

A Shields Technical Committee meeting was held on March 15, 2012. In attendance were R. Robbins, W. Berry, S. Benson, K. Roberts and M. Swanson.

### **Loose-footed Mainsail:**

The following authorization is issued:

The Technical Committee and National Measurer have authorized and encourages the experimental use of the current mainsail loose footed (leaving the foot bolt-rope out of the boom groove) in local fleet racing per local fleet Sailing Instructions for the 2012 season. Use of a clew strap is also allowed. Results of the local fleet racing with the mainsail loose footed are to reported to Technical Committee.

The Technical Committee will decide if the Rule change related to the loose-footed mainsail will be presented for vote to the member meeting in September.

The suggestion was made to make sure the *Masthead* (and other communications) discuss the pros and cons of the loose-footed mainsail so that all sailors are familiar with the issue.

*Action: All to have their fleets experiment with the loose-footed mainsail and to continue the discussion with owners.*

### **Small Spinnaker:**

The following authorization is issued:

1. The use of the small spinnaker is only approved for racing within a local fleet and not approved for regatta use.
2. The use or acquisition of the small spinnaker shall not be required of any registered yacht and shall remain strictly optional.
3. The acquisition or use of a small spinnaker shall not change or be counted as to sail "credits"
4. The requirements for qualification of a registered yacht, skipper, and sails is unchanged in that the normal spinnaker must be raced in 10 races in order for it to be qualified for the National regatta.
5. The specifications for the small spinnaker shall be open to experimentation. The initial target is to have the sail approximately 25% smaller. In order to easily differentiate from the normal spinnaker when flown, the small spinnaker shall not include sail numbers.
6. In order for a small spinnaker to be used in local racing, it must be adopted by the local fleet. The use details (when allowed, scoring, etc.) of the small spinnaker is left to the local fleets and should be made part of their Sailing Instructions.
7. Fleet captains shall report to the National Measurer as to the use and recommendations related to the small spinnaker at the end of the season.

There were no objections to this authorization. The Marion and maybe no other fleet will adopt the small spinnaker rule into Sailing Instructions.

## **Reconstruction Issues:**

There was a good discussion of the rudder reconstruction and fairing based on two papers created on the subject as guidelines. It was agreed that letting honest sailors know what is acceptable (interpretations beyond the Rules) is worthwhile. There seemed to be consensus that fiberglass cloth is allowable on the keel/deadwood, keel and rudder shoe that does not change the design shape. Filling minor hull hollows in the vertical was suggested as being a natural consequence of long-boarding. It was agreed that any asymmetry in the hull should be left as is. Discussed changes in the hull leading edge as not be allowed.

*Action: Richard to revise the two papers on guidelines based on suggestions from the committee. Kim to look at weighing a few boats in Newport (Marion is not setup to weigh boats). Bill to check on the Shields birth weights as available from Cape Cod Shipbuilding. All to suggest what boat parameters (and methods) should be checked during the National Regatta in September (more for research purposes and not necessarily for qualification).*

Richard Robbins  
National Measurer