

*Minutes*  
*Shields Nationals Technical Committee Meetings*

February 24, 2020

Attendees: Eric Anderson, Kenneth Deyett, John Gronberg, Garth Hobson, Richard Robbins, John Shannahan

Agenda:

1. Discussion on Proposal of Rule Changes to National Committee
2. Interval of Inspections
3. Carbon fiber spinnaker pole
4. Full length top batten in the mainsail
5. Spinnaker minimum and maximum limits (would like to remove the minimum limits to allow smaller spinnakers).

1. Meeting started at 20:03 EST (17:00 PST).
2. Ken Deyett described the procedure, Section I Article 9, whereby rule changes will be brought before the National Committee. Discussion followed with the confirmation that any significant changes need a unanimous vote of the from the National Committee for ratification. Topics will be socialized with the Fleet Captains and National Board Members before bringing them up for a vote.
3. *Interval of Inspection*. The following motion was presented by Richard Robbins, nominated by Eric Anderson and seconded by John Gronberg. After discussion the vote was unanimous in favor of adoption.

## **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 ~~their~~ 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. **The mast step location should be measured and certified every two years. In addition, yachts that have been modified must be measured and certified to conform to the specifications prior to any sanctioned race.**

DISCUSSION: The requirement to measure yachts every year is burdensome and actually has almost never happens. This change puts the Rule more in conformance with reality and adds the mandate to re-check mast-step on a two-year cycle (based on experience in the California fleet). Other specifications are checked initially and when changes to the yacht are made. The bottom line is that yachts needs to be certified to conform with specifications but not necessarily on a mandated once a year cycle.

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4. *Carbon fiber spinnaker pole.* Eric Anderson will write up an article for the e-Masthead describing the committees deliberations and thinking at the time of vote on this rule change on January 27<sup>th</sup>.
5. *Full length top batten in the mainsail.* John Gronberg drafted a letter from the Measurement Committee [Attachment 1] for the Measurer, Garth Hobson, to sign asking sailmakers to respond to four questions the Committee had regarding the pros and cons of changing the top batten to a full length on the mainsail. Responses were obtained from; North Sails (Ched Proctor), Quantum Sails (TJ Roney), Randy Shore, John Jenkins and Ullman Sails (Dave Hodges). [Attachments 2 – 6]
6. *Spinnaker minimum and maximum limits.* Richard Robbins drafted changes to Nationals Rules [Attachment 7]. These were distributed shortly before the meeting and will be further discussed at the next meeting.
7. *Old Business –* Further discussion was held on the quality of old versus new mast sections.
8. Next meeting will be March 30<sup>th</sup>, 2020.
9. Meeting adjourned at 21:09 EST

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**Attachment 1.**

Shields National Fleet Technical Committee

February 18, 2020

Gentlemen,

We are contacting you to gain an opinion on the Mainsail configuration for the Shields One Design Fleet. The committee of 8 is looking into the possibility of changing the configuration on the upper most batten for the Shields Main from it's current specification to a full batten.

We would be interested in gaining your opinion on the following:

1. Would this assist in more appropriate shaping of the upper portion of the Main?
  
2. Is there any competitive advantage in the modification?
  
3. If the modification came into being, could sails previously manufactured be easily modified at a nominal cost?
  
4. Are there any other recommendations that you might conceive that would be beneficial to the Shields Mainsail as we know it today?

Sincerely

Garth V Hobson  
National Measurer

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**Attachment 2**

From: **Tim Healy** <[Tim.Healy@northsails.com](mailto:Tim.Healy@northsails.com)>  
Date: Wed, Feb 19, 2020 at 7:26 PM  
Subject: Re: Shields Main Sail Top Batten  
To: Ched Proctor <[ched.proctor@northsails.com](mailto:ched.proctor@northsails.com)>

Thanks!

On Wed, Feb 19, 2020, 6:15 PM Ched Proctor <[ched.proctor@northsails.com](mailto:ched.proctor@northsails.com)> wrote:  
My thoughts are this. The current Mainsail top batten is long enough to be effective in producing a good shape. The Shields mast section may make it a problem to have good interaction with a batten box fitting. The back is flat so it may contact the mast to the side and stress the bolt rope. Probably this could be worked out, but I don't think the mast section makes it as easy as others like the Etchells. It needs to be checked. We could make up a sample and try it in a mast.

I think longer battens in the jib with a full length top batten would provide more benefit in longevity of the sails' competitive life. For the ten years that we raced the Shields, we only replaced the mainsail once, the spinnaker once and every other sail replacement was a jib. As the owner said, "Every time we put on a new jib we immediately went faster."

That's my quick thoughts on the subject.

Regards,

Ched Proctor

**NORTH SAILS ONE DESIGN**

One Design

O:[2037834239](tel:2037834239)

M:[2037676394](tel:2037676394)

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**Attachment 3**

TJ,  
Thank you for your reply.

Patrick,  
Are you willing and able to comment on our questions below with regards changing the top batten of a Shields Mainsail to a full batten? We would like your inputs before Monday.

Sincerely

- Garth

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**From:** TJ Roney <troney@quantumsails.com>  
**Sent:** Friday, February 21, 2020 10:48 AM  
**To:** Garth Hobson <turbogarh@hotmail.com>  
**Subject:** Re: Shields Main Sail Top Batten

Thanks Garth,

My opinion with all aspects considered is to not make alterations to the top batten length but rather increase the number of sail buttons allowed. This will allow individuals to purchase a newer sail at their own discretion, rather than forcing the cost of making an alteration class wide. As far as performance goes, I do not feel a full top batten would increase performance significantly enough to drive increased participation or make a massive difference in boat speed.

It is my recommendation that you get in touch with a friend of mine, Patrick Gavin-Brynes. He's spent years successfully and competitively trimming main on one of the top boats in the class. He is actively involved in the class and can offer a very professional and non bias opinion. He is expecting your call/email.

Patrick Gavin-Brynes  
Mobile: (518) 480-1464  
Email: patrick@pgbsailing.com

Either way, I am happy to provide any assistance you need moving forward. Please keep in touch, I hope this helps.

Regards,

**TJ Roney**  
Sail Consultant

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**Attachment 4**

Garth,

Sorry this isn't arriving "before Monday" hopefully still timely enough to be useful.

I would start by asking; "what problem are you trying to solve for?"

My answer to that is: when the Shield mainsail ages, it gets deeper in the top section. With the top batten being so close to full length, this means that extra depth tends to get pushed right to the front of the batten creating a hard spot there. In other words, as the sail ages, it doesn't do so uniformly at that top batten as is typical with aging sails.

By adding a top batten, you would go a long way to smoothing that out, especially if done properly.

My next question: "Is it difficult to add?"

Quick answer: no.

Last question: "So, it sounds worth it, why not do it?"

Answer: As well as the prudent questions you are asking (which I'll answer too)- Are people using their sails beyond their proper racing life such an issue that the fleet needs to get through the process to change the rules for? Personally it sounds like work for the class, and for the sailmakers for very little tangible result. So, I would go either way on it.

Specific answers below in red.

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**From:** Dave MacMillan <dmacmillan@quantumsails.com>

**Sent:** Wednesday, February 19, 2020 7:46 AM

**To:** Randall Shore <rshore@sailorandseam.com>

**Subject:** Fwd: Shields Main Sail Top Batten

Think it's fair to share this with you...

----- Forwarded message -----

From: **Garth Hobson** <[turbogarth@hotmail.com](mailto:turbogarth@hotmail.com)>

Date: Tue, Feb 18, 2020 at 10:49 PM

Subject: Shields Main Sail Top Batten

To: [troney@quantumsails.com](mailto:troney@quantumsails.com) <[troney@quantumsails.com](mailto:troney@quantumsails.com)>, Randall Shore <[rshore@quantumsails.com](mailto:rshore@quantumsails.com)>

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Gentlemen,

We are contacting you to gain an opinion on the Mainsail configuration for the Shields One Design Fleet. The committee of 8 is looking into the possibility of changing the configuration on the upper most batten for the Shields Main from it's current specification to a full batten.

We would be interested in gaining your opinion on the following:

1. Would this assist in more appropriate shaping of the upper portion of the Main?

The current leading Class sails (North, Quantum) already have appropriate shaping based from historical design refinement. Adding a top batten won't improve those sails, indeed they would require a re-evaluation of the shape to make sure it still sets-up the same with a full length batten (but probably not need a "design change"). Will it make it easier for new sailmakers to jump in and have an easier time getting the top to set-up right? I don't know.

2. Is there any competitive advantage in the modification?

Having a full length top batten should not provide a competitive advantage, unless it impacts sail area.

Can it impact Sail area? Sorry, I can't answer that without the Mainsail and rulebook out in front of me... is there a way to use that top batten projection to push a little more area into the top of the main? Or is the dimensional rules (batten placement in relation to the max top girth) tight enough to prevent any extra area being added? look at this carefully - I've seen this become a major problem in other classes when the rules didn't restrict it.

3. If the modification came into being, could sails previously manufactured be easily modified at a nominal cost?

I think so. 1 hour of modification, a \$15 batten receptacle, and a \$20 batten. That could probably be cut by 1/3 if you did them in bulk.

4. Are there any other recommendations that you might conceive that would be beneficial to the Shields Mainsail as we know it today?

I still like the idea of going to a loose foot, but like the full length top batten, I'm not sure the benefit outweighs the issues created at implementing it.

1. Sincerely  
Garth V Hobson  
National Measurer

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**Attachment 5**

John Jenkins <john@jenkinssails.com>  
Wed 2/19/2020 2:17 PM

Hi Garth

The main advantage of the full length top batten is you can poke the roach out at the top batten to a point where you can run a straight line between battens one, two, and three and still hit the 1/4 and 1/2 girth measurements. Area up high is advantageous in mainsails as demonstrated by the square top mainsails you see on many racing boats today. In the Star class we have been able to poke the top batten out about 3 inches and the full length batten supports the added roach. This has also worked well in the Comet and Windmill class. The one downside is in light air the batten remains inverted on a tack or gybe and you have to pop the sail to get it right. These classes don't have a fixed backstay and the advantage of increased area up high more than offsets the inversion problem.

The Shields has a fixed backstay and if you look at the sail plan the roach at the top batten is already very close to the backstay. You can only overlap the backstay a little before the batten will hang up on every tack. We made some mainsails for the Gibson Island 210 fleet with full length top battens and increased roach and they had to add flickers to the top of the mast to hold the backstay away from the sail on a tack. Sometimes the backstay would have to be eased.

As to shaping the top of the sail the full length top batten does keep the draft more centered in the sail and this is a secondary advantage to the increased area. Converting existing sails can be easily done by removing the closed end of the top batten and adding an extension, but adding any roach would be much more difficult.

I am guessing that sailmakers popular in the class have already pushed the top batten out to a point that it clips the backstay when tacking. By going to a full length batten you might cause the batten to hang on a tack.

Probably the best approach would be to convert an old sail and run some tests. I could convert one of John S old sails and the class can decide if this is a good upgrade

Best regards

John **Jenkins**

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**Attachment 6**

David Hodges <scsailsdh@gmail.com>  
Wed 2/19/2020 4:27 PM

Hi Garth, Putting a full batten in the top will smooth out the shape in the upper part of the sail. It is a way to make an older sail look better. Retro fitting an old sail is easy and should not run more than 100.- to 150.- depending on the sail loft and type of batten used. Not sure there is any performance difference over a partial batten sail that is cut and used right. I have some Express 27 customers who prefer a partial batten up top so it can clear the backstay in light air. A partial batten sail with the same roach as a full batten one will tack through the backstay easier. I can't think of any other changes that would make the Mainsail any better. The Shields Main is a nicely proportioned sail that makes for a long lasting sail.

David



ULLMAN SAILS  
SAN FRANCISCO & MONTEREY BAY  
DAVID HODGES  
104 Bronson Street, Suite 20  
Santa Cruz CA 95062  
(831) 454-0868

Attachment 7

## Changes to Shields Class Rules Related to Spinnakers

Purpose: To allow the use of a second spinnaker aboard a yacht more appropriate for high wind conditions.

### Official Plan 1 (Remove Minimums dimensions)

Luff 30' 0" Max. ~~29' 6" Min.~~

7' 6" Radial ~~6' 2" Min.~~ 7' 2" Max.

15' 0" Radial ~~9' 8" Min.~~ 10' 6" Max.

### Section VI Rules Governing the National Championship Regatta

#### 1.2 Entrants

d. Qualifications 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.~~ **The primary and secondary spinnaker combined must have ten sanctioned Shields races in the calendar year of the Regatta on the entered boat.**

3. An Entrant may use only one mainsail, one jib, and ~~one~~ **two** spinnakers ("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.~~ **The two spinnakers may be used as a "primary" and "backup" or as a "light-air" and "heavy air" as the skipper may choose.**

### Section V Sails

1.0 Basic Rules Governing Sail Acquisition (No changes)

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