

# **SHIELDS CLASS SAILING ASSOCIATION**

## **Appendixes**

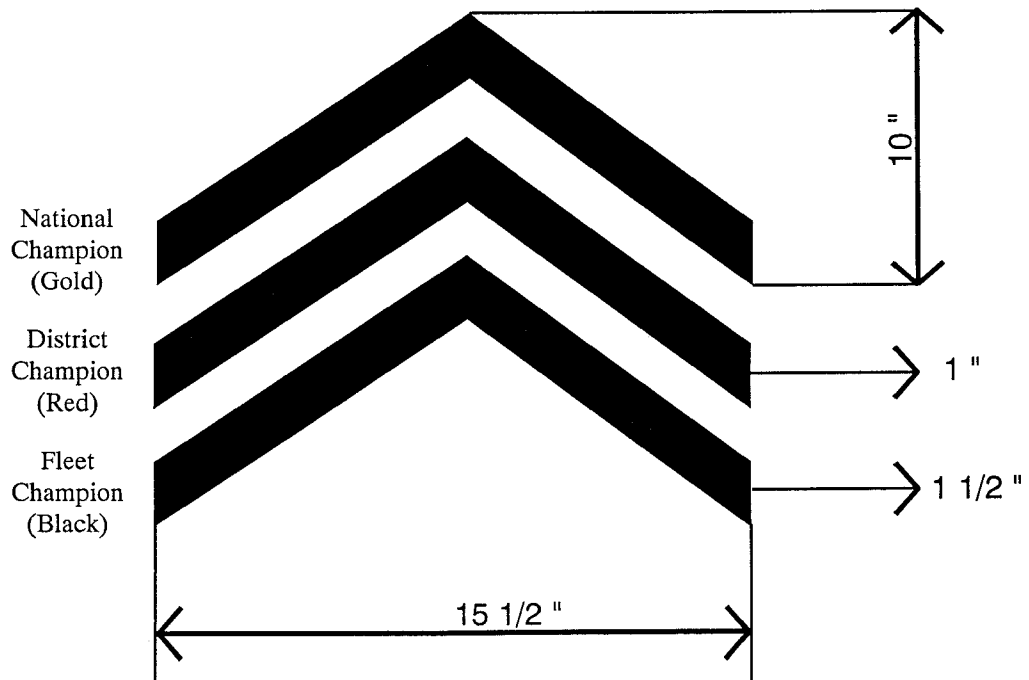
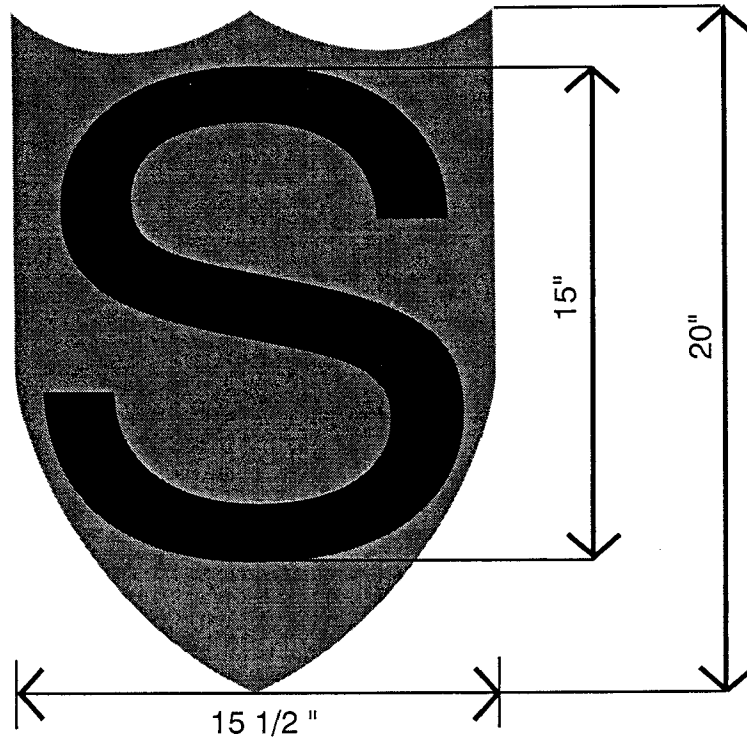
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# Appendix I

## Official Class Insignia and Chevrons

(See Section V Sails - 5.8 and 5.9)



## **Appendix II**

### **By Action of the Executive Committee**

#### **Clarifying Status of Registered Yachts Owned by Institutions**

To clarify the status of Institutional Fleets, particularly with respect to payment of Association Dues, voting and competition in the National Championship Regatta, the Executive Committee hereby rules as follows:

1. An institution must pay at least one annual Registered Yacht dues in order to register all of its yachts and be a member of the Association
2. The institution is entitled to cast as many votes at a membership meeting of the Association as the number of dues paid by it.
3. Where an institution charters a yacht to a private individual, the charterer is required to pay Registered Yacht and Active Membership dues in order to be an Active Member of the Association. Dues paid by the institution do not entitle individual charterers to Associations membership and dues paid by individual charterers are not deemed to be dues paid by the institution for the purpose of its membership in the Association. During the charter term a chartered is deemed by the Association to be the owner of the yacht for all purposes.
4. Personnel of an active member institution (such as faculty, student, or other having a continuing bona fide relationship with the institution) are deemed to be representative of the institution, not charters, and are not required to pay Registered Yacht dues. However, personnel that regularly serve as helmsman are required to become Active Members and pay the Active Member dues. Those that serve as crew are encouraged to become Associate Members.
5. An institution may be a member of a local Fleet upon complying with that Fleet's membership requirements.
6. Only an active member institution which is not a member of a Fleet may enter yachts in National Championship Regatta, regardless of the number of dues paid by it, subject to the qualifications and limitations as are set forth by the Regatta Committee. In any case, the Regatta Committee will reserve one boat (two if availability permits) for an institutional entry which is not a member of a Fleet. If there is a request for more than one institutional entry, then the National President will assist the Regatta Chairman in choosing that institution that best qualifies.
7. If the active member institution is a member of a local Fleet, its personnel may enter the National Championship Regatta by qualifying in that Fleet's sanctioned racing series and by otherwise satisfying the eligibility requirements set forth in Sec VI - "Rules Governing the National Championship Regatta" of the Associations Rule Book, regardless of the number of dues paid by the institution.
8. Where an active member institution is a member of a Fleet, such of its yachts as are normally sailed in the Fleet shall, subject to Sec VI of the Associations Rule Book, be counted as yachts belonging to that Fleet for the purpose of determining the number of the Fleet's eligible entrants in a National Championship Regatta.

9. The entry fee for a National Championship Regatta must be paid for each yacht entered regardless of ownership.
10. The foregoing in no way limits the rights of any Fleet to establish requirements, including payment of Fleet dues for membership or active participation by an institution or its personnel in the Fleet.

Dated August 31, 1989

/s/ Donald R Tomlin

/s/ Christopher Withers

/s/ Victor Onet

**Appendix III**

**2. REGISTERED YACHTS AND ACTIVE MEMBERS**

Please list active members under the yachts they sail

Yacht Number	Yacht Name	Active Member Name and Address	Yacht	Dues	Act. Member
		Name Address City State/Zip Home Phone Business Phone Fax Number E-Mail	\$	\$	

Yacht Number	Yacht Name	Active Member Name and Address	Yacht	Dues	Act. Member
		Name Address City State/Zip Home Phone Business Phone Fax Number E-Mail	\$	\$	

Yacht Number	Yacht Name	Active Member Name and Address	Yacht	Dues	Act. Member
		Name Address City State/Zip Home Phone Business Phone Fax Number E-Mail	\$	\$	

Yacht Number	Yacht Name	Active Member Name and Address	Yacht	Dues	Act. Member
		Name		\$	\$
		Address			
		City			
		State/Zip			
		Home Phone			
		Business Phone			
		Fax Number			
		E-Mail			

Yacht Number	Yacht Name	Active Member Name and Address	Yacht	Dues	Act. Member
		Name		\$	\$
		Address			
		City			
		State/Zip			
		Home Phone			
		Business Phone			
		Fax Number			
		E-Mail			

Yacht Number	Yacht Name	Active Member Name and Address	Yacht	Dues	Act. Member
		Name		\$	\$
		Address			
		City			
		State/Zip			
		Home Phone			
		Business Phone			
		Fax Number			
		E-Mail			

(Please photocopy as many sheets as necessary)

**APPENDIX IV**

**SHIELDS CLASS SAIL INVENTORY CARD**  
(SEE SEC V SAILS - subsection 1.o)

**YACHT SAIL NUMBER:** \_\_\_\_\_ **OWNER - ACTIVE MEMBER**

**YACHT NAME:** \_\_\_\_\_

**SAIL INVENTORY AS OF JANUARY 1, 1999 - OR CURRENT INVENTORY**

YEAR	SAIL	SAILMAKER
	MAINSAIL	_____
	JIB	_____
	SPINNAKER	_____
	BACKUP SPINNAKER	_____

Note - The Acquisition date of a new sail is the day the sail is first measured by the local Fleet Measurr (Sec Sec V Sails - 1.6)

**NEW SAILS PURCHASED**

YEAR	SAIL	SAILMAKER	MEASURED BY	MEASURER'S SIGNATURE
1999	_____	_____	_____	_____
2000	_____	_____	_____	_____
2001	_____	_____	_____	_____
2002	_____	_____	_____	_____
2003	_____	_____	_____	_____
2004	_____	_____	_____	_____
2005	_____	_____	_____	_____
2006	_____	_____	_____	_____
2007	_____	_____	_____	_____
2008	_____	_____	_____	_____
2009	_____	_____	_____	_____

# **SHIELDS CLASS SAILING ASSOCIATION**

## **Appendix V**

### **Measurer's Interpretations**

As of June 1, 1999, to the best of our knowledge, all current rendered Measurer's Interpretations have been incorporated into the body of the rules. The few interpretations that follow are included here solely as an amplification of a ruling. Space in this section is also reserved for any future interpretations that might be issued until the next printing of the Bluebook. It is important to remember that a ruling by the National Measurer has the weight of a specification.

(See Sec III – Basic Rules, 7.0 Status of National Measurer's Interpretations and Rulings).

Shields Class Sailing Association  
Measurer's Interpretation  
April 6, 1994

Fleet 11's measurer has requested an interpretation of Specifications 7.1[1] 's mandate that a yacht carry a 13-pound Danforth anchor or its equivalent. Section 7.1 lists mandatory safety equipment. Its obvious purpose is to establish a minimum level of required safety equipment for a Shields.

A 13-pound Danforth anchor is a DanforthÆ standard lightweight-type anchor, based on a design by R. S. Danforth and R. D. Ogg, and sold by Rule Industries, Inc., as model number S-920. Its nominal weight is 13 pounds. Its overall length (end of shank to bottom of crown) is 28 1/4"; its width (stock length) is 21 1/2"; and its fluke length is 14 1/2".

In the context of 7.1, an inequivalent anchor is one that is at least equal in value, function and effect to the 13-pound Danforth anchor.

The relevant values, functions and effects of the 13-pound Danforth anchor are:

1. Safety, i.e., setting characteristics and holding power;
2. Utility, i.e., ease of deployment; and
3. Weight and dimensions, i.e., the characteristics that affect ballast and stowage considerations while racing.

Holding-power is difficult to measure and compare, but the Danforth lightweight-type anchor is widely thought to have better setting characteristics and greater holding power in a broad range of conditions than other anchors of similar weight. An equivalent anchor must have at least the same or greater holding power before adding chain or rode. Although adding chain improves the holding power of a ground-tackle system, it does not make the anchor itself equivalent to one with greater holding power, i.e., an anchor with insufficient holding power cannot be made equivalent by adding chain.

An equivalent anchor must be no more difficult to deploy. It must not require assembly from its stored condition before use; an anchor that is stored disassembled while racing is not equivalent.

An equivalent anchor must weigh 12 pounds or more when dry. But any modification of a 13-pound Danforth anchor that reduces its original weight makes that anchor not equivalent.

An equivalent anchor must have approximately the same or greater dimensions as the 13-pound Danforth anchor, so that there is no advantage in ease of stowage.

A 13-pound Danforth anchor that is modified in any way that reduces its dimensions, e.g., shortening the stock or modifying the shank, crown or flukes so that the anchor may be stowed under the floorboards, or that is modified in any other way that diminishes its setting characteristics, holding power, ease of deployment, or weight is not equivalent.

These other popular anchors are acceptable equivalents:

1. Danforth Model M-740 Super Hooker, which has the same dimensions as the Standard, and 13 pounds nominal weight.
2. Danforth Model H-960 Hi-Tensile, which has the same dimensions as the Standard except that the fluke length is  $15 \frac{1}{2}$  inches, and 12 pounds nominal weight.
3. Guardian utility aluminum alloy anchor Model G-23, by NAV-X Corporation, which is considerably larger than the Danforth Standard S-920, but has 13 pounds nominal weight. (The smaller Guardian Model G-16, with a nominal weight of 7 pounds, is not equivalent.)
4. Fortress lightweight aluminum anchor Model F-23, by NAV-X Corporation, which is also considerably larger than the Danforth Standard S-920, but has 14 pounds nominal weight. (The smaller Fortress Model F-16, with a nominal weight of 7 pounds, is not equivalent.)
5. West Marine's Traditional anchor Model TRAD-13, which has a nominal weight of 13 pounds, is based on the Danforth/Ogg design, and has the same dimensions as the Danforth Model S-920 Standard.
6. West Marine's Performance anchor Model PHRF-12, which has a nominal weight of 12 pounds, is based on the Danforth/Ogg design, and has the same dimensions as the Danforth Model H-960 Hi-Tensile.

One who uses another make of anchor has the burden of demonstrating that it has equivalent or greater holding power, weight and dimensions.

James R. Craig  
National Measurer

Shields Class Sailing Association  
Measurer's Interpretation  
May 27, 1994

**Question:**

The provision for measuring the shape of the foot of the jib, at the bottom of page 3 of the sail measurement procedures that end Section IV of the 1993 Bluebook, permits a jib with a foot that is rounded in a convex shape, except that no part of the "round" may extend more than 8 inches below a straight line between the measured location of the tack and clew. Fleet 1's measurer has requested guidance about measuring the "round".

**Interpretation:**

A jib with a convex foot round has a three-dimensional shape built into the foot. If the jib is unrolled and laid flat on a flat surface, there will be loose cloth in the foot panels.

If one drops a perpendicular from a straight line between the tack and the clew, to a point in the middle of the foot panel, and then flattens the loose cloth in that foot panel and measures the distance from that point to the foot tape, the 8-inch limit will often appear to be exceeded, even when it is not, because the flattening procedure inappropriately forces loose cloth into the bottom of the foot panel.

A simple way to more accurately to measure foot round is used in many other one-design classes and has been used informally by our national measurers for some years. It is to make a loose accordion fold or pleat in the sail, parallel to the foot and eighteen inches or so above the foot. The fold tends to pull the loose cloth away from the bottom of the foot panel. One may then drop a perpendicular from a straight line between the tack and the clew to a point in the middle of the foot panel, and measure the distance from that point to the foot tape without forcing so much loose cloth into the bottom of the foot panel.

The fold procedure should be used in all measurements of the Shields jib foot.

James R. Craig  
National Measurer

Shields Class Sailing Association  
Measurer's Interpretation  
June 23, 1996

The National Measurer is frequently asked whether there are any limitations on shroud and forestay turnbuckles, except the required pin diameters given on page 1 of Official Plan 2.

The only provisions in the Specifications about turnbuckles are Specification 6.1, which refers to the Official Plans, and items 31, 32 and 33 in the key to Official Plan 2, which give only required turnbuckle-pin diameters, and require no particular design or manufacturer.

It does not violate Basic Rule of Uniformity No. 3 to use any turnbuckle of good design and manufacture that is capable of safely handling the loads created by a Shields and that has the required turnbuckle-pin diameter. A 1990 ruling by the National Measurer, which did not make it into the 1993 bluebook, prohibited use of Sta-Master turnbuckles, which were deemed insufficiently hefty for safe use on a Shields, even if available in the required pin diameters.

Standard 3/8 and 7/16 turnbuckles, except Sta-Master, are acceptable, including NavTec, Spinlock, Ronstan, Alexander Roberts, Hayn and Johnson.

James R. Craig  
National Measurer  
6/23/96

Shields Class Sailing Association  
Measurer's Interpretation  
July 11, 1996

Response to Mr. Jerry Ficks  
Re: Shields Backstay Exit

You are the first to ask the National Measurer about the backstay pennant exit arrangement since the 1993 Class Book was published, but the Technical Committee has recently talked about the need for a ruling, because we recently noted that some boats have been modified by replacing the gland nut assembly with a thru-deck block that severely reduces the effectiveness of the stern flotation tank. I expect there will be a formal ruling soon.

In the meantime, and in a nutshell, the 1993 revisions were not intended to reduce the effectiveness of the stern flotation tank by permitting material enlargement of the backstay-exit hole. It's true that Specification 6.8 in the 1993 revisions permits optional arrangements for turning the backstay pennant under the afterdeck, but note the limiting phrase and the specific reference to Specification 4.20, which limits deck perforations.

Many owners, relying on Specification 6.8, have had a slot machined in the backstay quadrant under the deck (it's easy to remove the quadrant for that job), and have inserted a Harken ball-bearing wire sheave in the slot. That works great, and doesn't change the backstay exit hole at all. I recommend you consider that system.

There haven't been many rulings since the 1993 Class Book was published, and all but two that were issued in the last month have been re-printed in the Masthead. I'll make copies of all of them for you, and mail them next weekend.

James R. Craig  
National Measurer  
Technical Committee/Governing Board  
July 11, 1996

Shields Class Sailing Association  
Measurer's Interpretations  
June 21, 1996

The current owners of #202 recently acquired the boat, which was in disrepair. After notifying the National Measurer, but without describing or requesting rulings about non-standard provisions, they rehabilitated the boat. Fleet 9's measurer and the owners of Shields #202 have asked whether certain modifications that were made to #202 in its rehabilitation are permitted.

These are the modifications in question:

1. The inboard edge of each cockpit seat has been cut back, so that each seat has only 6 of the original slats, and an aluminum foot bar has been added to each cockpit seat. The bar is attached to the seat by pivot arms at each end of the seat, and can be rotated up or down. In the down position, the bar is well below the seat and out of the way. In the up position, where it can be secured by bolts through the pivot arms and into the seat ends, the bar is well above the inboard end of the seat and prevents using the seat for normal seating use. In its up position, the bar is a convenient foot rest and toe hold to assist the helmsman and a crew member in hiking.
2. The teak cockpit coamings have been cut down, faired into the deck, and painted, so that they appear to be molded parts of the original deck.
3. The drain holes in the bow foot rails have been filled in, and the rails have been faired into the deck and painted, so that they appear to be molded parts of the original deck.
4. Harken hexaratchets have been installed horizontally on pads on the deck forward of the jib-sheet winches. Each jib sheet is led from a block on the jib-track car through the horizontally-mounted hexaratchet, before being cross-sheeted to the opposite-side winch when winching is required. Jib-sheet winches are in their designed locations.
5. Instead of winches for spinnaker sheets, Harken hexaratchets have been countersunk through the deck 9 inches aft of the jib-sheet winches. Spinnaker sheets are led below deck in the cockpit area, using Harken through-deck blocks just forward of the aft bulkhead, and are run under the deck to the countersunk hexaratchets, from which they exit above deck.

It is a daunting task to enter the Shields Class by purchasing a boat that requires extensive rehabilitation before it can be sailed, and whose original condition may not be obvious, because is very difficult quickly to gain technical insight about things that are permitted and things that are not.

The 1993 Class Book was born of an effort to give better guidance after some unpleasant disagreements about rigging modifications marred the joy that racing Shields gives us. The principal objective of revising the Basic Measurement Rules in the 1993 Class Book was to emphasize the Basic Rules of Uniformity.

Basic Rule of Uniformity No. 3 prohibits any alteration of a Shields and any use of equipment on a Shields that is not expressly permitted by the Specifications. It also directs that the absence of a Specification concerning an alteration or an item of equipment is to be considered a specific prohibition. It is both the most important measurement rule in the Class Book, and the most important guide to interpreting everything else in the Class Book. And Basic rule of Uniformity No. 4 reinforces it by preferring interpretations of the Specifications that promote uniformity.

Unfortunately, each of the questioned modifications to #202 in some way violates Basic Rule of Uniformity No. 3 or one or more other provisions of the Specifications or Bylaws.

#### Seats and Foot Bar

Modification of the seats by removing portions that exceed the minimums in Specification 4.12 is permitted because Specification 4.12 expressly allows a seat that differs from the standard seat design.

But addition to the seats of foot bars that can be used for hiking violates Bylaw 10.1, which prohibits hiking straps or other devices that aid in hiking. Some additions within the cockpit "for comfort or convenience" are permitted by Specification 4.11, but they may not be of a sort that might violate Bylaw 10.1. Any footrest or foot bar added to the seats, whether or not it offers a toehold, could aid in hiking, and is thus prohibited.

#### Cockpit Coamings and Bow Foot Rails

The designed cockpit coamings are of teak, 1/2 to 5/8 inches in thickness and 5 to 6 inches in width. They are attached to the deck so that they extend at least 2 inches above the deck at the front and sides of the cockpit.

Normal use, maintenance, sanding and weathering will in time break or erode parts of the coaming, which should reasonably promptly be replaced when they are materially worn or unrepairable.

But no provision of the Specifications permits intentionally reducing the thickness or width of the cockpit coamings, or reducing their extension above the deck, which are therefore prohibited under Basic Rule of Uniformity No. 3.

Traditional caulking and finishing of teak coamings are not modifications. But fairing the coamings and painting them so that they appear to be molded parts of the deck, although attractive, are modifications that are not expressly permitted by the Specifications, and are thus prohibited under Basic Rule of Uniformity No. 3. The same is true of the bow foot rails.

### Jib Sheeting

Specification 6.17 makes the type and size of blocks for sheets optional. But it does not make their location optional. (Compare Specification 6.17 with Specification 6.16, which makes optional the type, number and location of all cleats other than the bow and stern mooring cleats.) There is no provision permitting installation of jib sheet blocks on deck other than on the designed jib-sheet tracks; accordingly, the hexaratchets installed on deck forward of the jib-sheet winches are impermissible under Basic rule of Uniformity No. 3.

Cross sheeting of the jib sheet is not prohibited unless it requires a modification or item of equipment that violates the Basic Rules of Uniformity or that violates an express prohibition in the Measurement Rules or Specifications.

### Spinnaker Sheeting

Hexaratchets can be used as turning blocks in lieu of the optional spinnaker sheet winches, in accordance with Specification 6.6. But they must be "installed in place of" the optional spinnaker winches.

The placement of the optional spinnaker winches is governed by Page 3 of Official Plan 2, which gives the minimum centerline distance of the spinnaker winches aft of the jib-sheet winches as no less than 20 inches, and the maximum distance as no more than 30 inches, and by Specification 6.6, which echoes the maximum distance of the Official Plan, but gives no minimum distance. Because of the legend on the Official Plans, if an Official Plan conflicts with the text of a Specification, the text prevails. But there must be a clear conflict to justify disregarding a specific provision on an Official Plan. The absence of a minimum distance in Specification 6.6 does not conflict with the Official Plan. Location of the spinnaker-sheet turning blocks less than 20 inches centerline distance aft of the jib-sheet winches is not permissible.

Moreover, under Specification 6.6, winches are to be "located on deck" (compare that language with the specific permission for handles to be above or below deck). Spinnaker-sheet turning blocks countersunk into the deck to permit through-deck leads are not "installed in place of" the spinnaker winches "on deck", and are impermissible.

Finally, perforating the deck to lead spinnaker sheets below deck in the cockpit area exceeds the scope of Specification 4.20, which permits perforating the deck between the bulkheads only to mount equipment or to lead control lines. Although spinnaker sheets control the spinnaker, they are not in normal sailing usage or elsewhere in the Specifications called "control lines", and are not intended to be included within that phrase in Specification 4.20. Perforating the deck to lead spinnaker sheets through the deck is a modification that is not otherwise permitted, and is therefore impermissible under Basic Rule of Uniformity No. 3.

James R. Craig  
National Measurer  
6/21/96