

A Shields Technical Committee meeting was held on January 26, 2012. In attendance were R. Robbins, K. Martincic, B. Miller, Com Crocker and W. Berry.

Loose-footed Mainsail:

The loose-footed main sail rule was adopted with a 2" foot round specification for the loose-footed version. This is pending comments from sailmakers. If sailmaker changes are recommended these will be handled by email. We want to get this before the Board of Governors for approval soon and its use in the 2012 season.

Action: Richard to talk to North Sails for final comments and present the rule to the Board of Governors for approval.

Changes to Official Plan 2:

The update to *Class Rules - Official Plan 2* to reflect the current dimension of the mast extrusion and a note indicating that the dimension for the spinnaker fairlead and jib sheave to the deck are based on a mast bury of 2' 11-3/16" was passed unanimously and will be presented to the Board of Governors.

Action: Richard to present the Rule to the Board of Governors for approval.

Mast Bury Specification:

Discussion as to whether a mast bury of 2' 11-3/16" +/-1/2" should be adopted for new yachts, yachts with new masts and yachts moving their mast step. There was no consensus and this topic will be continued. More data to be acquired.

Action: All to look at their fleet and send Richard data as available.

Fairing Questions:

Discussions took place on a number of questions related to rudder and hull fairing. There was general consensus that an owner is allow to re-work the rudder shoe to align the rudder so it is amidships and in the vertical properly tight to the hull. Extension of the rudder or hull to close the rudder-hull gap seemed questionable. There was disagreement as to whether low spots along a horizontal line are allowed to be filled. Hollow sections in the vertical on the keel-hull were judged not allowed to be filled. In other word, the asymmetry of the hull as built must be maintained. Repair of the seam between deadwood/hull should be encouraged using the recommended technique. Repair of the deadwood foam is legal.

Action: Richard to talk to non-attending Technical Committee members and Cape Cod Shipbuilding as to their ideas as to what is legal or illegal. Richard to generate proposed answers to the questions for re-discussion a subsequent meetings.

Submitted,
Richard Robbins
National Measurer