who are members of such Fleet.
3. Except as provided in paragraphs 1 and 2 above, each Fleet shall have the power to establish eligibility and dues for membership therein and otherwise in all respects to govern itself in such manner, not inconsistent with this Constitution or the By-Laws or Specifications of the Association, as it shall determine.
4. The governing Board may, by unanimous action, for good cause shown, suspend any Fleet, however, any such suspension shall expire not later than the next meeting of Active Members. Any Fleet may be suspended or expelled, for good cause shown, at any meeting of Active members.
5. Institutional Fleets are comprised of those institutions such as service academies, schools/college/universities and other institutions which own Registered Yachts. See [Appendix II](#) - Clarifying Status of Registered Yachts Owned by Institutions.

B. *Districts*

1. A District is a subdivision of the Association, chartered by the Governing Board, consisting of two or more geographically contiguous Fleets.
2. Each District shall have the power to establish eligibility and dues for membership therein, and otherwise in all respects to govern itself in such manner, not inconsistent with this Constitution or the By-Laws or Specifications of the Association, as it shall determine.
3. Districts may be reorganized or abolished at any time by the Governing Board.

C. *Obligations*

The Association shall not be responsible for any liability or obligation of any Fleet or District.

ARTICLE VI
Officers

A. *Duties*

1. The officers of the Association and their respective duties shall be as follows:
President. The President is the chief executive. He shall preside at meetings; serve as chairman of the Governing Board and Executive Committee; rule on procedure; authorize payment of indebtedness; and in general perform the duties of a chief executive.
2. Vice President. The number of Vice Presidents shall be fixed by the By-Laws, but shall not be less than three. The Vice Presidents shall perform the duties delegated to them by the Governing Board or the President. Any Vice President designated by the Governing Board may perform the duties of the President in his absence.
3. Secretary. The Secretary shall conduct correspondence; record the minutes of meetings; maintain a record of all members, Fleets, Districts, Registered Yachts, awards and award recipients; maintain class web site; and perform all other duties pertaining to such office. A report of the number of Registered Yachts owned by Active Members shall be provided at any Meeting of Members for determination of a quorum.
4. Treasurer. The Treasurer shall receive all dues and other monies paid to the Association; deposit the Association's funds in banks or other appropriate depositories; maintain financial records; disburse funds as authorized; and preserve the assets of the Association.
5. Measurer. The National Measurer shall determine the measurement procedures to be

followed for National Championship Regattas and other regattas sanctioned by the Association.

The National Measurer shall interpret and recommend changes in the Specifications. He shall have such assistance from the Technical Committee as is necessary and appropriate. Such interpretations and recommendations shall be subject to approval by the Governing Board. They shall be published as Measurer's "Interpretations" or "Rulings" or as new or amended Specifications as soon as adopted in the manner provided by the Constitution and By Laws.

B. *Eligibility*

An officer shall be an Active Member. No two offices, except the offices of Secretary and Treasurer, may be occupied by the same person.

C. *Terms*

The officers' terms shall begin on November 1, in the year of their election. The term of office shall be two years.

D. *Removal and Vacancies*

Any officer may be removed from office by unanimous action of the other members of the Governing Board, by reason or incapacity or for other good cause shown. A vacancy in any office caused by death, resignation, removal or otherwise shall be filled by the remaining members of the Governing Board.

E. *Non-Member Officer(s)*

At the discretion of the Governing Board, an Executive Director and/or Webmaster may be hired to maintain records, accounts and Class Constitution, By-Laws and Specifications; act as Editor of the Shields Masthead newsletter or other electronic communications; promote growth of the Class by securing sponsors and advertising; and maintain the Class web site(s). These positions may be filled by members (including Officers) or non-members and may be directed by any Officer(s) as determined by the Governing Board. Compensation (if any) and term shall be determined by the Board. These position(s) shall be non-voting.

ARTICLE VII **Governing Board and Committees**

A. *Governing Board*

1. The members of the Governing Board shall be the officers of the Association.
2. The business and affairs of the Association shall be conducted by the Governing Board,
 - (a) which shall have the power, without limitation, to:
interpret this Constitution;
 - (b) subject to Article IX, adopt and amend the By-Laws and Specifications;
 - (c) determine policy of the Association; and
 - (d) resolve all disputes involving this Constitution or the By-Laws or Specifications.
The Governing Board may enforce its decision by suspension of members or Fleets in accordance with Articles IV and V.
3. The Governing Board shall meet in accordance with the By-Laws. A majority of the members of the Governing Board shall constitute a quorum at any meeting and, except as otherwise provided herein, a majority vote of the members present shall determine any issue at any meeting.
4. Any action required or permitted to be taken at any meeting of the Governing Board may be taken without a meeting in accordance with the By-Laws. Any such action shall be in writing (including electronically), or confirmed in writing, and shall be approved, except as otherwise provided herein, by a majority of the members of the Governing Board.

B. *Executive Committee*

1. The Executive Committee may be appointed by the Governing Board, at its first meeting, and if used, shall consist of the President and two other officers.
2. The Executive Committee may exercise all the powers of the Governing Board, except that the Executive Committee shall have no power to amend the By-Laws or Specifications (see Article IX), to suspend members or Fleets (see Articles IV and V) or to remove officers (see Article VI).
3. The Executive Committee may take action at a meeting, or without a meeting, in accordance with the By-Laws. Any decision of the Executive Committee shall require the unanimous action of its members.

C. *Technical Committee*

1. The Technical Committee shall consist of the National Measurer, who will serve as Chairman, and six other members.
2. Members of the Technical Committee shall be appointed by the Governing Board at its first meeting following its election. For the purpose of maintaining continuity, two members of the preceding Technical Committee shall be re-appointed.
3. The Technical Committee shall meet when necessary but at least twice every 12 months to review the Shields Class Specifications and to recommend any changes deemed appropriate.

D. *Other Committees*

1. The President, with the approval of the Governing Board, shall appoint a Nominating Committee to serve in connection with annual meetings of members that elect officers.
2. Other committees may be established by the By-Laws or by the President with the approval of the Governing Board. The powers and duties of each such committee shall be set forth in the By-Laws or in the resolution of the Governing Board approving the establishment of such committee.

ARTICLE VIII
Meeting of Members

- A. There shall be an annual meeting of members for the conduct of proper business, and, if scheduled, the election of officers. Unless otherwise determined by the Governing Board, the annual meeting shall be held at or about the time of, and in the vicinity of the National Championship Regatta. Other Meetings may be called by the Board at any time, and shall be called by the Governing Board upon demand by a Fleet or Fleets, or by Active Members not belonging to a Fleet whose members, in the aggregate, represent ownership of not less than 20% of the Registered Yachts owned by Active Members.
- B. Active Members, present in person or by proxy, representing ownership of 20% of the Registered Yachts owned by Active Members, shall constitute a quorum at all meetings of members. Any meetings at which a quorum is not present may be adjourned, but no other action may be taken.
- C. Each Active Member shall be entitled to cast one vote for his Registered yacht in respect of which current dues have been paid. If more than one Active Member is associated with a single Registered Yacht, they shall collectively be entitled to one vote. A majority of the members entitled to vote, present in person or by proxy, shall determine any issue which is properly before any meeting.
- D. Associate Members and Sponsoring Members shall not be entitled to vote at any meeting.

ARTICLE IX
Amendments

- A. This Constitution and the By-Laws and Specifications may be amended at any meeting of members. Proposed amendments shall be set forth in the notice of the meeting.
- B. The By-Laws and Specifications may be amended by unanimous action of the Governing Board provided that notice of the adoption of any amendment shall be delivered to each Fleet

Contact. In addition, any Fleet may, within 60 days after such contact, notify the Association's Secretary that such Fleet objects to such amendment and requests that the same be presented to a meeting of members for determination. Such amendment shall not become effective until the expiration of said 60-day period or, if notice of objection thereto is duly given by any Fleet, until the same has been duly adopted at a meeting of members in accordance with Section A above.

- C. The Specifications may also be amended in the following manner: A change that is recommended by the majority of the Technical Committee and approved by the National Measurer and the majority of the Governing Board shall be submitted to the Active Members for a vote by mail or electronically. If a majority of those voting approve after a 20-day period, the Specification shall be amended to incorporate that change.
- D. The table of Past Shields Class National Champions shall be updated for new champions annually as needed without requiring an amendment to the By-Laws.

ARTICLE X **Championship Regatta Awards**

The Governing Board shall approve through the By-Laws the continuing prizes to be awarded at the National Championship Regatta including the creation, re-purposing and elimination of prizes; location and storage of trophies; inscriptions on permanent trophies; insurance (if any); shipping procedures; and reimbursements hereto. The National Championship Committee shall be responsible for implementation of the awards and may at its discretion award additional non-continuing prizes. The details of the keeper trophies are left to the National Championship Committee.

SHIELDS CLASS SAILING ASSOCIATION

Version: February, 2010

SECTION II

BY-LAWS

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7.0 **Meeting of Members**

1.0 Definitions

- 1.1 A word or expression, the meaning of which is defined in the Constitution or Specifications, shall have the same meaning when used herein.
- 1.2 The expression "for good cause shown" as used in the Constitution shall include:
 - (a) failure to comply with any provision of the Constitution, By-Laws or Specifications;
 - (b) unsportsmanlike conduct; and
 - (c) any other action or inaction inconsistent with the objectives or best interests of the Association.
- 1.3 Methods of contact of the Association to Member(s) shall include first class mail, telephone, email and/or other Governing Board approved electronics means.
- 1.4 A Meeting for the purpose of Association business shall include in-person or electronic meetings.

2.0 Registered Yachts

- 2.1 A Registered Yacht is a Shields Class yacht:
 - (a) which has been constructed by an authorized builder designated in Section 2.2;
 - (b) for new Registered Yachts, the authorized builder shall deliver to the National Measurer a certificate executed by the authorized builder and in such form as the Governing Board may require, establishing that such yacht complies with the Specifications.
- 2.2 The authorized builders designated by the Association are as follows:

Name	Yacht Numbers
Cape Cod Shipbuilding Company	1-20
Chris Craft Corporation	21-190
Henry R. Hinckley & Company	191-200
Cape Cod Shipbuilding Company	201 and above
- 2.3 A yacht's status as a Registered Yacht shall be unaffected by any change in its ownership. A yacht shall cease to be a Registered Yacht only if:
 - (a) the National Measurer determines that it does not comply with the Specifications; or
 - (b) the Fleet in which such yacht is normally sailed determines that it does not comply with the Specifications and so notifies the Measurer.
- 2.4 Any yacht which ceases to be a Registered Yacht may be reinstated as such if the National Measurer determines that its failure to comply with the Specification has been rectified.

3.0 Applications and Dues

- 3.1 Annual dues are required for each Registered Yacht participating in any Association or Fleet sponsored event.
- 3.2 Applications for Active Membership and applications for Associate Membership shall
 - (a) state:
 - the name and contact address of the applicant;
 - the number of the Registered Yacht with which the applicant is associated;
 - the name of the Registered yacht;
 - the names of all other owners, co-owners, charterers, co-charterers or helmsmen associated with the Registered Yacht;
 - the Fleet of which the applicant is a member or, if none, a statement that such yacht is not normally sailed within the territory of a Fleet; and
 - the class of membership for which application is made.

- 3.3 All applications, other than those referred to in Section 3.2, shall contain the information required by subsections (a) and (f) thereof and, in addition, a statement of the nature of the applicant's interest in the Association.
- 3.4 All application shall be accompanied by the full amount of the current dues for the applicable class of membership.
- 3.5 Dues shall be prescribed by the Association as annual dues.
- | | |
|------------------|------|
| Registered Yacht | \$35 |
| Active Member | \$15 |
| Associate Member | \$10 |
- 3.6 All dues shall be payable on August 1 of each year. Any member's failure to pay in full his dues or his yacht's dues on or before said date shall automatically terminate his membership in the Association. Any such terminated member shall be reinstated as a member only with the approval of the Governing Board upon payment of the dues.
- 3.7 An owner of more than one Registered yacht may become an Active Member upon payment of dues in respect of one or more of such Registered Yachts, but the number of votes which such owner shall have the right to cast at any meeting of members shall be equal to the number of such Registered yachts in respect of which dues have been paid.
- 3.8 Each Fleet shall have the obligation to remit to the Association all Association dues payable by the members of such Fleet. In the event of the Fleet's failure to do so, the provisions of Section 3.6 shall apply to such members.
- 3.9 Associate Members and Sponsoring/Corporate Members shall be entitled to receive all notices and other mailings of the Association which are sent to Active Members.

4.0 Fleets

- 4.1 For the current list of Fleets chartered by the Association see the web site (http://www.shieldsclass.com/g_Local_Fleets.htm).
- 4.2 Any dispute between Fleets as to their territorial boundaries shall be determined by the Governing Board.
- 4.3 Each Fleet shall file an annual report with the Secretary of the Association on or before August 1st of each year. The report shall include the names and numbers of the Registered Yachts in the Fleet; the names and addresses of the members and officers of the Fleet; and such information, as the Secretary may require. (See [Appendix III](#) for a sample reporting form.)

5.0 Officers

- 5.1 The number of Vice Presidents shall be six.

6.0 Governing Board and Committees

6.1 *Governing Board*

- (a) Meetings of the Governing Board may be held upon the call of the President, and the President shall call a meeting upon the request of any two other members of the Governing Board. Such meetings shall be held at such time and manner as the President shall determine.
- (b) Notice of any meeting shall be given by any Board approved method not less than three days prior thereto.

6.2 *Executive Committee*

The Executive Committee may meet at any time and place. No notice of any meeting shall be required.

6.3 *Nominating Committee*

- (a) The Nominating Committee shall consist of at least three Active Members, none of whom shall be an officer of the Association. A majority of its members shall constitute a quorum at any meeting and may determine any issue.

- (b) The Nominating Committee shall nominate one candidate to fill each office in the Association and shall file its report with the Secretary not less than 30 Days prior to the annual meeting of members.

6.4 *National Championship Committee*

A National Championship Committee shall be appointed each year by the President, with the approval of the Governing Board, to manage the National Championship Regatta. It shall act in accordance with the provisions of [Section VI](#).

6.5 *Action Without Meeting*

Any Action required or permitted to be taken at any meeting of the Governing Board, the Executive Committee, or any other committee, may be taken without a meeting if:

- (a) such action is in writing, or confirmed in writing;
- (b) a copy of such writing is mailed or electronically transmitted to each member of such board or committee; and
- (c) such action is approved by the requisite number of members of such board or committee by signing either a copy of such writing or a separate writing expressing such approval (including electronically). The name of the member shall constitute his signature thereon.

7.0 **Meeting of Members**

7.1 *Notice in General*

Notice of all meetings of members shall be given to all Active Members by an approved contact method not less than 20 days prior to the meeting; notice to a Fleet Contact at the address on file with the Association shall constitute notice to all Active Members who are members of such Fleet.

7.2 *Annual Meetings*

- (a) Notice. The notice of an annual meeting shall contain the names of the candidates nominated by the Nominating Committee for each office of the Association if an election is scheduled, and a general statement of any other items of business proposed by the Governing Board.
- (b) Election of Officers. If an election is scheduled, any Active Member present in person at an annual meeting may nominate a candidate or candidates for any office or offices in addition to those nominated by the Nominating Committee. The candidate for each office who obtains a plurality of the ballots cast for such office shall be elected.
- (c) Other Business. Any other business may be transacted at any annual meeting without notice thereof, except that notice shall be given of any proposed amendment to the Constitution, By-Laws or Specifications, or any proposed expulsion of a member or Fleet.

7.3 *Other Meetings*

The notice of any meeting of members, other than an annual meeting, shall contain a general statement of all items of business proposed to be transacted, and no other business shall be transacted at such meeting.

7.4 *Proxies*

Any member entitled to vote may, by a written proxy signed by such member, authorize any other person to vote in his behalf at any meeting. In the absence of instructions as to voting contained in the proxy, such person shall be deemed authorized to vote in accordance with his own judgment. No proxy shall be valid unless filed with the Secretary, or if not present, other presiding officer at or before the exercise thereof. The presence of a member in person shall invalidate any proxy given by him.

By-Laws pertaining to the National Championship Regatta are included as part of [Section VI](#).

SHIELDS CLASS SAILING ASSOCIATION

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SECTION III

BASIC RULES

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1.0 Basic Rules of Uniformity

- 1.1 All Registered Yachts and measured sails shall conform to the Specifications.
- 1.2 Registered Yachts shall be constructed with lead keels, fiberglass hulls and aluminum spars in accordance with Design Number 1720 of Sparkman & Stephens, Inc.
- 1.3 ***Any alteration of a Registered Yacht and the use of any item of equipment on a Registered Yacht, which is not expressly permitted herein, is prohibited.***

Note - There are specific prohibitions throughout the Specifications. Silence, or the lack of a specification pertaining to an alteration or an item of equipment, shall be considered to be a specific prohibition against such alteration or item of equipment.

- 1.4 Any interpretation of these Specifications that will tend to promote uniformity among Registered Yachts shall be preferred over any other interpretation.

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.
- 2.2 Each Fleet Measurer must measure and inspect new or altered sails which may be used for racing by Registered Yachts in his Fleet as soon as reasonably practicable after receiving a request. The Fleet measurer must indelibly mark each approved new sail, in black letters at least 2 inches high on the luff near the tack fitting, the number of the sail's Registered yacht, the year of first measurement, and the Fleet Measurer's initials. Example: 167-94-RR indicates that the new sail belongs to Registered yacht #167, that it was first measured in 1994, and that it was measured by Randy Ready. The Fleet Measurer must indelibly mark each approved altered sail with the date of re-measurement, and the Fleet Measurer's initials.
- 2.3 All sail measurements and inspections must comply with the "Sail Measurement Instructions and Procedures" to enable the Fleet Measurer or Fleet Secretary to certify, before any sanctioned race, that all sails so measured conform to the Specifications.

(See [Section V - Sails 1.0](#) "Basic Rules Governing Sail Acquisition")

3.0 Basic Rule Governing Substantial Damage to a Registered Yacht

In the case of substantial damage to a Registered Yacht, the Fleet Secretary shall report the extent of such damage to the National Measurer. The Measurer may take action to ensure that after repair the Yacht continues to perform to the Specifications.

4.0 Basic Rules Governing Deviations from the Specifications

- 4.1 If a Fleet wishes to experiment with or otherwise permit a deviation from the Specifications, approval for such experiment or deviation shall be obtained from the National Measurer. The National Measurer may set certain terms, conditions and reporting requirements on any such experiment or deviation.

(See [Section III - 6.0](#) "Requests for Measurement Interpretations and Rulings".)

- 4.2 Nothing Herein shall prevent a Fleet from requiring equipment on its Registered Yachts in addition to the Mandatory Equipment prescribed in [Section IV, paragraph 9](#). The National Measurer shall approve such additional equipment.

(See [Section III - 6.0](#) "Requests for Measurement Interpretations and Rulings".)

- 4.3 Nothing herein shall prevent a Fleet from making Registered Yachts more uniform than is required by the Specifications. Purchasing sails from one sailmaker or standardizing what is optional under the Specifications are examples of "more uniform" practices. The National Measurer shall approve such practices.

(See [Section III - 6.0](#) "Requests for Measurement Interpretations and Rulings".)

5.0 **Basic Rules Governing Sanctioning of Races**

5.1 Any race, regatta or series which is used by a local fleet to qualify a Registered Yacht and/or Active Member for the National Championship Regatta shall be deemed a sanctioned, or class approved race and shall be subject to these class rules, and the racing rules of the United States Sailing Association.

(See [Section VI-1.3\(c\)\(3\)](#) "Eligibility".)

5.2 Only races consisting solely of Shields Class yachts shall constitute a sanctioned race.

5.3 Extraordinary means of hiking are prohibited in all sanctioned class races. When hiking in the sitting position, no part of the body between the middle of the thigh and feet shall be outside of the sheerline. When hiking in the prone position, one half of the body shall be inboard of the sheerline. No hiking straps or other device shall be rigged by any member of the crew for the purpose of supporting his weight outboard of the sheerline.

(See [Section VI](#) "Rules Governing the National Championship Regatta".)

6.0 **Requests for Measurement Interpretations and Rulings**

6.1 Any questionable alteration of a Registered Yacht or a question about an item of equipment which exists or is being contemplated for a Registered Yacht shall be submitted by the Fleet Measurer in writing to the National Measurer for permission or for an interpretation or ruling. Such submissions shall be made by June 1st of any year in order to be effective for a National Regatta. (See Paragraph 4.0 "Deviations from the Specifications", Paragraph 9.0 "Admonition to Sailmakers" and Paragraph 7.0 "Status of Measurer's Ruling and Interpretations".)

6.2 The National Measurer shall act on all requests for permissions, interpretations or rulings within 60 days of such submissions. He shall simultaneously notify all Fleet Measurers of the nature of such requests and the resulting permissions, interpretations or rulings.

7.0 **Status of National Measurer's Interpretations and Rulings**

A National Measurer's Permission, Interpretation or Ruling, when distributed to the Fleets, shall carry the weight of a Specification and shall be considered as such. A Permission, Interpretation or Ruling, if appropriate, shall be made into a Specification within the Shields Class Sailing Association Rule Book as soon as is practical to do so.

8.0 **Admonition to Authorized Builder(s)**

The authorized builder(s) shall not change the design of the hull, deck, spars, rigging or equipment supplied on the new boats or placed on the existing boats without first requesting approval from the Governing Board. The technical Committee shall review such requests and make a recommendation to the Board. Any changes that are approved shall be relayed to the authorized builder(s) in writing.

9.0 **Admonition to Sailmakers and Other Manufacturers**

In accepting orders for sails and re-cutting of sails, or for equipment, fittings, rigging and hardware for a Registered Yacht, manufacturers are cautioned to consult these Specifications and any rules adopted by the Fleet in which a yacht is normally sailed.

If there is doubt as to the interpretation or application of these Specifications or the Fleet rules, the manufacturer is invited to request a ruling from the National Measurer with respect to these Specifications and from the Fleet Captain with respect to Fleet rules.

(See Paragraph 6.0 - "Requests for Measurement Interpretations and Rulings".)

Any such request for a ruling will be welcomed by the Association and the Fleet as an

opportunity to clarify these Specifications and the Fleet rules. On the other hand, a manufacturer who independently interprets these Specifications or Fleet rules without assistance from the Class President, National Measurer or the Fleet Measurer, assumes the risk that an interpretation may be erroneous and a client's Registered Yacht may suffer the consequences of such an erroneous interpretation.

SHIELDS CLASS SAILING ASSOCIATION

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SECTION IV

HULL SPECIFICATIONS AND EQUIPMENT REQUIREMENTS

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1.0 **Hull**

1.1 *Dimensions and Weights*

Hulls of all Registered Yachts shall have the following dimensions and weights:

Length overall	30 feet, 2 1/2 inches
Waterline length	20 feet
Beam	6 feet, 5 1/4 inches
Draft	4 feet, 9 inches
Displacement	4,600 lbs. (excluding sails, spars, rigging)
Keel	3,080 lbs.

- (a) The following tolerances shall be allowed:
Hull displacement may be as much as 4% more or less;
- (b) Weight of the lead keel may be as much as 1% more or less;
- (c) Center of gravity of the hull may be as much as 3 inches horizontally and 1 inch vertically from the center of gravity shown in these Specifications;
- (d) Center of gravity of the lead keel may be as much as 1 inch horizontally and 1 inch vertically from the center of gravity shown in these Specifications.

1.2 *Alterations to Hull Prohibited*

No alterations of any kind shall be made to the hull, deck, keel or rudder except as permitted herein. This prohibition includes alterations to the leading edge of the keel, the rudder fairing strips and the after edge of the rudder.

(See Specifications 1.3, 1.4, 1.5, 3.1)

1.3 *Rudder Shape and Thickness* [Interpretation \(Tiller Materials\)](#)

The procedure to measure a Shields rudder's shape is as follows:

- Step 1 - Stretch a string along the after edge of the rudder post, top to bottom
- Step 2 - Starting at the top of the rudder measure down along the string and mark the string every fifteen inches (15") for three stations
- Step 3 - At the top of the mark measure perpendicular to the mark (90 degrees to the string) a distance of 10 9/16 inches and mark - Reference point 1
- Step 4 - At the middle mark measure perpendicular to the mark (90 degrees to the string) a distance of 12 3/4 inches and mark - Reference point 2
- Step 5 - At the bottom mark measure perpendicular to the mark (90 degrees to the string) a distance of 9 7/8 inches and mark - Reference point 3
- Step 6 - At each of the marks established in Steps 3 - 5 measure the thickness of the rudder:

The thickness at each point shall be:	<u>No More Than</u>	<u>No Less Than</u>
Reference point 1	.53"	.48"
Reference point 2	.57"	.51"
Reference point 3	.47"	.42"

From these reference marks to the trailing edge of the rudder, the rudder shall, in cross section, be neither a square nor the corner of a triangle. The rudder shall be fair with no hollows both between the reference points and from the reference points forward to the forward edge of the rudder. (See Specification 1.2 and 1.5)

1.4 *Rudder Fairing Strips*

The rudder fairing strips shall be made of bronze, plastic, or fiberglass. The fore and aft (true width) of the strips shall not exceed 1 1/2 inches.

1.5 *Fairing*

- (a) "Fairing" is defined as long-board (batten) sanding, filling low spots, eliminating high spots and other "micro-smoothing" techniques used to achieve improved water flow over and around the hull. Fairing shall not alter the basic design

shape of the hull, keel, rudder fairing strips or rudder. (See Specification 1.2 and 1.3)

- (b) Fairing of the hull, keel, rudder fairing strips and the rudder is permitted in accordance with the definition of the term per the above and in accordance with Specifications 1.2, and 1.3. Further, an owner of a Registered Yacht shall:
 - 1) Notify the National Measurer of his intent to fair;
 - 2) Provide the National Measurer with a letter stating his compliance with Specifications 1.2, 1.3 and 1.4 after fairing; and
 - 3) Be prepared to withstand the cost of a professional measurement or survey if, in the opinion of the National Measurer and a majority of the Technical Committee, such measurement or survey is warranted.
- (c) This Specification does not apply to the cost of a measurement or survey that might arise as a result of a protest under the Racing Rules.
- (d) Annual maintenance that consists of filling and fairing the area where the hull meets the deadwood and the deadwood meets the lead casting is permitted. Filling, fairing and repairing damage incurred as the result of grounding is permitted. Such maintenance or repair does not require notification to the National Measurer.
- (e) Any alteration of a Registered Yacht and the use of any item of equipment on a Registered Yacht, which is not expressly permitted herein, is prohibited.

1.6 *Perforations - Hull/Deadwood*

Perforations through the hull or deadwood to allow for drainage when the boat is out of the water are permitted. One through-hull perforation above the waterline is permitted for the exhaust of a bilge pump. (See Specification 10.1)

1.7 *Perforations - Bulkheads*

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)

1.8 *Bulkhead Hatches*

While racing, fore and aft bulkhead hatches shall be in place. When in place, fore and aft bulkhead hatches shall be fully seated and secured against gaskets of soft rubber or its equivalent. Hasps of other devices may be replaced or altered to hold hatches in place more securely.

1.9 *Stiffening Stringers*

Addition of stiffening stringers forward of the forward bulkhead and aft of the after bulkhead is permitted.

1.10 *Anti-fouling Paint*

Anti-fouling paint shall be used on the bottom at all times.

1.11 *Ballast*

No ballast or dead weight shall be carried in the bilge. Normal gear and equipment may be carried therein.

2.0 **Deck**

2.1 *Deck Supports*

A wooden king post located between the mast partners and the forward edge of the cockpit is required. Further deck supports are permitted. The type of support(s) and their location is optional. This Specification is the basis for a tie-rod system and/or glass reinforcement in the area of the partners.

2.2

Mast Partners

- (a) The mast partners shall be no more than 7 1/2 inches in the fore and aft direction.
- (b) 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.
- (c) 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)

2.3 *Chainplates*

The chainplates may be either L-shaped or inverted T-shaped. Alteration of L-shaped chainplates in accordance with Chris Craft's recommendation, dated April 1968, is permitted.

2.4 *Toe Rail*

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.

2.5 *Control Console*

A console made of wood or metal may be located between the mast and the forward edge of the cockpit coaming. It may be used as a base for a compass or as a base for cleats and blocks to assist in trimming the mainsail downhaul, Cunningham, spinnaker foreguy, topping lift, boomvang or a combination of these. (See Specifications 7.3, 8.13, 8.14, 9.6, 10.4, 10.5, and [Section V-5.3](#))

2.6 *Rubrail*

A rubrail is optional. The rubrail is defined as the layer of rubber, wood, or plastic material between the toe rail and the deck. (See Specification 2.4)

2.7 *Perforations (Deck)*

Perforations through the deck, between the bulkheads only, for the purpose of mounting equipment or leading control lines are permitted. One through-deck perforation in an air tank for the exhaust of a bilge pump is permitted. (See Specifications 7.2, 8.5, 8.16, 10.1, 10.5)

2.8 *Backstay Gland* [Interpretation \(Preferred Fitting\)](#)

A sheave to turn the backstay pennant is permitted. Sheave must be gasketed to be as watertight as practical. (See Specifications 7.2)

3.0 **Cockpit**

3.1 *Additions to the Cockpit*

Additions within the cockpit for comfort or convenience such as cabinets, racks and steps are permitted.

3.2 *Cockpit Seats*

Two seats are required. They shall consist of no less than 6 slats, 1/2 inch thick, 1 1/2 inches wide and 51 inches long. Folding seats are permitted.

3.3 *Hiking Strap Prohibition*

No hiking straps or other device shall be rigged by any member of the crew for the purpose of supporting his weight outboard of the sheerline. (See [Section III - 5.3](#) "Basic Rules")

3.4 *Cockpit Floorboards* [Interpretation \(Construction\)](#)

Floorboards shall be neither altered nor removed for racing.

3.5 *Cockpit Coaming* [Interpretation \(Clearances\)](#)

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 be no less than five (5) inches in height and projecting a minimum of two (2) inches above the deck. The aft coaming shall project a minimum of three-quarters (3/4) inch above the deck. The cockpit coaming may be strengthened by the addition of wood blocks or other materials.

4.0 Winches

4.1 Winches

Winches shall not be geared or be of the reel or self-tailing type. The maximum diameter of the rope-bearing portion of any winch drum shall be 3 inches.

4.2 Halyard Winches

There shall be at least two and not more than three halyard winches. They shall be located below deck. The below-deck location of the halyard winches is optional. (See Specifications 4.1, 8.10 and [Official Plan 2](#))

4.3 Sheet Winches

There shall be at least two and not more than four sheet winches, all of which shall be located on deck. Handles for these sheet winches may be located above or below deck. Two sheet winches are required and shall be at the forward locations shown on [Official Plan 2](#). Optional sheet winches may be located no less than 1 foot 8 inches or no more than 2 feet 6 inches, center to center, aft of the required winches. Turning blocks or "ratchet" blocks may be installed in place of the optional winches. (See Specification 4.1 and [Section VII - Official Sail Plans](#))

5.0 Mast

Masts may be rigged or fitted out by anyone but only in accordance with the Specifications and [Official Plans 1 and 2](#).

5.1 Dimensions/Shapes/Weights

The dimensions, weights and shapes of the mast, boom and spinnaker pole shall conform to the Specifications and to [Official Plans 1 and 2](#).

5.2 Fabrication of the Mast

Existing masts shall have been built only by Cape Cod Shipbuilding (Zephyr Products), Chris Craft Corporation or Henry Hinckley and Co. Only Zephyr Products shall build new masts.

5.3 Alternate Fabrication of the Mast

Masts may be fabricated in two parts. The lower part or section shall not be more than 2 feet long. A two-part mast, when assembled, shall in all other respects conform to the Specifications and to [Official Plans 1 and 2](#).

5.4 Mast Blocks/Wedges

Masts may be blocked at the partners. Mast blocks or wedges shall not be changed or moved while racing. (See Specification 2.2)

5.5 Mast Weight/Center of Gravity

Completely stripped, masts shall weigh at least 75 pounds. The center of gravity shall be at least 18 feet from the heel of the mast.

5.6 Spreaders

Existing aluminum spreaders shall have been made only by Cape Cod Shipbuilding (Zephyr Products), Chris Craft or Henry Hinckley. Only Zephyr Products shall build new aluminum spreaders. Wooden spreaders are permitted. (See [Section VII - Official Plan 2](#))

5.7 Mast Marking/Mast Band

A band, 1 inch wide and of a contrasting color shall be placed on the mast with the upper edge located 2 feet 5 inches above the deck at the centerline. While racing, no part of the mainsail shall extend below the upper edge of this band. (See [Section VII - Official Plan 2](#))

5.8 Gooseneck Fitting

A fixed gooseneck attached to the mast is permitted. The manufacturer of the gooseneck fitting is optional. The location of the gooseneck is optional except that the top of the boom shall not be below the top edge of the marking band on the mast. (See Specifications 5.7, 6.1)

5.9 Standing Rigging [Interpretation \(Equivalent Wire Types\)](#)

Standing Rigging shall be of the types and sizes shown on [Official Plans 1 and 2](#) and

shall be fastened to the mast and hull only where shown in the Plans and only in the manner provided for in the Plans and in these Specifications. Use of "Sta-Master" brand turnbuckles has been ruled by the class to be prohibited. The headstay and upper and lower shrouds shall connect to the mast using marine eyes to through-bolted tangs.

5.10 *Adjustment to the Standing Rigging*

Adjustments to the headstay and the shrouds are prohibited while racing.

5.11 *Mast Step*

The mast step shall be located on the centerline of the boat and shall consist of an aluminum casting (as supplied by Cape Cod Ship Building) that is fastened to a fixed plate parallel to the deck by four machine screws through the central portion of the casting. After the effective date of this Specification, the mast step shall not be moved except under the supervision of a fleet measurer, who shall record the boat's Bury, Y and X dimensions after the step has been moved so as to be in a position to certify that the step location appears to be in conformity with this Specification. To compete in the National Championship Regatta a boat shall not move its mast step within 30 days of the commencement of the Regatta.

The maximum permissible forward position of the mast step shall be determined as follows:

- 1) Measure the maximum permissible aft position of the after edge of the mast partners (135.75 inches aft of the mooring line groove in the bow chock, see Specification 2.2). Mark this position (**PMax**) on the deck at centerline.
- 2) Measure the distance (**Y**) from the aft edge of the cockpit (on centerline at the surface of the deck behind the coaming, Point **AC**) to **PMax**.
- 3) Measure the **Bury**, the distance from the surface of the deck (do not include any raised portion of a deck integrated partner box) at the aft most position of the partners to the surface of the mast step flange upon which the mast sits.
- 4) Using dimensions of **Bury** and **Y** find the dimension **X** in *Table X*. **X** is measured from Point **AC** to the intersection of the aft edge of the mast where it rests on the step.

If the actual distance from point **AC** to the intersection of the aft edge of the mast where it rests on the step is greater than **X**, the mast step shall be moved aft sufficiently to comply with this Specification.

*Table X : Shields Mast Step Location Guide: Defines Maximum X
Two (2) Degrees of Mast Rake with Partners at the Maximum Aft Position
All dimensions in Inches*

Round off **Bury** and **Y** to nearest 0.25. Round 0.125, 0.375, 0.625, 0.875 Up.

Bury\Y	133.50	133.75	134.00	134.25	134.50	134.75	135.00	135.25	135.50	135.75	136.00	136.25	136.50	136.75	137.00
33.00	138.63	138.87	139.12	139.36	139.60	139.85	140.09	140.33	140.58	140.82	141.06	141.30	141.55	141.79	142.03
33.25	138.70	138.94	139.19	139.43	139.67	139.91	140.16	140.40	140.64	140.89	141.13	141.37	141.61	141.86	142.10
33.50	138.77	139.01	139.25	139.50	139.74	139.98	140.22	140.47	140.71	140.95	141.20	141.44	141.68	141.92	142.17
33.75	138.84	139.08	139.32	139.56	139.81	140.05	140.29	140.54	140.78	141.02	141.26	141.51	141.75	141.99	142.24
34.00	138.91	139.15	139.39	139.63	139.88	140.12	140.36	140.60	140.85	141.09	141.33	141.57	141.82	142.06	142.30
34.25	138.98	139.22	139.46	139.70	139.95	140.19	140.43	140.67	140.92	141.16	141.40	141.64	141.89	142.13	142.37
34.50	139.05	139.29	139.53	139.77	140.02	140.26	140.50	140.74	140.99	141.23	141.47	141.71	141.95	142.20	142.44
34.75	139.12	139.36	139.60	139.84	140.09	140.33	140.57	140.81	141.05	141.30	141.54	141.78	142.02	142.27	142.51
35.00	139.19	139.43	139.67	139.91	140.16	140.40	140.64	140.88	141.13	141.37	141.61	141.85	142.09	142.34	142.58
35.25	139.26	139.50	139.74	139.99	140.23	140.47	140.71	140.95	141.20	141.44	141.68	141.92	142.16	142.41	142.65
35.50	139.33	139.57	139.82	140.06	140.30	140.54	140.78	141.02	141.27	141.51	141.75	141.99	142.23	142.48	142.72
35.75	139.40	139.65	139.89	140.13	140.37	140.61	140.85	141.10	141.34	141.58	141.82	142.06	142.31	142.55	142.79
36.00	139.48	139.72	139.96	140.20	140.44	140.68	140.93	141.17	141.41	141.65	141.89	142.14	142.38	142.62	142.86
36.25	139.55	139.79	140.03	140.27	140.52	140.76	141.00	141.24	141.48	141.72	141.97	142.21	142.45	142.69	142.93
36.50	139.62	139.86	140.11	140.35	140.59	140.83	141.07	141.31	141.55	141.80	142.04	142.28	142.52	142.76	143.00
36.75	139.70	139.94	140.18	140.42	140.66	140.90	141.14	141.39	141.63	141.87	142.11	142.35	142.59	142.84	143.08
37.00	139.77	140.01	140.25	140.49	140.74	140.98	141.22	141.46	141.70	141.94	142.18	142.43	142.67	142.91	143.15

6.0 Boom

6.1 *Fabrication of the Boom*

Booms may be rigged or fitted out by any person. The boom section may be fabricated by any manufacturer in conformance with the cross-sections used by Zephyr Products, Chris Craft and Hinckley. "Cut outs" to lighten the boom are prohibited except that the aft end of the boom may be partly cut on a diagonal with the underside of the diagonal cut left open. The boom must conform to this Specification, all other Specifications pertaining to it and its equipment and with [Official Plans 1 and 2](#). (See Specifications 5.8, 6.2, 6.3, 6.4, 7.3, 7.4, 7.5, 8.2, 8.6, 8.7, 8.8, 8.18)

6.2 *Length of the Boom*

The length of the boom from the after face of the mast shall not exceed 13 feet 8 inches.

6.3 *Boom Marking/Boom Band*

A band, 1 inch wide and of a contrasting color shall be placed on the boom with the inner edge located 13 feet 3 5/8 inches from the after face of the mast. While racing no part of the mainsail shall extend beyond the inner edge of this band. (See [Section VII - Official Plans](#))

6.4 *Mainsheet Bail*

A bail (stainless steel) for the Mainsheet turning block shall be located 12 feet 1-7/8 inches from the after face of the mast. (See [Section VII - Official Plans](#))

6.5 *Boom Sleeve/Reinforcement*

A sleeve not to exceed 3 feet in length may be inserted in the boom or fixed to it externally in order to reinforce the area where the boomvang and/or mainsheet are located. (See Specification 6.1)

7.0 Backstay/Boomvang/Outhaul Adjustments

7.1 *Adjustments*

Adjustments of these controls shall be by manual hauling.

7.2 *Backstay and Backstay Pennant* [Interpretation \(Materials\)](#)

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)

7.3 *Boomvang*

The boomvang shall consist of a line or a combination of a wire leader or pennant attached to a line that runs through blocks. The purchase shall not exceed 8:1. The location of the attachment and the means of attachment to the boom, mast and/or console located between the mast and forward cockpit coaming is optional. (See Specifications 2.5, 6.1, 7.1 and [Section VII - Official Plan 2](#))

7.4 *Outhaul (Mainsail)*

An internal outhaul and jiffy reefing "gear" is permitted in the boom. The purchase of the outhaul shall not exceed 8:1. Jiffy reefing tack hooks may be attached to the gooseneck. (See Specifications 6.1, 7.1 and [Section VII - Official Plan 2](#))

8.0 Control Line Specifications

8.1 *Mainsheet Trim Arrangement* [Interpretation \(Keeper\)](#)

The location of block(s) and cleat(s) 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](#))

8.2 *Preventer*

A single part preventer may be attached to the boom and to a shroud or chainplate. (See Specification 6.1)

8.3 *Traveler Support*

A support for the traveler track, made of fiberglass, wood or metal, may be mounted on the afterdeck. The support may be straight or curved and shall not extend beyond the inboard edge of the rubrail. The height above the centerline of the deck shall not

exceed 1 inch. The height above the deck on the outboard ends of the support shall not exceed 3 inches. For a curved support, the chord dimension of the bend shall not exceed 4 inches. (See Specifications 8.4, 8.5)

8.4 *Traveler*

A straight or curved traveler track with a sliding car may be mounted on the traveler track support on the afterdeck. The track shall not extend beyond the inboard end of the rubrail. The types of track and car are optional. A metal tang or similar device may be mounted between the top of the track and the rubrail for the purpose of preventing the mainsheet from catching the end of the track while jibing. (See Specifications 8.3, 8.5 and Section VII - [Official Plan 2](#))

8.5 *Traveler Controls*

Lines to adjust the traveler may be led above or below deck and may be trimmed amidships. The type of lines and control arrangement is optional. The purchase of such arrangement shall not exceed 8:1. (See Specifications 2.6, 8.3, 8.4)

8.6 *Cleats*

There shall be bow and stern mooring cleats. The type, number and location of all other cleats are optional. However, cleats shall not be of a type or in a location that will alter the lead of the main, jib or spinnaker sheets.

8.7 *Blocks*

The type and size of blocks for sheets is optional. Separate light air blocks for light spinnaker sheets are permitted. (See Specification 8.18)

8.8 *Shackles*

The type and size of shackles is optional.

8.9 *Halyards*

Halyards may be of wire, wire/rope or rope only. Synthetic materials such as Kevlar or Spectra are permitted.

8.10 *Jib Halyard Control*

A jib halyard control-tensioning device other than the halyard winch itself is prohibited. (See Specifications 4.2 and [Section V-6.2](#))

8.11 *Spinnaker Halyard*

The spinnaker halyard may have the return inside the mast and exit the mast at any location or be wholly outside the mast. When a halyard block is used the top of the sheave of the halyard block shall be at the same height as the spinnaker halyard fairlead as shown on [Official Plan 2](#).

8.12 *Spinnaker Pole* [Interpretation \(Storage\)](#)

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.

8.13 *Spinnaker Foreguy/Downhaul*

The foreguy may be led either through the fairlead shown on [Official Plan 2](#) or through or around the bow mooring cleat.

8.14 *Spinnaker Pole Topping Lift*

The topping lift may be rigged using fairleads, sheaves or blocks with or without mechanical advantage.

8.15 *Spinnaker Pole Bridle*

A bridle for the foreguy and the topping lift is optional. (See Specification 8.12 and [Section VII - Official Plans](#))

8.16 *Spinnaker Twing Lines*

Twing lines are permitted. (See Specification 2.7)

8.17 *Spinnaker Pole Mast Track*

Alteration or replacement of the spinnaker track on the mast is permitted for the purpose of making the tracks stronger. There shall be no change in the length or

location of the track. Adjustment of the spinnaker attachment ring shall only be done manually.

8.18 *Spinnaker Sheets*

Spinnaker sheets shall not be attached to the boom. Separate light sheets are permitted. Synthetic materials such as Kevlar or Spectra are permitted. (See Specification 8.7 and [Section VII - Official Plan 2](#))

8.19 *Jib Sheet Tracks/Carriage (Cars)*

The makes of jib sheet tracks and carriages (cars) are optional, but only manually operated systems are permitted. (See Specification 8.20, 8.21)

8.20 *Jib Sheet Carriage (Car) Controls*

The jib sheet carriage (car) may only be moved manually while racing. (See Specification 8.19)

8.21 *Jib Sheets*

The jib sheets may be rigged with either one or two parts using one or both tracks. (See Specifications 8.7, 8.19, 8.20, 8.22, 8.23)

8.22 *Reaching Leads*

One reaching lead, port and starboard, may be located on the deck against the inboard edge of the toe rail. (See Specification 2.6)

8.23 *Jib Sheet Carriage (Car) Track Placement* [Interpretation \(Both Tracks Required\)](#)

The jib sheet tracks shall be located on deck exactly as indicated below and in the following drawing (using the given dimensions and not the angle).

To position the track:

- 1) Swing arcs from the centerline of the headstay 11 feet 9 1/2 inches to the deck at the sheer port and starboard.
- 2) Connect the points thus established with a straight edge.
- 3) Establish the centerline of the deck at the midpoint of this line.
- 4) Establish the positions of aft ends of both ~8 degree tracks on this thwartships line 19 inches from centerline.
- 5) Lay out centerline of ~8 degree tracks. Tracks shall be 18 inches long.
- 6) Lay out centerlines of thwartship tracks from midpoints of the ~8 degree tracks at 90 degrees to them. Thwartship tracks shall be 15 inches long.
- 7) There shall be a 1 inch clearance between tracks as shown in the drawing.

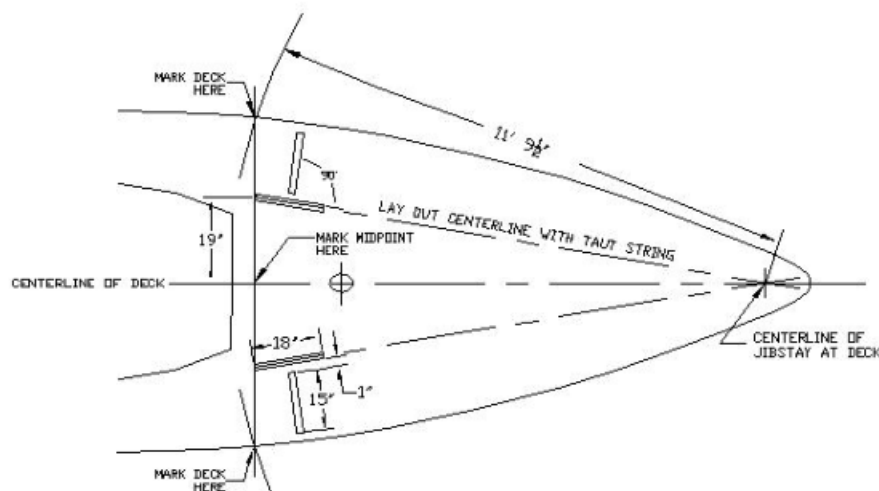


Figure 1: Jib Sheet Carriage Track Placement

8.24 *Fraculator* [Interpretation \(Allowed Methods\)](#)

A means of steadying the mast forward (especially downwind) is permitted but shall not involve additional attached fittings or blocks.

9.0 **Mandatory Equipment**

The following equipment shall be considered mandatory and shall be carried at all times:

9.1 *Anchor* [Interpretation \(Equivalency\)](#)

A 13-pound Danforth anchor or its equivalent and at least 100 feet of 1/2 inch nylon anchor line.

9.2 *Lifejackets*

One U.S. Coast Guard approved life jacket of suitable size for each person aboard plus at least one U.S. Coast Guard approved throwable device carried in an accessible place.

9.3 *Paddle*

A paddle or an oar at least 4 feet long must be carried on board at all times.

9.4 *Sound Making Device*

A horn, whistle or similar noise-making device as specified by the local Fleet when racing in local waters shall be carried on board at all times. A horn is required for the National Regatta unless this provision is waived by the local host Regatta Committee.

9.5 *Pump*

A pump and a sturdy 5 gallon (or two 2 1/2 gallon) bucket(s) suitable for bailing must be carried on board at all times.

9.6 *Compass*

A working compass must be on board at all times. A self-contained electronic compass without wind shift indications is allowed. The use of a built-in timer and "tactical" display mode can be used. The Tacktick model T060 Micro Compass with brackets is approved. (See Specification 2.5, 10.5)

10.0 Optional Equipment

The following equipment is optional and is permitted:

- 10.1 *Bilge Pumps*
Bilge pumps permanently mounted to the hull, portable hand pumps, additional buckets and other devices to facilitate self-rescue are permitted. One through-hull perforation above the waterline or one through-deck perforation is permitted for the exhaust of the pumps. One watertight perforation through a bulkhead for the run of the hoses and handles are permitted. The location of the pumps, the run of the hoses and the perforations mentioned herein are optional. (See Specifications 1.5, 1.6, 2.6, 9.5, 10.11)
- 10.2 *Tiller Extension*
A tiller extension or hiking stick is permitted.
- 10.3 *Inclinometer*
An Inclinometer is permitted. The location is optional.
- 10.4 *Cunningham*
A Cunningham is permitted. The arrangement of its control lines is optional.
- 10.5 *Compass*
Additional compasses are permitted. The location of all compasses is optional. (See Specifications 2.5, 2.7, 9.6)
- 10.6 *Measuring Marks*
Reference or measuring systems such as a ruler, ruled device or tape for determining the position of the backstay, outhaul, Cunningham, sheets and/or halyards is permitted. Such devices shall measure linear distance; they shall NOT measure tension. Location of such devices is optional.
- 10.7 *Telltails*
Telltails on sails and standing rigging are permitted. (See [Section V - Sails 4.10](#))
- 10.8 *Windex*
Masthead wind direction indicator (fly) is permitted.
- 10.9 *Electronic Devices*
VHF radios, am/fm radios, radio cassettes, compact discs and other portable devices capable of playing music and receiving commercial radio and marine weather forecasts are permitted. Such devices shall not be used to communicate (transmit) individually with another party who is located ashore or on another vessel except in case of an emergency.

Prohibition: no electrically powered equipment is permitted other than that mentioned herein. Electronic instrumentation is not permitted.

The sailing instructions may change this rule to require VHF radios or other electronic devices.
- 10.10 *Running Lights*
Portable running lights are permitted.
- 10.11 *Automatic Bilge Pump*
An automatic bilge pump is permitted only when on the mooring.
- 10.12 *Outboard Engine Brackets*
Protrusions that might damage another yacht shall be removed while racing.
- 10.13 *Spinnaker Container*
A spinnaker bucket, turtle, fixed or movable bin to launch the spinnaker is permitted.

SHIELDS CLASS SAILING ASSOCIATION

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SECTION V

SAILS

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1.0 Basic Rules Governing Sail Acquisition

- 1.1 In the first calendar year a new Registered Yacht is delivered by an authorized builder, it may acquire one complete suit of sails. It may acquire only one sail in any later calendar year, except in accordance with Subsections 1.2, 1.3 and 1.4 below.
- 1.2 If a Registered Yacht defers acquiring a sail in any calendar year after the first year, the Registered Yacht will receive a "credit" permitting it to acquire such deferred sail in a later calendar year. Credits for a deferred acquisition of sails may accumulate to a maximum of two.
- 1.3 A Registered Yacht may not acquire more than one sail of a given type (i.e., main, jib, spinnaker) in any twelve-month period.
- 1.4 No sale, transfer, charter, loan or other arrangement affecting ownership, possession or use of a Registered Yacht entitles the Registered Yacht to acquire additional or substitute sails, or otherwise alters the application of the Basic Rules Governing Sail Acquisition.
- 1.5 Under unusual circumstances, so that a Registered Yacht may have a fully competitive inventory (but not a competitive advantage over others), the Governing Board (but not any Fleet) may permit a Registered Yacht to acquire an additional sail or sails beyond those otherwise permitted by these basic rules. No Registered Yacht may be permitted to acquire more than three sails in a calendar year.
- 1.6 The acquisition date of a new sail is the day the sail is first measured by the Fleet Measurer of the Registered Yacht's Fleet. If the Registered yacht is not normally sailed in the territory of a Fleet, it may be measured by a Fleet Measurer selected by the Executive Committee upon a request to the Fleet Measurer for that Registered Yacht.
- 1.7 Commencing January 1, 2000, each Registered yacht must maintain a Sail Inventory Card. All sails in the Registered Yacht's inventory as of January 1, 1997 must be listed by acquisition date, sailmaker and type, and the card must be signed by an owner of the Registered Yacht, certifying that the information listed is true. Thereafter, when the Registered yacht acquires a sail, the Fleet Measurer must list and certify on the Sail Inventory Card the acquisition date, sailmaker and type of sail acquired, and must sign the entry. Each Registered Yacht must deliver to the National Measurer no later than August 15 of each year beginning 2000, a copy of its current Sail Inventory Card.
- 1.8 A Fleet may adopt rules further restricting the acquisition of sails by Registered Yachts in that Fleet, but must not permit any acquisition that is not permitted by these Rules.

2.0 Basic Rule Governing Sail Alteration

A Registered Yacht may alter its sails to repair damage, and to make minor modifications in shape, and luff or leach length. Any altered sail must continue to comply with the Specifications and must be remeasured and approved by the appropriate Fleet Measurer before use. (See [Section III - Basic Rules 2.0](#) Rules Governing Measurements and Inspections)

3.0 Basic Rules Governing the use of Sails

- 3.1 When a Registered Yacht races in any sanctioned race, it must only use sails it has acquired in compliance with the Basic Rules Governing Sail Acquisition. These sails shall have been measured, approved and marked as required by Rule 1.6 of the Basic Rules Governing Sail Acquisition; except only as permitted under Rules 3.3 and 3.4 below.
- 3.2 No sale, transfer, charter, loan or other arrangement affecting ownership, possession or use of a Registered Yacht entitles the Registered Yacht to use sails in any sanctioned race other than those acquired by the Registered Yacht in compliance with the Basic Rules Governing Sail Acquisition, except only as permitted under Rule 3.3 below.
- 3.3 If one or more owners or charterers of one or more Registered Yachts should borrow or charter a Registered Yacht for a race, series or regatta, including the National Championship Regatta, and only if the owner or regular helmsman of the borrowed or chartered Registered Yacht is not its skipper or co-skipper in the race, series or

regatta, the borrowed or chartered Registered Yacht may race in such race, series or regatta using none of its sails. Only the sails acquired by one of the owners or charterers Registered Yachts, in accordance with the Basic Rules Governing Sail Acquisition and which comply with the sail qualification requirements for the race, series or regatta, may be used on the borrowed or chartered Registered Yacht. The intent of this rule is to prohibit the use of sails of more than one Registered yacht on a borrowed or chartered Registered Yacht while racing.

- 3.4 A fleet may permit a Registered Yacht to race one or more sails they have not acquired for the limited purposes of short-term sail evaluation or sail testing. These sails may only be used in specific races for which the Notice of Race and Sailing Instructions disclose such permission, and the results of any such race shall not be scored toward any sanctioned race, series or regatta. Further, the Fleet Measurer must deliver prior written notice to the National Measurer specifying the details of such permitted use, and must obtain the written opinion of the National Measurer that such permitted use complies with the purposes and limitations of the first sentence of this Rule.
- 3.5 Fleets and regatta sponsors may specify rules further restricting the use of sails, but may not permit any use that is not permitted by these Rules. (See [Section VI](#) - Rules Governing the National Regatta)
- 3.6 If a Registered Yacht races with a sail whose use is not clearly permitted by these Rules, whether or not it is disqualified in the race for violation of class rules, and if the Governing Board determines after such hearing as the Governing Board deems reasonable and appropriate, that the unpermitted use was with the knowledge and consent of its owner and for the purpose of gaining advantage that was unavailable under the Basic Rules Governing Sail Acquisition or under these Rules, the Governing Board may penalize the Registered Yacht by removing one or more of its existing or future sail-purchase credits.

4.0 Sails - General Specifications

- 4.1 *Details of Sail Construction*
All new sails shall be constructed in accordance with these Specifications and with [Official Plans 1 and 2](#). Recut sails shall conform to Specifications and to the Plans.
- 4.2 *Conflicts*
These written Specifications supersede any conflicting information contained in [Official Plan 1](#), the "Official Sail Plan", dated June 1973.
- 4.3 *Sail Areas*
Sail areas (as shown on [Official Plan 1](#)) are for information purposes only and are not part of these Specifications.
- 4.4 *Sail Construction*
Details of sail construction which are not expressly provided for in the Specifications, such as the direction of seams, width of panels or the type of weave are optional.
- 4.5 *Sail Fabric*
All Sails shall be made of woven fabric. Mainsails and jibs shall be made of polyester cloth. They shall have a minimum weight of 6 1/2 ounces per sailmaker's yard (28 1/2 inches wide by 36 inches). "Coated" or "yarn-tempered" cloth is permitted. Laminated materials, film, two or more plies, triaxial, Mylar, Kevlar or other variations of such materials are prohibited. Spinnaker fabric shall be woven nylon (with or without coating) of a minimum weight of 3/4 ounce per sailmaker's yard.
- 4.6 *Reinforcements of Sails*
Reinforcements of sails are permitted. The design and construction of such reinforcements is optional. Reinforcements shall be made only of permitted types of woven fabrics. They shall be flexible and capable of being folded in any direction. Glued seams may not be considered as reinforcements unless they are flexible and are capable of being folded in any direction. (See Section V - Sails 4.5)
- 4.7 *Boltropes and Tapes*
Boltropes and tapes may be of polyester or nylon. Normal tabling at the edges of the sail is permitted provided that it is not stiffened.

- 4.8 *Battens*
Battens shall be of plastic, fiberglass or wood. Batten pockets shall be of a length no longer than sufficient to accommodate the batten. (See Section V - Sails 5.6 and 6.4)
- 4.9 *Windows*
A single (vision) window, not exceeding 6 square feet in area, may be located in both the main and the jib. No part of such window(s) shall be more than 5 feet above a straight line between the "measured" tack and clew of each sail. Up to three telltale windows not exceeding 50 square inches each are permitted in the jib. Up to three telltale windows are permitted in the main. One such window may be a spreader window. The sum of the areas of these windows shall not exceed 150 square inches.
- 4.10 *Telltals*
Telltals on sails are permitted. (See [Section IV - Specifications 10.7](#))

5.0 **Mainsails - Specifications**

- 5.1 *Foot Attachments*
The foot shall be attached to the boom by a boltrope which may terminate 6 inches from the clew. A clew slide may be added. Roach reefs, zippers and similar foot control devices are prohibited.
- 5.2 *Luff Attachment*
The luff may be attached to the mast either by sliders, tape or a bolt rope.
- 5.3 *Cunningham*
One Cunningham cringle is permitted on the luff above the tack eye or tack cringle. It shall be located no more than 12 inches center to center. The arrangement of control lines for the cunningham is optional. (See [Section IV - Specifications 2.5, 10.4](#))
- 5.4 *Tack Eye/Cringle*
The tack eye or cringle shall be attached to the boom by a tack pin located 1 1/2 inches from the aft face of the mast.
- 5.5 *Reef Point*
A reefing cringle (center) may be located at a minimum height of 3 feet above the foot boltrope. Tack and clew reefing reinforcements are permitted in accordance with Sails Specification 4.6.
- 5.6 *Battens*
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)
- 5.7 *Leech Line*
A leech line is permitted.
- 5.8 *Official Class Insignia or Logo*
The Class Insignia (a black "S", approximately 15 inches high on a red shield approximately 20 inches high, shaped as shown in [Appendix I](#)) shall be fixed on both sides of the mainsail approximately two-thirds of the height of the sail above the boom. National Champions and former National Champions may substitute a gold for the red shield.
- 5.9 *Chevrons*
- (a) National Champions, District Champions and Fleet Champions may display chevrons immediately beneath the Class Insignia. Chevrons shall be colored gold for National Champions, red for District Champions and black for Fleet Champions. A winner of multiple events may display multiple chevrons but always in the order of gold over red over black with approximately 1 inch between each chevron. There is no limit to the number of chevrons multiple champions may display.
 - (b) Chevrons shall be 1 1/2 inches wide, 10 inches high and shall extend to the width of the Class Insignia. (See [Appendix I](#))
 - (c) Chevrons shall be removed from the sail when the boat changes ownership.

5.10 *Sail Numbers*
The number of the Registered Yacht, approximately 15 inches high, shall be fixed on both sides of the mainsail at least one-half the height of the sail above the boom but not back to back.

5.11 *Draft Stripes*
Draft stripes are permitted.

6.0 **Jibs - Specifications**

6.1 *Jib Luff*
(a) The luff of the jib may be constructed with tape, rope, wire or any combination thereof. Any luff tape, rope or wire shall be permanently attached to the sail at the head and tack and at intermediate points if desired by the sailmaker. While racing, luff tension shall be adjusted solely by means of the halyard. (See [Section IV - Specifications 8.10](#))
(b) Zipper luffs and double luffs are prohibited. The luff of the jib shall be attached to the headstay by at least 5 metal hanks of the side-pull or end-pull type. Glove-snap fastenings are not hanks and are prohibited.

6.2 *Adjustable Jib Luff Downhaul*
An adjustable luff downhaul is prohibited.

6.3 *Jib Leech Line*
A leech line is permitted.

6.4 *Jib Battens*
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)

6.5 *Draft Stripes*
Draft stripes are permitted.

7.0 **Spinnakers - Specifications**

7.1 *Shape*
Spinnakers shall be tri-cornered and symmetrical along a straight line between the head and the center of the foot.

7.2 *Vents/Apertures*
Spinnakers shall contain no vents or artificial apertures.

7.3 *Luff Tension Adjustment*
Any means of adjusting luff tension is prohibited.

7.4 *Sail Numbers*
The number of the Registered Yacht shall be affixed to both sides of the spinnaker at approximately the middle of the sail, but not back to back.

7.5 *Snap Arrangements*
Snaps on the sail to accommodate a "Swedish/Turkish" roll are permitted.

8.0 **Sail Measurement - General Instructions**

8.1 See [Section III](#) - "Basic Rules of "Uniformity", "Measurements and Inspections" of Sails, "Sail Purchases", "Sail Alterations" and "Admonition to Sailmakers and Other Manufacturers".

8.2 All Sail Measurement specifications shall be read in their entirety and followed by sailmakers and measurers as they apply to the measurement of all sails.

8.3 All new and recut sails shall be measured in accordance with the Specifications regarding sails and the measurements and procedures herein outlined.

8.4 Sails shall be measured when dry and shall be laid on a flat surface. All measurements shall be taken in a straight line.

- 8.5 Boltropes, tapes or wire, when used on the edges of any sail, shall be considered part of the sail when measuring all dimensions or locations unless otherwise specified. Sliders on the luff of the mainsail shall be ignored for measurement purposes.
- 8.6 The measurement "apex" points shall be determined by the intersections of the extensions of the respective outside edges of any sail. Such extensions should be taken to a length of 18 to 24 inches (along the actual edges of the sail). Cringles, thimbles or other hardware that are partly or entirely external to the sail shall be disregarded. The jib head measurement point shall be the apex of a right triangle with height 18" (luff side) and base of 7" within which all cloth of the jib head lies. The main head measurement point is as described in paragraph 9.2 of "Mainsails - Measurements and Measurement Procedures".
- 8.7 The leech of the jib and mainsail may be of any shape provided that the shape does not violate the letter or intent of the controlling girth measurements.

9.0 Mainsails - Measurements and Measurement Procedures

9.1 *Dimensions*

Mainsails shall conform to the following dimensions (See [Section VII - Official Plan 1](#), "Official Sail Plan").

	Maximum	Minimum
Luff	33 ft. 3 in.	32 ft. 3 3/8 in.
Leech	35 ft. 6 in.*	35 ft.
Foot	13 ft. 3 5/8 in.	12 ft. 9 5/8 in.
Mid-Girth	8 ft. 2 1/2 in.	
Upper-Girth	4 ft. 7 1/2 in.	

* Note: There is an allowance for elongation of 1 inch for each year (of age) after the first year.

9.2 *Measurements of the Luff, Leech and Foot*

The luff leech and foot shall be measured when pulled at a tension of 15 pounds. The luff and the leech shall be measured in a straight line between the top of the headboard at the luff (including any fabric) and the respective apex points at the tack and clew as defined by paragraph 8.6 of the "General Instructions". The foot shall be measured between the tack and clew apex points.

9.3 *Girth Measurements*

- The girth measurements are the distances between the midpoints of the luff and leech and between the upper quarterpoints of the luff and leech. (See [Section VII - Official Sail Plan](#))
- Midpoints and quarterpoints are determined by folding the sail on itself. The midpoint of the luff is at the fold when the top of the headboard is laid even with the bottom of the boltrope at the clew.
- Upper quarterpoints are at the folds when the top of the headboard is laid even with the luff and leech midpoints.
- Midpoints and quarterpoints shall be located and girth measurements shall be taken when the sail is pulled out with the tension just sufficient to remove wrinkles across the line of measurement. A preferred alternative is to mark the girth points when measuring the luff and leech.

9.4 *Measurements at the Head of the Sail/Headboard*

The width of the headboard, excluding the boltrope shall be measured horizontally at its widest point. The width shall not exceed 5 1/4 inches. Any additional material that extends the width shall not exceed the width of the headboard. The girth of the head of the sail at its widest point shall not exceed 6 1/2 inches. The headboard may be the old "drop-type" or the 90 degree type.

10.0 Jibs - Measurements and Measurement Procedures

10.1 *Dimensions*

Jibs shall conform to the following dimensions.

	Maximum	Minimum
Luff	28 ft. 7 in.	27 ft. 11 in.
Leech	27 ft. 2 in.	26 ft. 2 in.
Foot	10 ft. 3 1/2 in.	9 ft. 11 1/2 in.
(See 10.4 "Shape of the Foot" for "round" measurement)		
Mid-Girth	61 5/8 in.	
Upper-Girth	30 5/8 in.	

10.2 *Measurements of the Luff, Leech and Foot*

The luff, leech and foot shall be measured under tension of 15 pounds. The head, tack and clew shall be the apex points as defined by paragraph 8.6 of the "General Instructions".

10.3 *Girth Measurements*

- (a) The girth measurements are the distances between the midpoints of the luff and leech and between the upper quarterpoints of the luff and leech.
- (b) Midpoints and quarterpoints are determined by marking points that are correspondingly one-half and one-quarter of the length of the luff and the leech between the apices of each.
- (c) If the points are determined by folding the sail (a less desirable method), the distance between the cloth and the head of the sail and the head apex should be included.
- (d) Girth measurements shall be taken with the sail pulled out with tension just sufficient to remove wrinkles across the line of measurement.

10.4 *Shape of the Foot*

The foot of the sail may be rounded in a convex shape. No part of the "round" may extend more than 8 inches below a straight line taken between tack and clew. A loose accordion fold should be made parallel to the foot and approximately eighteen inches above the foot before measuring. The shape, if any, of this extended portion of the sail shall form a fair curve approximating the arc of a constant radius. (See [Appendix V - Measurer's Interpretations](#), Jib round)

11.0 **Spinnakers - Measurements and Measurement Procedures**

Specifications 8.1 through 8.7 and Specifications 11.1 through 11.6 shall be read in their entirety and followed by sailmakers and measurers as they apply to spinnakers.

11.1 *Dimensions*

Spinnakers shall conform to the dimensions shown on [Official Plan 1](#), "Official Sail Plan", when measured as detailed below.

11.2 *Luff Length Measurement*

The length of the luffs shall be determined with the sail folded in half with the luffs together. The luffs shall be measured when pulled at a tension of 10 pounds. The lengths shall be measured in a straight line from the highest point of the sail to the lowest point of the sail directly below the center of the clew cringle.

11.3 *Radial and Girth Measurements*

The radial and girth measurements shall be taken with the sail folded in half with the luffs together and when the sail is pulled out with tension just sufficient to remove wrinkles across the line of measurement.

11.4 *Foot Length*

The length of the foot shall be measured in a straight line between the outer edges of the sail directly opposite the centers of the clew cringles with the sail laid open and pulled out with the tension just sufficient to remove wrinkles across the line of measurement.

11.5 *Distance Between Lowest and Highest Points on the Sail*

In addition to the dimensions shown on [Official Plan 1](#), the distance between the lowest point of the sail at the middle of the foot roach and the highest point of the sail shall not exceed 34 feet when the sail is pulled out between these points at a tension of 10

pounds.

11.6 *Spinnakers Measured at Room Temperature*

Spinnakers shall be measured when dry and the cloth shall be at room temperature. Any Spinnaker measured and found to be both damp and in excess of any proscribed dimensions may be dried and remeasured. If the sail is then found to be in excess of any proscribed dimension, it shall be declared ineligible and shall not be remeasured until it is recut.

SHIELDS CLASS SAILING ASSOCIATION RULE BOOK

SECTION VI

Rules Governing the National Championship Regatta

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1.0 By-Laws Governing the National Regatta

1.1 Governance

The Regatta shall be managed by a National Championship Committee appointed by the Governing Board, including the President, the Measurer and one or more members of the host fleet. Eligibility of an entrant for the Regatta is to be ruled on by the Committee prior to the first race of the Regatta; thereafter, violations of these By-Laws are subject to protest.

1.2 Entrants

- (a) The term "Entrant" refers to the combination of entered boat, sails and skippers(s). All Entrants shall satisfy the entry requirements, including payment of the entry fee, established by the Committee. Any request for a waiver of any qualification requirement shall be made to the Governing Board at least seven days before the commencement of the Regatta.

- (b) Qualification requirements for each entered boat:
 - 1) Must be a Registered yacht as defined by By-Law 2.0
 - 2) Must be certified by a Fleet as conforming to the class specifications
 - 3) Must have antifouling bottom paint and be wet-sailed
 - 4) Must have competed in ten or more sanctioned races in the calendar year of the Regatta, as certified by a Fleet or Fleets (this can be waived for chartered boats)
 - 5) Must carry only qualified sails
 - 6) May be inspected as deemed appropriate by the Committee.

- (c) Qualification requirements for each entered skipper or co-skipper:
 - 1) Must be an Active Member as defined in the Constitution Article IV(A)
 - 2) Must have competed on the entered boat with the entered sails in ten or more sanctioned races in the calendar year of the Regatta, as certified by a Fleet or Fleets (waived for the most recent National Champion)
 - 3) Any helmsman in the Regatta, and any "professional" participating in the Regatta (whether helmsman or crew), must meet the requirements of (c-2) above. (A "professional" is someone who is employed with the boating industry, is not a regular helmsman or crew of the entered boat, has superior qualifications to the helmsman or crew member he replaces, and may directly or indirectly benefit from the entered boat's performance in the Regatta.) The objective of this provision, in conformity with the spirit of Article II of the Constitution, is to prevent the participation of "professionals" who participate in Shields sailing only for the Regatta.

- (d) Qualification requirements for entered sails:
 - 1) Sails must have been acquired by the entrant in compliance with

Section V Rule 1.0 - Basic Rules Governing Acquisition, measured by a Fleet Measurer and marked as prescribed. Each entrant must produce a Sail Inventory Card [or web site substitute if adopted by the Governing Board].

- 2) All entered sails must have been used in at least ten sanctioned Shields races in the calendar year of the Regatta on the entered boat or (in the case of a chartered boat) on the boat in which at least one skipper qualified for the Regatta. The words "in a calendar year of the Regatta" do not apply to the backup spinnaker and are waived for the most recent National Champion.
 - 3) An Entrant may use only one mainsail, one jib, and one spinnaker ("primary spinnaker"), except as provided in this section (d-4) or as otherwise permitted by the Committee for good cause.
 - 4) An Entrant may carry aboard while racing a second ("backup") spinnaker which may be used only if there is such serious damage to the primary spinnaker that further use might render it useless in the Regatta. On any day when the backup spinnaker is first used the Entrant must have damage to the primary spinnaker verified by the Committee on completion of the day's racing.
- (e) Chartered boats:
- 1) The Committee and the host fleet shall make one boat per active fleet available to be chartered (without fee) and entered by a qualifying skipper designated by his active Fleet. Such boats will be assigned to skippers at random by means of a drawing. The entered skipper may use only the qualifying sails with which he qualified.
 - 2) Subject to prior review and approval of the arrangement by the Class Executive Committee, a qualified skipper may borrow, charter or co-skipper a boat other than the boat on which he qualified for the Regatta. The Application to the Executive Committee shall specify the names and qualification data of the entered boat and each designated skipper, and specify what qualifying eligible sails they propose to use. Approval by the Executive Committee may be subject to whatever conditions it deems appropriate to preserve the Corinthian spirit of the event and avoid prejudice to other competitors.

2.0 Rules for the National Championship Regatta

2.1 Sailing Rules

Except as otherwise specified in this Section VI or in the Sailing Instructions, the rules of the United States Sailing Association shall govern.

2.2 Crew Numbers

The number of persons aboard a boat shall be not less than three. For crews of

five or more a limit of 1000 lbs shall apply. There is no weight limit on crews of three or four persons. Each boat shall be required to carry, throughout all races, the same number of persons on board as at the start of the first race of the regatta. The Notice of Race and/or Sailing Instructions shall address the methods for enforcement of this rule.

Interpretation: NOR Language

Details of enforcement of this rule is left to the National Championship Committee. Suggested language for the NOR follows:

Crew weight shall be certified as part of the signed Certificate of Compliance at registration by the skipper and shall not be subject to protest by a competitor but may be protested by the Race Committee. Crew substitutions may occur but must be certified by the skipper to be in conformance.

OR

Weigh-in shall occur during registration on _____ from _____ to _____ at location _____. Weigh-in shall be in light clothing. Conforming weigh-ins shall not be subject to protest. Crew substitutions shall be weighed from _____ to _____ at location _____ each day of racing.

2.3 Scoring

The United States Sailing Association's Appendix A, Low Point System, shall be used.

2.4 Courses

(a) The courses shall be Windward-Leeward or Windward-Leeward Triangle courses of the type shown in the United States Sailing Association's Appendix L, Addendum A, or courses substantially similar thereto, and shall be published and illustrated in the Sailing Instructions.

(b) The minimum length of the course sailed shall be six nautical miles. However, in the event that the completion of a race is threatened by the approach of the time limit, the Race Committee may, at its discretion, shorten the race, provided that the course sailed is judged a "fair" test and will be at least 4 nautical miles in length.

(c) The time limit for each race shall be three hours, subject to such further limitation as may be established by the Committee.

2.5 Number of Races

There shall be not more than eight nor fewer than four races. Four races completed will constitute a Regatta. No more than three races per day can be scheduled.

2.6 Sailing Restrictions - Hiking

Extraordinary means of hiking are prohibited in the National Championship Regatta. (See Section III - Basic Rules, 5.3 Sailing Restrictions - Hiking)

2.7 Regatta Guidelines

The following guidelines for the Regatta are to be followed where practicable:

(a) It should not be held in the territory of the same Fleet in two consecutive

years.

- (b) It should be held on open water as free as possible from headlands, shoals and obstructions.
- (c) It should be held where an active Fleet can assist with arrangements.
- (d) It should be held either during the month of August or September.
- (e) It should be scheduled over three or four days. The number of races per day shall be determined by the National Championship Committee in coordination with the Race Committee.

3.0 Selection of Venue for the National Championship Regatta

- 3.1 The site of future National Championship Regatta shall be determined by a vote of the Governing Board based on proposals of those Fleets that wish to hold the event.
- 3.2 The responsibility for arranging and providing suitable facilities, prizes and entertainment rests with the Fleet holding the event with input from the National Championship Committee (see Section VI-1.1). The Regatta shall be self-funded (fees, sponsorship and merchandise sales) with profit or loss being born by the local Fleet except that expenses related to perpetual awards (shipping, engraving, maintenance, insurance, etc.) shall be the responsibility of the National Association.
- 3.3 A Fleet wishing to host the National Championship Regatta shall submit a "Request for Proposal" (RFP) to the National Governing Board as soon as practicable.
- 3.4 The National Governing Board shall accept one proposal each year. Ideally Regatta sites shall be determined two years ahead.
- 3.5 The National Governing Board may reopen the RFP process even after an award has been made if, in its opinion, there is sufficient reason to do so.
- 3.6 The winning RFP shall be announced at the annual Shields National Meeting or by other means as soon as practicable ideally two years ahead.

4.0 Outline for Request for Proposal

The Organizing Committee of any local Fleet wishing to host a National Championship Regatta should provide a submission covering the following subjects:

Venue - The waters on which the series is to be held

Inclusion of the date proposed for the Regatta complying with class rules.

Sailing Conditions - A brief description of the usual sailing conditions found during the month proposed for the National Championship Regatta

Shore Facilities - A brief description of the following facilities:

(a) Suitable boat launch and hauling-out facilities/equipment.

(b) Suitable mast stepping and hauling-out facilities/equipment.

(c) Sufficient and convenient docking and/or mooring facilities.

(d) Launch boat transportation, if appropriate.

(e) Trailer park and storage.

(f) Yacht and sail measurement area.

(g) Registration area

(h) Signal mast.

(i) Skippers' meeting area.

(j) Jury and protest rooms.

(k) Official notice board.

Sponsoring Yacht Club - If appropriate, including information about the sponsoring Yacht Club, its interest, its involvement, its facilities and its support staff.

Race Committee and Race Committee Boat(s) - A description of the availability of a Race Committee boat and chase/marker boat(s). In addition, include a description of the Race Committee and its qualifications.

Loaner Boats - A roster of loaner boats, their numbers and owners, including a commentary of the condition of each. The insurance coverage of these boats should be carefully described.

Housing Accommodations - A brief description of available personal as well as commercial accommodations.

Provisioning Accommodations - A brief description of chandlers, sail lofts, riggers, boat yards, etc.

Financial Impact - A description of estimated participant entry fees and other costs (including fees for launching mooring and storing etc.), and any participant traveling incentives, if appropriate. In addition, local Fleet budgets for programs, activities and events such as meals, parties and other items like trophies.

Entertainment - A broad description of planned entertainment. In addition, any potential activities for non-racing companions is useful.

History - A record of the dates of prior National Championship Regattas held in this venue.

5.0 Championship Awards

5.1 Procedures

- (a) Log of Winners of Perpetual Trophies. The Regatta Committee shall prepare a form (See Section 6.0 Log of Winners of Perpetual Trophies) listing the recipients of all permanent trophies and forward it to the Shields Class Secretary. The Secretary shall provide that information to the Regatta Committee for the following year to assist them in retrieving the trophies for the National Regatta.
- (b) Documentation of Winners. The Class Secretary shall be responsible for the maintenance of the records of winners. These records may be kept on the Class web site.
- (c) Insurance. At the discretion of the Governing Board insurance may be purchased for any of the perpetual trophies.
- (d) Inscription of Winners. The inscription of the winner's name on a trophy, where applicable, shall be paid for by the Association and managed by the National Championship Committee.
- (e) Shipment. The shipment of the perpetual trophies shall be paid by the

Class Association and coordinated by the National Championship Committee.

- (f) **Creation of New Awards.** Any Fleet may propose the creation of a new award. Details of the award shall include the purpose and determination formula; description of the trophy; declaration to be read when the trophy is awarded; storage location of the trophy; and whether there shall be perpetual and/or keeper trophies. The Governing Board shall act on this proposal at least 90 days prior to the event and the trophy awarded only if approved according to the rules governing By-Laws.
- (g) **Elimination of Existing Awards.** The elimination or repurposing of an award shall be determined by the Governing Board.

5.2 Awards

To be presented annually at the Shields National Championship Regatta:

Shields National Championship Trophy

Sterling Silver Chippendale tray donated by Cornelius Shields and awarded each year to the winner of the Shields National Championship Regatta.

Cornelius Shields Memorial Prize

Shields half-model donated by the Western Long Island Sound Fleet No. 1 and the Larchmont Yacht Club in 1982 in memory of Cornelius Shields and awarded at the Shields National Championship Regatta to that skipper who achieves the greatest improvement in his standing from the previous Shields National Championship Regatta.

Shields Class National Championship Institutional Trophy

Pewter Revere bowl donated in 1984 by Christopher Withers, Captain, USN, ret., of the Narragansett Bay Fleet No. 9, and awarded annually for the best performance by an institutional crew in the Shields National Championship Regatta.

Senior Skipper Award (Moore Trophy)

Pewter tray donated in 1981 by James B. Moore, Jr., of the Manhasset Bay Fleet No. 2 and awarded for the best performance among the five oldest skippers in the Shields National Championship Regatta.

Junior Skipper Award

Pewter Chippendale tray donated in 1981 by James B. Moore, Jr., of the Manhasset Bay Fleet No. 2 and awarded for the best performance among the five youngest skippers in the Shields National Championship Regatta.

Take A Bow Trophy

Fully rigged bow section of a Shields Yacht mounted on a teak door. It was donated in 1985 by the Commodore and membership of Monterey Peninsula Yacht Club, and later refurbished by Brian Ladouceur, Graham Quinn and the crew of Shields No. 46, of the Buzzards Bay Fleet No. 10. It is awarded each year to an individual or individuals selected by a special committee to reward and celebrate dubious achievement during the Shields National Championship Regatta.

James B. Moore, Jr. Memorial Prize

In recognition of James B. Moore, Jr.'s invaluable service to the Association as President, as Founder of Fleet No. 2 and in numerous other capacities, the Long Island Sound District, consisting of Fleets Nos. 1 (Western Long Island Sound), 2 (Manhasset Bay) and 5 (Seawanhaka Corinthian Yacht Club), instituted in 1991 a prize to be awarded each year to the crew of the winning yacht to recognize their efforts in attaining that goal.

Golden Stern Award

Donated in 2006 by the Goodwin's and Cape Cod Shipbuilding Co., is awarded to the last place finisher of the Shields Nationals Regatta (who actually competes). The award recognizes the effort it takes to race in a National Regatta and that last place is far superior to not participating at all. It is expected that in the year to come both the trophy and its recipients will be improved for the next Nationals. This stern section was a casualty of contact that came from a boat repaired by Cape Cod Shipbuilding Co. and is ably sailing again.

Gordon L. Benjamin Memorial Newcomer Award

It is to be awarded to the top finishing skipper sailing in his/her first Nationals. Gordon was a long time member of Fleet #9 and the 1976 Shields National Champion.

Kap-Dun Trophy

Kap-Dun Trophy - donated in 2008 by Fleet #21, Tred Avon Yacht Club, awarded to the winning fleet calculated by the fleet's top three finishers with a minimum of three boats racing in order to qualify. The Kap-Dun Trophy is named after the historic first name of the Tred Avon Yacht Club. On June 17, 1931, a group of men met in Oxford, MD., and voted to establish the Kap-Dun Racing Association. By July 15, they voted to change the name to the Kap-Dun Yacht Club. According to a written history by Jerry Valliant, elected as president of the club in 1931, the name Kap-Dun was first used as the name of a club established in a small building just east of the ferry dock as a swimming and canoeing club. When the sea nettles (jellyfish) arrived, they quickly changed the focus to a club which would promote sailboat racing. Thus the Kap-Dun Yacht Club was born. The club later changed to Tred Avon Yacht Club, after the name of the river the club sits upon. The name Kap-Dun comes

from an old English spelling of the word Cape (point) and Dun meaning Town. The club being located on a point, near the town of Oxford.

5.3 Keeper and Perpetual Trophies

The winners championship awards shall have their names engraved on the permanent trophies and shall receive an appropriate keeper trophy provided at the expense of the Regatta Committee. The storage location of the permanent trophies are as indicated in the table. The Governing Board may allow any of the trophies to be stored with the year's winner, other temporary locations or at the venue for the National Championship Regatta.

Storage Location	Keeper Trophy	Inscription on Permanent Trophy
???	Yes	Skipper name(s) and date
???	Yes	Skipper name(s) and date
???	Yes	Skipper name(s) and date
???	Yes	Skipper name(s) and date
???	Yes	Skipper name(s) and date
Award winner or his YC	Optional	Optional
No permanent trophy	Yes	-
Award winner or his YC	Optional	Optional
???	Yes	???
Determined by winning Fleet	No	Fleet and Date

6.0 Log of Winners of Perpetual Trophies - National Championship Regatta

Fleet

Date

1. Shields National Championship Trophy

Name:

Address:

Telephone:

Signature:

2. Cornelius Shields Memorial Prize

Name:

Shields Class Sailing Association Rule Book - November, 2010

Address:

Telephone:

Signature:

3. Shields Class National Championship Institutional Trophy

Name:

Address:

Telephone:

Signature:

4. Senior Skipper Award (Moore Trophy)

Name:

Address:

Telephone:

Signature:

5. Junior Skipper Award

Name:

Address:

Telephone:

Signature:

6. Take A Bow Trophy

Name:

Address:

Telephone:

Signature:

7. Golden Stern Award

Name:

Address:

Telephone:

Signature:

8. Gordon L. Benjamin Memorial Newcomer Award

Name:

Address:

Telephone:

Signature:

9. James B. Moore, Jr. Memorial Prize

Historically, this prize has consisted of keepers for each crew member. There is no need to record the recipients here except for informational purposes.

10. Kap-Dun Trophy

Name:

Address:

Telephone:

Signature:

7.0 Sample Sailing Instructions - National Championship Regatta

See United States Association "The Racing Rules of Sailing" Appendix L - Sailing Instruction Guide.

8.0 Calculation for the Cornelius Shields Memorial Trophy

This Trophy is to be awarded to the skipper that shows the most improvement from one National Championship Regatta to the next.

The suggested method of calculating the score for awarding this trophy is as follows:

Step I

Identify the skippers that sailed in both regattas.

Step II

Convert the official low-point scores to high-point scores for each skipper for both years. $\text{High-point_Score} = (\text{Entries} + 1) \times (\text{Total_Races} - \text{Discards}) - (\text{Low-point_Score})$

Example: 1983	32
	+1
	33
	x (6-1)
	165
Withers' Low-Point Score	-13
Withers' High-Point Score	152

Step III

Determine the perfect score for both years. That is: what a boat's score would have been if it had won all of the races. $\text{Perfect_Score} = (\text{Entries}) \times (\text{Total_Races} - \text{Discards})$

Example: 1983	32
	x (6-1)
Perfect Score	160

Step IV

Calculate for each skipper and both years a percentage of the perfect score. $\text{Percentage_of_Perfect} = (\text{High-point_Score}) / (\text{Perfect_Score})$

Example: 1983	152/160	Withers' High-Point Score divided by
		Perfect Score
Percentage_of_Perfect	95.0%	

Step V

Determine the improvement in percentage of perfect for each skipper prior year to current year. $\text{Improvement} = (\text{Current_Percentage_of_Perfect}) - (\text{Prior_Percentage_of_Perfect})$

Example: 1983	95.0%
	-71.7%
Withers' Improvement	23.3%

Step VI

Rank competitors by percentage of perfect improvement. Greatest improvement wins. Note: Some judgement is required in determining the winner of this trophy. The WLIS Fleet believes that the percent-of-perfect score for the base-year should be determined by races finished. The trophy should not be awarded to a skipper whose low prior year's score was because of DSQs, DNFs or DNSs.

If a skipper has four finishes and a DNF, calculate his percent-of-perfect base score on the four races finished.

Example: 1982 Scores

21 - Hadley 11-16-9-37-20 (38 was Drop Race)

To calculate adjusted base-year:

- 1) Drop 37-DNF, therefore adjusted low-point score = 56
- 2) Convert to high-point:
- 3) Perfect Score
- 4) Adjusted percent-of-perfect: 92 divided by 144 = **63.9%**

If an entrant completes less than three races in the base-year series, he should not be considered eligible for the trophy.

All races including DSQ'S, DNF'S, and DNS'S should be included in calculating the current year's percent-of-perfect scores.

This trophy does not have to be awarded each year if, in the opinion of the National Regatta Committee, a scoring quirk exists that makes the award illogical and inappropriate.

Calculations of the 1982 and 1983 National Regatta scores are attached.

An Excel spreadsheet that can be used for trophy calculations is available.

1982 SHIELDS NATIONAL CHAMPIONSHIP
NARRAGANSETT BAY FLEET 9

FINAL RESULTS

POSITION	SKIPPER	FINISHES*	POINTS**
1	TEARS	5-5-2-1-4-26	17
2	DELAND	17-2-6-6-3-3	20
3	LASH	7-15-12-3-2-8	32
4	COLMAN	10-3-3-38-8-13	37
5	WALEMAN, JR.	12-17-4-7-7-11	41
6	MERIL	14-1-13-2-12-27	42
7	CLEMSON/PORATH	25-12-7-15-6-4	44
8	GRINNELL	19-24-8-4-10-5	46
9	POLKABLA	18-21-17-5-9-1	50
10	STUBBS	6-4-15-12-16-21	53
11	CONVERSE	4-14-18-8-17-12	55
12	WITHERS	3-18-5-16-14-28	56
13	STONE	28-8-9-11-1-29	57
14	SHORE/REAGAN	1-37-1-10-38-17	66
15	NOURJIAN	15-20-16-20-13-6	70
16	PAECH	23-13-14-17-11-37	78
17	SIMPSON	24-6-24-13-26-14	81
18	CROWLEY, JR.	21-25-19-14-5-24	83
19	BRYAN	9-9-10-24-38-31	83
20	DIXON	16-23-11-19-15-22	83
21	HADLEY	11-16-38-9-37-20	93
22	NELSON	27-37-20-24-24-2	97
23	HUNTER	38-7-27-31-23-9	97
24	HIGGINS	29-11-30-22-29-7	98
25	NOBLE/NOBLE	30-10-25-37-19-18	102
26	GELINAS	37-37-23-18-18-10	106
27	WILKINS	13-27-21-26-20-34	107
28	TOMLIN/KEOGH	8-30-32-27-21-25	111
29	JENKINS	20-28-22-25-25-33	120
30	ATCHLEY	34-19-29-29-27-16	120
31	PLONUS	22-38-38-23-22-23	128
32	MONTGOMERIE	26-22-37-37-37-15	137
33	GRAZIANO	32-26-28-30-28-30	142
34	RICH	33-29-31-32-37-19	144
35	MOORE	2-37-37-37-37-37	150
36	KLEPER	31-37-26-28-37-32	154

* DNF OR DNS = 37 DSQ = 38

** TOTAL POINTS LESS THROW OUT OF WORST RACE

1983 SHIELDS NATIONAL CHAMPIONSHIP
WESTERN LONG ISLAND SOUND FLEET 1

FINAL RESULTS

POSITION	SKIPPER	FINISHES*	POINTS**
1	WITHERS	1-1-9-22-1-1	13
2	WILLOCKS	3-4-5-34-6-3	21
3	STUBBS	7-3-10-2-5	27
4	COONS/ONET	8-7-4-4-4	27
5	RICH	10-8-2-10-2-6	28
6	GRINNELL	5-12-14-3-5-14	39
7	BRYAN	12-10-8-8-7-7	40
8	MIERIL	6-34-1-34-3-2	46
9	JONES/TORGESON	33-2-22-11-8-8	51
10	TEARS	2-5-6-34-4-34	51
11	COPP	11-15-11-7-10-18	54
12	RUSSELL	13-20-34-1-15-9	58
13	DONAHUE/LEWIS	33-11-19-9-14-11	64
14	WERBLOW	9-22-17-5-20-15	66
15	KILROY	18-6-3-19-22-21	67
16	COVERLEY	17-19-7-13-19-12	68
17	PORATH	14-13-13-12-24-24	76
18	JORDAN	22-21-34-6-17-13	79
19	WILKINS	20-9-15-20-21-34	85
20	DIXON	15-33-12-14-25-19	85
21	ROBINSON	16-33-16-33-11-10	86
22	CROWLEY	4-14-33-33-13-25	89
23	KEOGH/TOMLIN	25-26-20-33-18-17	106
24	LADOUCEUR	24-16-25-16-30-26	107
25	PROSSER	26-27-18-18-27-23	112
26	MOORE	23-25-34-33-16-16	113
27	RUNDQUIST/KENNEDY	21-18-23-33-33-20	115
28	SIMPSON	19-23-26-33-23-28	119
29	CARLTON	28-33-24-28-21-22	123
30	CROZIER	30-24-27-15-29-29	124
31	HIGGINS	29-28-28-17-26-27	126
32	HALLGRING	27-17-21-33-33-33	131

* DNF OR DNS = 33 DSQ = 34

** TOTAL POINTS LESS THROW OUT OF WORST RACE

Calculations for Shields Memorial Trophy for 1983

Prior Year		Current Year	
Year:	1982	Year:	1983
Entrants:	36	Entrants:	32
Races:	6	Races:	6
Discards:	1	Discards:	1



Skipper	Low Point	High Point	Percentage of Perfect	Low Point	High Point	Percentage of Perfect	Improvement	Rank	Comment
Tears	17	168	93.3%	51	114	71.3%	-22.1%	9	
Meril	42	143	79.4%	46	119	74.4%	-5.1%	7	
Porath	44	141	78.3%	76	89	55.6%	-22.7%	10	
Grinnell	46	139	77.2%	39	126	78.8%	1.5%	5	
Stubbs	53	132	73.3%	27	138	86.3%	12.9%	3	
Withers	56	129	71.7%	13	152	95.0%	23.3%	2	
Simpson	81	104	57.8%	119	46	28.8%	-29.0%	12	
Dixon	83	102	56.7%	85	80	50.0%	-6.7%	8	
Higgins	98	87	48.3%	126	39	24.4%	-24.0%	11	
Wilkins	107	78	43.3%	85	80	50.0%	6.7%	4	
Tomlin/Keogh	111	74	41.1%	106	59	36.9%	-4.2%	6	
Rich	144	41	22.8%	28	137	85.6%	62.8%	1	APPARENT WINNER
Moore				113	52	32.5%			

- Directions:**
1. Enter information about current year and prior year's races.
 2. Identify and enter skipper's name and low-point scores for those who sailed in both year's regatta.

9.0 Past Shields Class National Champions

National Champions

Year	Champion	Fleet	Host Fleet
2010	Robin Monk	Newport	Mystic, CT (Mason's Island Yacht Club)
2009	H.L. DeVore	W. Long Island Sound	Chicago, IL (Chicago Yacht Club)
2008	William Berry	Buzzards Bay	Oxford, Maryland (Tred Avon Yacht Club)
2007	Peter Denton Will Welles	Newport	Newport (Ida Lewis Yacht Club)
2006	William Berry	Buzzards Bay	Buzzards Bay/Marion (Beverly Yacht Club)
2005	Jonathan Pope	Buzzards Bay	W. Long Island Sound (Larchmont Yacht Club)
2004	Jonathan Pope	Buzzards Bay	Martha's Vineyard (Edgartown Yacht Club)
2003	Robin Monk	Newport	Chicago (Chicago Yacht Club)
2002	Reed Baer John Burnham	Newport	Seawanhaka (Seawanhaka Corinthian YC)
2001	Jerome Jordon Anthony Kotoun	Newport	Newport (Ida Lewis Yacht Club)
2000	Joe Schulz-Heik Thierry de La Villehuchet	W. Long Island Sound	W. Long Island Sound (Larchmont Yacht Club)
1999	Joe Schulz-Heik Thierry de La Villehuchet	W. Long Island Sound	Buzzards Bay/Marion (Beverly Yacht Club)
1998	Joe Schulz-Heik Thierry de La Villehuchet	W. Long Island Sound	Chicago
1997	Joe Schulz-Heik Thierry de La Villehuchet	W. Long Island Sound	Narragansett Bay
1996	Ched Proctor John Hardy	Manhasset Bay	Marblehead
1995	Ched Proctor John Hardy	Manhasset Bay	Martha's Vineyard
1994	Ched Proctor John Hardy	Manhasset Bay	W. Long Island Sound
1993	Ched Proctor John Hardy	Manhasset Bay	Dallas
1992	Wayne Kennedy Nick Burke	Marblehead	Buzzards Bay/Marion (Beverly Yacht Club)
1991	Ched Proctor John Hardy	Manhasset Bay	Narragansett Bay
1990	Ched Proctor John Hardy	Manhasset Bay	Manhasset Bay
1989	Ched Proctor John Hardy	Manhasset Bay	Chicago
1988	Victor M. Onet, Jr.	Seawanhaka	Seawanhaka
1987	Mike Deland	Buzzards Bay	Martha's Vineyard
1986	Dave McClintock	Narragansett Bay	Buzzards Bay/Marion (Beverly Yacht Club)
1985	Earle Stubbs	Narragansett Bay	Northern Mass. Bay
1984	Mike Polkabra	Monterey Bay	Monterey Bay
1983	Chris Withers	Narragansett Bay	W. Long Island Sound
1982	Rick Tears	Dallas	Narragansett Bay
1981	Chris Withers	Narragansett Bay	Dallas
1980	Mike Deland	Buzzards Bay	Martha's Vineyard

1979	Al Merll	Dallas	Buzzards Bay/Marion (Beverly Yacht Club)
1978	Richard Clark	Monterey Bay	W. Long Island Sound
1977	Frank Scully	Marblehead	Marblehead
1976	Gordon Benjamin Bonnie Shore	Narragansett Bay	Narragansett Bay
1975	Richard Clark	Monterey Bay	Monterey Bay
1974	Martin Plonus	Chicago	Chicago
1973	Arthur Knapp, Jr.	W. Long Island Sound	W. Long Island Sound
1972	Joseph O'Hora George Brazill	W. Long Island Sound	Narragansett Bay
1971	George Brazill Joseph O'Hora	W. Long Island Sound	W. Long Island Sound
1970	Lance McCabe	Southern California	W. Long Island Sound
1969	Patrick O'Neal	W. Long Island Sound	W. Long Island Sound
1968	Richard Sykes Jim Sykes	W. Long Island Sound	Seawanhaka
1967	Richard Sykes Jim Sykes	W. Long Island Sound	Seawanhaka
1966	David Smalley	W. Long Island Sound	W. Long Island Sound
1965	Patrick O'Neal	W. Long Island Sound	Greenwich

SHIELDS CLASS SAILING ASSOCIATION

Version: January, 2009

SECTION VII

OFFICIAL PLANS

Table of Contents

- 1.0 **List of Official Drawings**

- 2.0 **Official Plan 1 - Sail Plan**

- 3.0 **Official Plan 2 - Fittings and Rigging**

- 4.0 **Recommendations for Halyard and Sheet Sizes**

1.0 List of Official Drawings

The following drawings now on file with Sparkman & Stephens, Inc of New York, New York, and Cape Cod Shipbuilding Company of Wareham, Massachusetts constitute the basic elements of Sparkman & Stephens, Inc. Design No. 1720, and are hereby made a part of the Specifications of the Association.

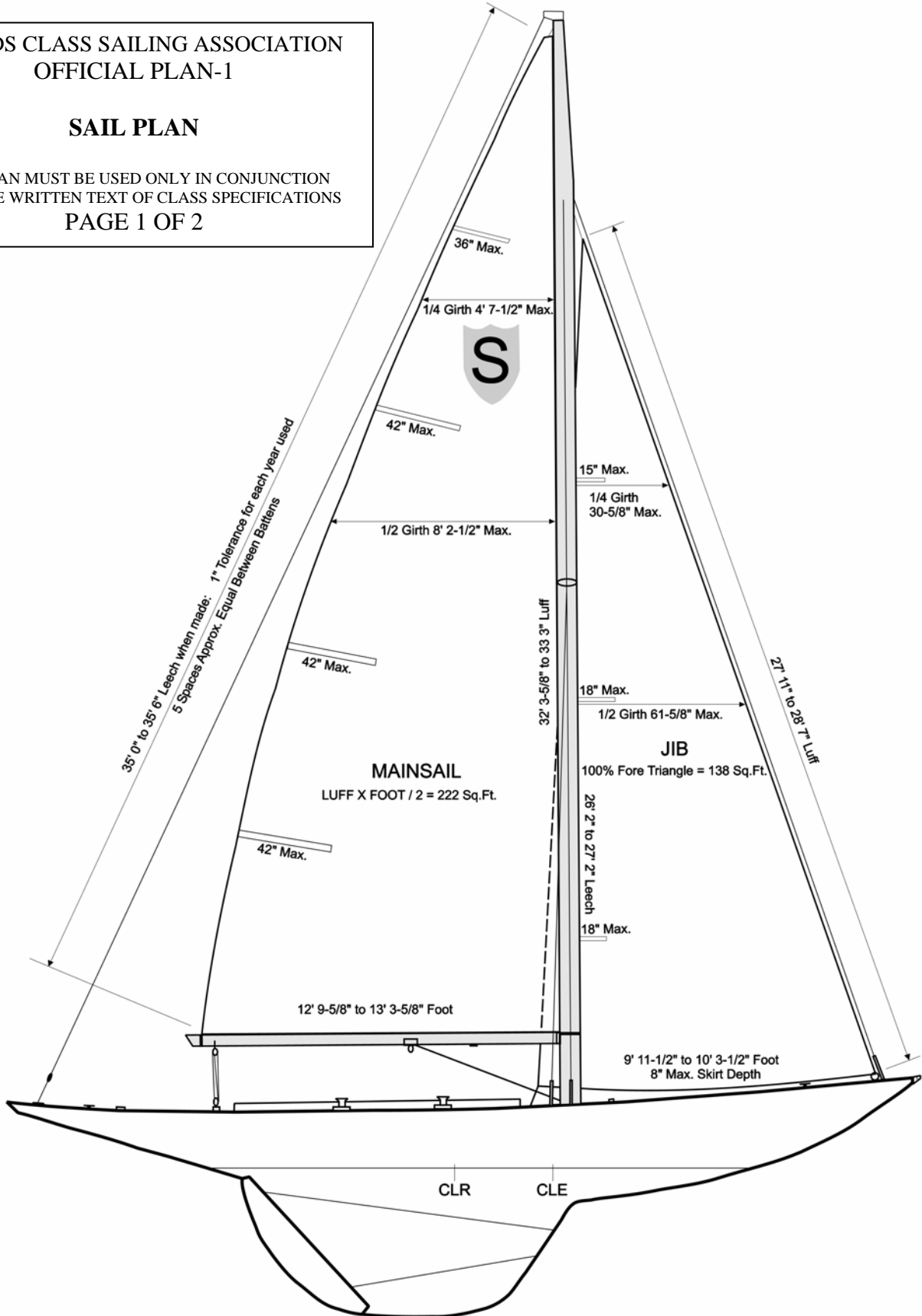
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Lines Plan	1720-IT ALT.O
Sections	10.00-12134 ALT.A
Tables of Offsets	1720-2 ALT.O
Shop Dwg.	10.00-12124 ALT.B-2
Deck Plan	10.00-12144 ALT.E
Fiberglass Laminates	10.00-23184 ALT.O
Fiberglass Laminates	10.00-03382 ALT.O
Keel Assembly	10.00-09144 ALT.B
Mast Support Detail - Wood	10.00-06263 ALT.D
Mast Support Detail - Fiberglass	10.00-10713 ALT.A
Rudder Detail	18.00-02653 ALT.A
Rudder Heel	04.91-75803 ALT.C
Tiller Assembly	04.24-75773 ALT.O

2.0 Official Plan 1 - Sail Plan

SHIELDS CLASS SAILING ASSOCIATION
OFFICIAL PLAN-1

SAIL PLAN

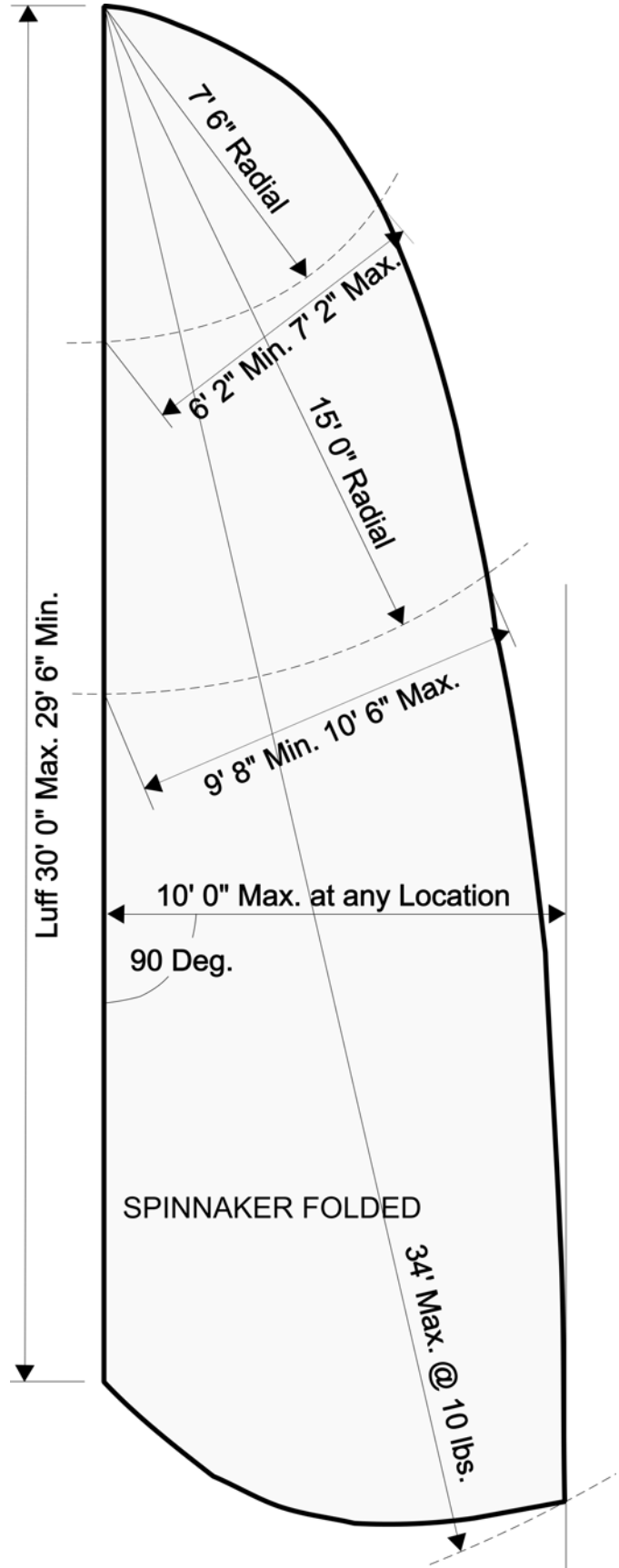
THIS PLAN MUST BE USED ONLY IN CONJUNCTION
WITH THE WRITTEN TEXT OF CLASS SPECIFICATIONS
PAGE 1 OF 2



SHIELDS CLASS SAILING ASSOCIATION
OFFICIAL PLAN-1

SAIL PLAN

THIS PLAN MUST BE USED ONLY IN CONJUNCTION
WITH THE WRITTEN TEXT OF CLASS SPECIFICATIONS
PAGE 2 OF 2



3.0 Official Plan 2 - Fittings and Rigging

Item	Description	Section	Comment
1	MAST	IV-5.0	36' 6-5/8" ABOVE DECK @ CL, 39' 6" LENGTH OF EXTRUSION
2	BOOM	IV-6.0	
3	SPINNAKER POLE	IV-8.12	ALUMINUM 2" MINIMUM DIA., 9' 4" OVERALL LENGTH
4	MAIN HALYARD UPPER SHEAVE BOX ASSEMBLY		
5	SPINNAKER HALYARD FAIRLEAD		29' 10-5/8" ABOVE DECK @ CL
6	JIB HALYARD UPPER SHEAVE BOX ASSEMBLY		29' 3-3/4" ABOVE DECK @ CL
7	SPINNAKER POLE LIFT FAIRLEAD OR BLOCK	IV-8.14	
8	SPINNAKER TRACK SLIDE AND POLE CAR		TRACK: 36" MAX. LENGTH, BOTTOM 3' 7-11/16" ABOVE DECK
9	SPINNAKER FOREGUY FAIRLEAD	IV-8.14	
10	GOOSENECK FITTING	IV-5.8	
11	BOOM OUTHAUL FITTING AND SHEAVE BOX	IV-7.4	MAX. PURCHASE 8:1
12	OUTHAUL CLEAT		
13	BOOM VANG	IV-7.3	MAX. PURCHASE 8:1
14	MAINSHEET BLOCK(S) ON BOOM WITH INTEGRAL CLEAT(S) OPTION	IV-8.1	MAX. PURCHASE 8:1 MAY INCLUDE COURSE/FINE
15	MAINSHEET TRAVELER AND CAR W/ DOUBLE BLOCK OR FIDDLE BLOCK	IV-8.3	MAX. PURCHASE 8:1
16	MAINSHEET BLOCK(S) ON BAIL (SS)	IV-6.4	BAIL LOCATED 12' 1-7/8" AFTER FACE MAST
17	BOOM CRUTCH		

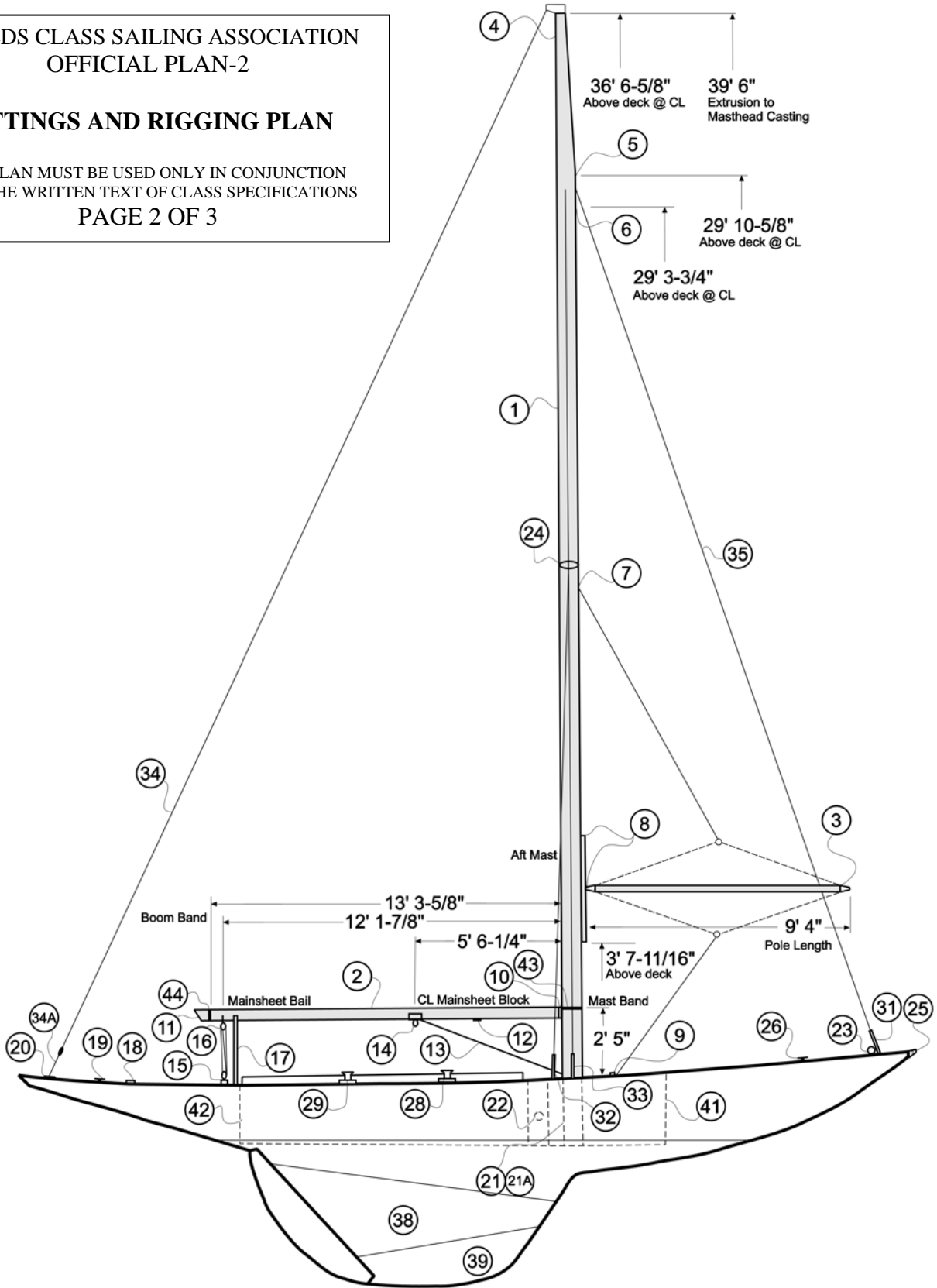
18	SPINNAKER SHEET TURNING BLOCKS		
19	STERN MOORING CLEAT		
20	BACKSTAY GLAND NUT AND FAIRLEAD ASSEMBLY	IV-7.2	
21	HALYARD LOWER SHEAVE BOXES (MAIN AND JIB)		REQUIRED
21A	HALYARD LOWER SHEAVE BOX (SPINNAKER)		OPTIONAL
22	HALYARD WINCHES LOCATED ON KINGPOST P/S	IV-4.2	REQUIRED
23	JIB TACK FITTING		
24	SPREADER ASSEMBLY		
25	BOW CHOCK		
26	FORWARD MOORING CLEAT		
27	TRACK AND CAR ARRANGEMENT FOR JIB SHEETS	IV-8.23	
28	JIB SHEET WINCHES	IV-4.3	LOCATED 2' 2" AFT OF FWD EDGE OF COCKPIT COAMING
29	SECONDARY SHEET WINCHES (OPTIONAL)	IV-4.3	LOCATED MIN 20" TO MAX 30" AFT OF THE PRIMARIES, MEASURED CENTER TO CENTER
30	CUNNINGHAM	IV-10.4	
31	HEADSTAY TURNBUCKLE - 3/8"		
32	LOWER SHROUD TURNBUCKLE - 7/16"		
33	UPPER SHROUD TURNBUCKLE - 3/8"		
34	BACKSTAY 1/8" SS 1X19	IV-7.2	MAX. PURCHASE 8:1

34A	BACKSTAY PENNANT 5/32" SS 7X19	IV-7.2	OR EQUIVALENT STRENGTH NON-WIRE ROPE
35	HEADSTAY - 3/16" SS 1X19		
36	UPPER SHROUD - 3/16" SS 1X19		
37	LOWER SHROUD - 7/32" SS 1X19		
38	DEADWOOD		
39	LEAD BALLAST		
40	MAST COLLAR		
41	FORWARD HATCH COVER	IV-1.8	
42	AFT HATCH COVER	IV-1.8	
43	MAST BAND	IV-5.7	UPPER EDGE 2' 5" ABOVE DECK
44	BOOM BAND	IV-6.3	INNER EDGE 13' 3-5/8" FROM AFT FACE OF MAST

SHIELDS CLASS SAILING ASSOCIATION
OFFICIAL PLAN-2

FITTINGS AND RIGGING PLAN

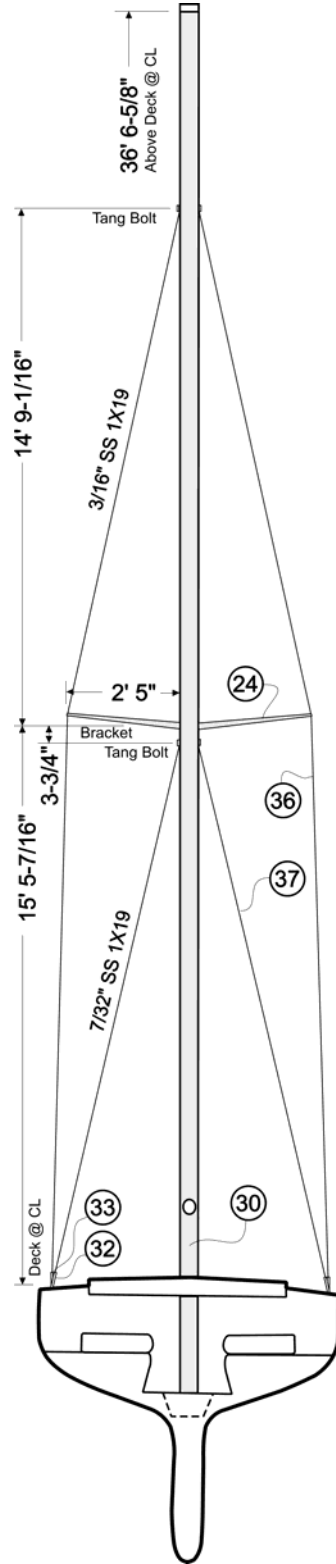
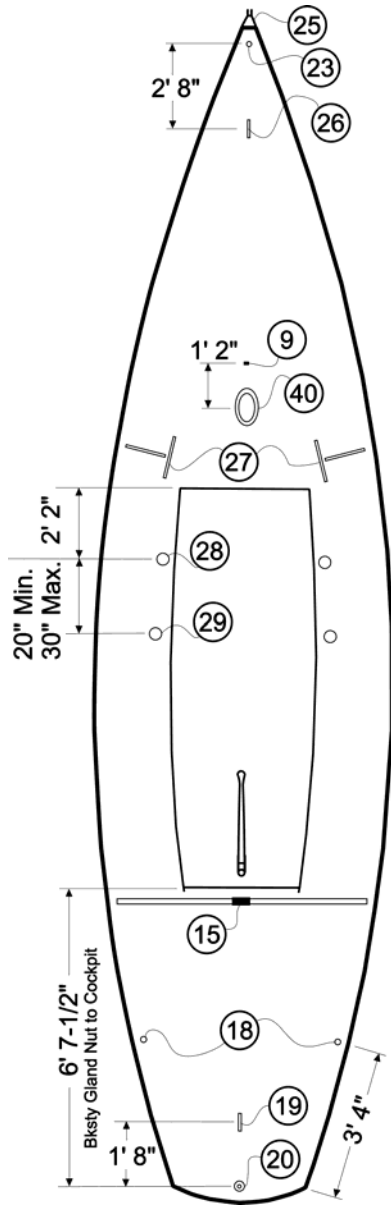
THIS PLAN MUST BE USED ONLY IN CONJUNCTION
WITH THE WRITTEN TEXT OF CLASS SPECIFICATIONS
PAGE 2 OF 3



SHIELDS CLASS SAILING ASSOCIATION
OFFICIAL PLAN-2

FITTINGS AND RIGGING PLAN

THIS PLAN MUST BE USED ONLY IN CONJUNCTION
WITH THE WRITTEN TEXT OF CLASS SPECIFICATIONS
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4.0 Recommendations for Halyard and Sheet Sizes

Updated November, 2007 according to Cape Cod Shipbuilding Company

HALYARDS:	Note: All halyards may be entirely of Kevlar or Spectra.
Main Halyard	43' of 5/32" stainless 7x19 wire and 38' of 5/16" dacron line or 85' of 5/16"
Spinnaker Halyard	78' of 5/16" line minimum
Jib Halyard	39' of 5/32" stainless 7x19 wire and 38' of 5/16" dacron line or 79' of 1/2"
SHEETS:	
Main Sheet	70' of 3/8" low stretch line
Jib Sheets	(2) 30' each of 5/16" low stretch line
Spinnaker Sheets (1,2,3)	(2) 65' each of 3/8" dacron
	Notes:
	1. Separate light sheets are permitted.
	2. Kevlar or Spectra are permitted
	3. For heavy air the 3/8" line in Dacron will allow some stretch which helps to stabilize the spinnaker in rough conditions. Light air sheets are better as low stretch.
OTHER LINES:	
Anchor Line	Minimum of 100' of 1/2" nylon required (see Section VI 9.1)
Spinnaker Pole Lift	43' of 5/16" dacron
Spinnaker Pole Foreguy	20' of 5/16" dacron
Boomvang	30' of 3/8" dacron for 4:1 (8:1 is permitted)
Spinnaker Twings	(2) 15' each of 5/16"
Backstay Adjustment	(2) 46' each of 5/16" plus 45" of 3/8" for 8:1 system
Traveler Adjustment	(2) 41' each of 5/16"
Cunningham	9' of 5/16" plus 18" of 1/8" vinyl coated wire with hook

SHIELDS CLASS SAILING ASSOCIATION RULE BOOK

Appendixes

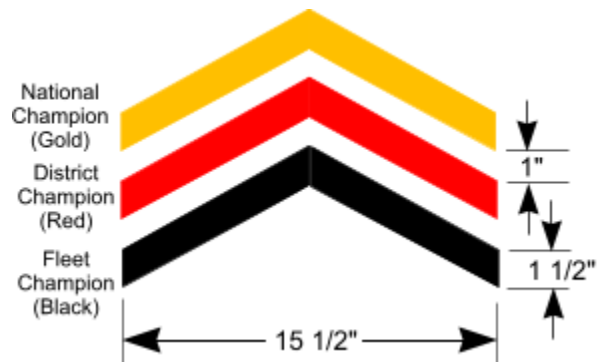
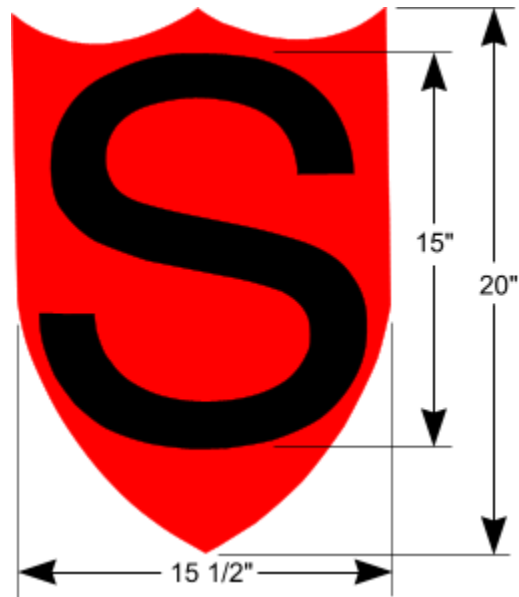
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Appendix I

Official Class Insignia and Chevrons

(See Section V Sails - 5.8 and 5.9)



Appendix II

By Action of the Executive Committee Clarifying Status of Registered Yachts Owned by Institutions

To clarify the status of Institutional Fleets, particularly with respect of Association dues, voting and competition in the National Championship Regatta, the Executive Committee hereby rules as follows:

1. An institution must pay at least one annual Registered Yacht dues in order to register all of its yachts and be a member of the Association.
2. The institution is entitled to cast as many votes at a membership meeting of the Association as the number of dues paid by it.
3. Where an institution charters a yacht to a private individual, the charterer is required to pay Registered Yacht and Active membership dues in order to be an Active Member of the Association. Dues paid by the institution do not entitle individual charterers to Association membership and dues paid by the individual charterers are not deemed to be dues paid by the institution for the purpose of its membership in the Association. During the charter term a chartered is deemed by the Association to be owner of the yacht for all purposes.
4. Personnel of an active member institution (such as faculty, student, or other having a continuing bona fide relationship with the institution) are deemed to be representative of the institution, not charters, and are not required to pay Registered Yacht dues. However, personnel that regularly serve as helmsman are required to become Active Members and pay the Active Member dues. Those that serve as crew are encouraged to become Associate Members.
5. An institution may be a member of a local Fleet upon complying with that Fleet's membership requirements.
6. Only an active member institution which is not a member of a Fleet may enter yachts in National Championship Regatta, regardless of the number of dues paid by it, subject to the qualifications and limitations as are set forth by the Regatta Committee. In any case, the Regatta Committee will reserve one boat (two is availability permits) for an institution entry which is not a member of a Fleet. If there is a request for more than one institutional entry, then the National President will assist the Regatta Chairman in choosing that institution that best qualifies.
7. If the active member institution is a member of a local Fleet, its personnel may enter the National Championship Regatta by qualifying in that Fleet's sanctioned racing series and by otherwise satisfying the eligibility requirements set forth in

Section VI - "Rules Governing the National Championship Regatta" of the Association Rule Book, regardless of the number of dues paid by the institution.

8. Where an active member institution is a member of a Fleet, such of its yachts as are normally sailed in the Fleet shall be subject to Section VI of the Association Rule Book, be counted as yachts belonging to that Fleet for the purpose of determining the number of Fleet's eligible entrants in a National Championship Regatta.
9. The entry fee for a National Championship Regatta must be paid for each yacht entered regardless of ownership.
10. The foregoing in no way limits the rights of any Fleet to establish requirements, including payment of Fleet dues for membership or active participation by an institution or its personnel in the Fleet.

Dated August 31, 1989

/s/ Donald R Tomlin

/s/ Christopher Withers

/s/ Victor Onet

Appendix III

Registered Yachts and Active Members

Appendix IV

Shields Class Sail Inventory Card

Appendix V

Measurer's Interpretations