

Minutes
Shields Nationals Technical Committee Meetings

March 30, 2020

Attendees: Eric Anderson, Kenneth Deyett, John Gronberg, Garth Hobson, Richard Robbins, Kim Roberts, Ted Slee, Mike Schwartz

Agenda:

1. Introduction of New Members
 2. Resurrected webpage to share documents (see details below)
 3. Interval of inspections
 4. Carbon fiber spinnaker pole
 5. Full length top batten in the mainsail
 6. Spinnaker minimum and maximum limits (would like to remove the minimum limits to allow smaller spinnakers).
 7. Old business
 8. New business
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1. Ted Slee (Fleet 9) and Mike Schwartz (Fleet 3) were invited to join the committee. Because of the upcoming birth of his first child Ted Slee may not be able to attend all upcoming meetings. Mike Schwartz joined during the meeting.
 2. The resurrected webpage to share documents was demonstrated and Garth has control of the documents that can be updated in real time. Details to access the webpage are;

<https://shieldsclass.com/meeting/>



[Shields Class Sailing Association](https://shieldsclass.com/meeting/)

The Shields class sailing association is the national organization for the regulation and promotion of the Shields one-design sailboat.
shieldsclass.com

Use your email address and the meeting code of "March30" to see the slides.

1. *Interval of Inspection.* The inspections rule was updated to read

2.0 Basic Rules Governing Measurements and Inspections

2.1 Each Fleet Measurer must inspect and measure Registered Yachts in their 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 conform to the Specifications. The mast step location should be measured 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. **The National Measurer may require an inspection form to be completed and made publicly available in a prescribed manner.**

Action: Garth will generate an inspection sheet to be added to the mast step measurement certificate.

2. *Carbon fiber spinnaker pole.* Ted Slee distributed this ruling to members of his fleet and the response was overall negative. The discussion amongst the members was that this is potentially an improvement to the boat that would grow the fleet(s) by either making the boat more appealing to younger folk as well as easier for diminutive foredeck folk to handle the pole. Eric Anderson will write up an article for the e-Masthead describing the committee's deliberations and thinking at the time of vote on this rule change on January 27th.
3. *Full length top batten in the mainsail.* Garth described the number of Wednesday evening sailing conducted in Monterey and noted that their back up mainsail endures more than 100 races, which results in the top batten hook being severe. Ted Slee felt that a full batten may prevent the top of the main to invert when sailing by the lee on a downwind spinnaker run.
4. *Spinnaker minimum and maximum limits.* DISCUSSION: The Marion Fleet has experimented allowing a small spinnaker (about 2/3 the area) to be used in fleet races. This allows boats with less experienced crew or when winds are higher to comfortably fly a spinnaker when they might not otherwise. The smaller spinnaker is only a slight disadvantage but is more competitive than no spinnaker and it is more stable in heavier air. In order to experiment the Marion fleet has had to get a letter from the Class Measurer allowing the experiment and to change the local Sailing Instructions. The small spinnaker has not been counted in terms of sail acquisitions.

At the National Regatta two spinnakers are allowed – a primary and a back-up. This proposed Rule allows flexibility in how the two spinnakers are used. They are used either a primary and a backup (expected for the top-tier of racers) or a light-air and a heavy-air spinnaker (more likely for the bottom-tier of racers). This Rule also places the small spinnaker into the sail acquisition requirement.

This Rule can be implemented by removing the minimums on the spinnaker dimensions. It should have almost no effect on the top-tier racers but will allow other folks to participate in races (fleet and National Regatta) where otherwise they be hesitant because of

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sea-state or wind velocity. This Rule has no effect on the top-tier of racers (they will continue to use the full-sized spinnaker) but will bring more casual and learning yachts to the racecourse.

Updated wording to eliminate reference to a primary and secondary spinnaker was proposed and Richard has presented the attached amendment (Attachment A).

5. Old Business – Mike Schwartcz raised the question on the loose footed main and a brief discussion followed with Richard giving a history of what has transpired previously.

Richard proposed the following for discussion at the next meeting.

Loose footed Mainsail Rule Proposal

Section V 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 **or it may be used and constructed loose-footed**. A clew slide **and strapping** may be added. Roach reefs, zippers and similar foot control devices are prohibited. **The foot of the loose-footed sail shall be rounded in a convex shape. No part of the "round" may extend more than 6 inches below a straight line taken between tack and clew.**

6. Next meeting will be April 27th, 2020.
7. Meeting adjourned at 21:09 EST

Attachment A.

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. 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.~~

~~3. 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 two spinnakers combined must have ten sanctioned Shields races in the calendar year of the Regatta on the entered boat.**

~~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 in terms of races and race legs.**

Section V Sails

1.0 Basic Rules Governing Sail Acquisition **(No changes)**

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