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## Minutes - Technical Committee Meeting December 8, 2011

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**Subject :** Minutes - Technical Committee Meeting December 8, 2011

 1 attachment

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A Shields Technical Committee meeting was held on December 8, 2011. In attendance were R. Robbins, M. Swanson, K. Martincic, S. Benson, K. Roberts, B. Miller and W. Goodwin and D. Goodwin of Cape Cod Shipbuilding.

### Loose Footed Mainsail:

Proposal for the rule change was presented (see attached) with the foot round limited to 5". There was a question whether a foot cord is needed or allowed and whether sailmakers have a better way to describe the shape of the foot.

*Action: All -Talk to sailmakers as to the details and wording of the rule change especially as to the shape of the foot. We should be ready to adopt the rule at next meeting.*

### Boom Length:

The following was adopted unanimously and the dimension will be added to *Official Plan 2* as to the clarification of boom length:

**IV-6.2 Length of Boom** The length of the boom from the after face of the mast shall not exceed 13 feet 11 inches.

*Action: Richard to present to Governing Board for adoption.*

### Mast Issues:

The mast will continue to be built in a standard length and dimensioned from the butt with the gooseneck set when married to the boat to achieve the 2' 5" to the deck. It was pointed out that the deck does move when the rig is under tension and the gooseneck dimension should be measured with rig tuned. There was no consensus as to implementing a mast bury dimension rule even on new boats or when boats moving a mast step.

*Action: 1. Richard to make proposed changes to Official Plan 2 to correct the overall mast extrusion length and to note that the dimensions to the deck of the jib sheave and spinnaker fairlead are based on a nominal mast bury of 35-3/16".*

*2. Richard - As part of the National Regatta, record yacht's mast bury.*

### Hull Fairing:

Several images of keels were discussed in conjunction with the fairing rule and the meaning of "basic design shape". There is no evidence that the line drawings should be used as a basis for the design shape but rather the "shape as implemented by the builder" should be used. This still does not define the "basic design shape". There was consensus that adjustments to the rudder shoe and work on the rudder fairing strips was allowed. The following interpretation was presented for discussion:

#### Interpretation

The "basic design shape" means the shape as implemented by the builder. "Fairing" per IV 1.5(a) does not allow removal or moving of lead or original hull structure. Closing gaps between the rudder and the hull are allowed as limited by IV 1.4 Rudder Fairing Strips. Owners shall communicate plans for "fairing" to the National Measurer beforehand. Failure to have "fairing" plans and techniques approved may lead to a yacht being declared out of conformance with specifications.

*Action: 1. All -Present to the Technical Committee proposed plans and images from yacht owners planning to have work done on their hull. The Technical Committee will discuss and declare certain work as legal or illegal. This will form a basis of what is allowed and will give guidance for future requests. Encourage all owners doing fairing work to present plans to the National Measurer (as is required by the current rule).*

*2. All -Consider words for an interpretation that would clarify what is allowed in the "fairing" rule.*

*3. Richard and Bill: Propose a few hull measurements that might be taken at the National Regatta for information purposes. Look into the possibility of weighing boats for the National Regatta.*

**Reconstruction Guidelines:**

*Action: All - Look over and contribute to WikiShields at <http://www.shieldsclass.com/wiki/>.*

Submitted,

Richard Robbins  
National Measurer



**Mainsail.pdf**

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