

2009 Wakayama Tasar World Championship

Pre Regatta Measurement Process

The Pre Regatta Measurement Process is aimed at having designated people available in each Tasar Region or District to assist competitors by checking as many boats as possible prior to a major regatta. In a specified period prior to the regatta (a maximum of 3 months before the regatta) boats will be checked for compliance with the Tasar Class Rules.

A Tasar Measurement Checklist consisting of 2 parts is to be completed. Part A is completed at the pre regatta measurement session conducted by the Regional or District Measurer. Completed Measurement Checklists are to be forwarded by fax or scanned and emailed to Japanese Measurer (the fax number is +81 42 522 3134 and the email address is measurer@tasarjapan.org). Part B of the Tasar Measurement Checklist is completed at regatta registration.

Normal checking of boats at random from the whole fleet will occur during the worlds. If a boat is found not to comply tasar class rules then they will be excluded from that racing session. A committee of Regional Measurers/Measurers may be formed to adjudicate on such issues.

It must be stressed that this process correctly places the responsibility for compliance back on individual owners. Regatta Officials, and particularly Measurers, are not meant to be the ones responsible for ensuring competitors equipment is within the Class Rules. The Regional or District Measurer's role is to organize a specific day within the set timeframe to get all intending competitors together and complete as much as possible in a formal manner.

It is also important to understand that this checklist once complete does not ensure a boat remains compliant, and that with any rigging changes or adjustments made, the boat must remain compliant, ie it is the responsibility of the owner to re-check after any changes are made.

It is accepted there will be instances where intending competitors will not have access to Regional or District Measurers in order to complete the checklist. To address this there will be limited facilities for full measurement to be completed at registration. Our aim is to have less than 20% of competitors requiring full measurement.

Any checklist items that cannot be completed at the time of measuring can be marked TBA and then must be completed later or onsite at the regatta venue. All items on Part A must be completed before presenting at the registration desk. Checklists that have any part of the checklist incomplete or those not signed by the owner and measurer will prevent a competitor from registering quickly for the event.

As a guide, it is not advisable to measure boats more than 3 months out unless access to measuring is limited. Owners must understand that any alterations or changes after measurement may invalidate their checklist.

It would be expected under normal circumstances that all items in Part A numbered 1-12 will be completed prior to arriving at the regatta. Upon arrival competitors must present to the registration desk with sails, battens and foils for their stamps to be checked and for signing of these items. Note that these items can only be stamped by Regional or District Measurers and final approval/signing for regatta use will occur at registration. This, along with skipper/crew/boat weighing will allow Part B, 13-18 to be completed and regatta registration to be finalized.

Tips For Regional or District Measurers

Item 1 -Sails

It is advisable to lay the sails, dacron or mylar, over a relatively new set. They should be near identical in dimension. There are no set dimensions but if as a guide all seams do not line up or appear different by more than say 10mm, then further investigation is required. Stamps to be placed on the starboard side on the tack reinforcing.

Check numbers/letters are fitted in the right location. For a World Championship Regatta all mainsails must carry National letters (JPN, AUS, etc). For dacron sails, numbers are above and letters are below 4th batten from the head, 300mm high x 200mm wide, spacing of approx 50mm and no closer than 60mm to a sail edge. Starboard side uppermost. For mylar sails, letters are above and numbers are below 4th batten from the head, 300mm high x 200mm wide, spacing of approx 50mm and no closer than 60mm to a sail edge. Starboard side uppermost.

Leech take-up on dacron sails - no more than 150mm of altered seam and 200mm of stitching from the leech. Any piercing of the sail other than for repairs, repositioning batten ends and protectors against shroud rubbing is not allowed. Quickly inspect all seams/edges.

Be mindful that Interpretations 35 and 36 allow re-adjustment of main/jib leech tapes and replacement of jib battens on mylar sails. There may be stitching present at these points only but it will be limited to what is in these interpretations.

Jibs may have a cleat fitted at the tack.

On the checklist Part A, sails can only be stamped by the Regional or District Measurer and must be signed off at regatta registration.

As many sails as requested can be checked/stamped at regional or district measuring. The sails are only stamped, not signed at this stage. At registration one set, including up to 2 jibs, are presented for checking of stamps and signing. These stamped and signed sails are the only ones that can be used at the regatta.

Item 2 - Foils

There is no set profile other than a diagram used in 1985. Use a known, genuine, near new fibreglass set. All foils must be substantially within this profile. Any measurement outside/inside this by more than 10mm requires further checking and should not be passed. Wear and tear on older timber foils can cause measurement variation. The only solution is to build up the edges with fibreglass.

Foils that pass can be stamped, but not signed, by the Regional or District Measurer. Stamp the rudder on the starboard side below the stock, centerboard on the starboard side below the handle near the top of the board.

Item 3 - Hull Weight Correctors

Correctors must be securely fixed inside the hull - normally around the centreboard case or thwart pedestal but cannot be just taped in place. Digital photographs of correctors may be taken at the regatta for future reference.

Item 4 - Whisker Pole

Total length including beaks and fittings is 2038mm. Material may be alloy, wood or FRP. Carbon fibre is not permitted. The pole must float.

Item 5 - Forestay Measurement

It is important for sailors to recognize that it is easy to break this rule especially with some of the new adjustable forestays used with mylar sails. Once measured owners must be advised that unless they are aware of exactly the effects an adjustment will make to this measurement, not to alter it. Forestay changes, including adding shackles, adjustable fittings at the top, etc, can all easily put a boat outside the legal limit. A new, same length forestay should be approximately 5mm shorter than the one it replaces, to allow for any stretch.

Rig the boat and lay it on its side. Pull the stays back so they are under some tension, ie remove all play in the rigging. Place the rotation arm in the central position with the hounds facing forward. Measure from the foredeck - level to and next to the bow fitting to the lower bearing point of the shackle pin at the hounds fitting.

Item 6 - Hounds To Deck Measurement

Still with the boat on its side - measure from the fibreglass foredeck next to the mast step (not from the step itself) to the bearing point of the shackle pin at the hounds fitting. Be aware that a large amount of rig tension will compress and bend the mast, shortening this measurement. Have enough rig tension on to take the play out of the rig but no more to avoid this. Also note that if a new spacer or step washer is fitted there will be some packing down over time and allowance for this must be considered. Wear and tear on the mast washer will shorten this measurement. Hence avoid measuring too many months away from the event.

For a new spacer setting allow 6-8mm (3726-8mm) and recheck after a dozen or more outings. For a mast step washer allow approx 2mm packing down.

Item 7 - Mainsheet Strop Measurement

Measure from bearing point to bearing point of the strop itself, not including any shackles, etc. Measurement should be a minimum of 240mm. Strops may be of Spectra, etc and fitted above or below the pulleys.

Item 8 - Shroud Pullbacks

With the shroud slides all the way forward pull the handles straight back along the track. Measure from the aft most point of the metal track to the bearing point of the knot in whatever type of handle is used. Maximum length of the pullback is 150mm.

A direct 2:1 pulley system can now be used but the method of measurement for the line length is the same.

Item 9 - Hounds To Top Of Jib Measurement

For dacron sails only. Measure from the very top point of the jib to the bearing point of the shackle pin at the hounds fitting. Be aware that if the adjustment line has been freshly tied it will stretch several millimetres during use, so allow for this.

Item 10 - RCB Shroud Tracks

The distance between the bow U bolt and the forward track end bolt hole, measured at deck level, shall be a minimum of 2125mm and a maximum of 2135mm. Car travel must not exceed 140mm.

Item 11 - Centreboard Case Padding

Must be flexible, front and back, ie not filled or solid. Carpet on sides where board goes through must be one piece only, either side, top and bottom - 4 pieces in total.

Item 12 - Topmast Stiffener

As per the Class Rules, a topmast stiffener (as standard in Australian TASARS) is required.

Item 13 - Topmast Support

As per the Class Rules, the top mast shall be supported on an insert located and supported by the upper diamond bolt and having the same cross section as the top mast sleeve

Item 14 - Crew Weight

Dry weight in light clothing, ie ideally weighed in just shorts/shirt with no shoes.

At registration a calibrated set of scales will be available to record crew weights and use of this for recording of official weights is advisable.

Ensure for any pre regatta weighing the scales used are checked with a known weight. If close to 130kg and 3 months out from the regatta it is advisable that the crews use this as a guide only and monitor their own weight.

Item 15 - Hull Weight Including Correctors

Check tanks are dry, any fitted bags are empty, sponges, drink bottles, sheets removed or held up. Anything normally fixed to the hull, ie compasses/hatch covers/furlers, etc remain in.

Any sign of moisture - do not weigh it. It is only putting the owner at risk if a damp boat is weighed.

Item 16 - Crew Weight Ballast

If crew weight ballast is required then it must be fixed securely around the centerboard case or thwart pedestal.

Item 17 - Battens

Only one set of battens can be used for a particular event, no substitution after registration is allowed unless approved by the Race Committee. Battens must all be FRP, solid, may be tapered/untapered but must not be altered in shape/weight once registered.

Further Notes

Replacement Equipment

Tasar Class Rule C.2.1.c refers to equipment replacement after measurement during an event. Basically no item can be replaced, including sheets, ropes, spars, foils, tiller or fittings, etc without Race Committee approval. If any item is damaged or wears out then it can be replaced but a letter must be submitted prior to use. Failure to do this may result in disqualification.

This is not commonly known and should be highlighted. Any suspect items should be replaced prior to an event.

The Intent of the Pre Regatta Measurement Process

The intent of the Pre Regatta Measurement Process is to highlight the competitor's responsibility to ensure their boat complies with all the Tasar Class Rules. Any changes or alterations made after measurement may invalidate the checklist. If boats are measured some time out from an event there is a risk that inadvertent changes may make the boat non-compliant. Encouragement is needed for owners to become more familiar with the rules and assume this responsibility for themselves, ie do their own checking so that checklists and post race measurement checks become a stress free formality.

Post Race Measurement Checks

Measurement checks are made on the basis of random selection and include all levels of competition. Skippers and crew should seek to understand the post race directions in order to make this a quick and relatively easy process.

Selected competitors will be greeted on arrival back at the harbor. Sails may be dropped but must be left attached to halyards. Skipper and or crew must be with the boat at all times. Move the boat immediately to the inspection area and allow full access by officials to the boat, assisting where required. A selection of measurements will be conducted which differ from day to day. The boat may only be removed from the inspection area and fully unrigged when released by the measurement official.

In addition to the set checks an allover visual inspection may be done and extra items checked. A failure on any item on the regatta checklist will result in loss of points for all races in that session. Any other item discovered may be referred to a sub committee of Regional Measurers including the Chief Measurer for adjudication and possible subsequent forwarding to the Race Committee. All decisions on measurement issues will be final and not open for appeal.

The Post Race Measurement Inspection Sheet contains a comments section where anything out of the ordinary can be noted. Noting an item on this checklist even if it is subsequently fixed is helpful for rechecking later. It may also serve to raise an alert to various added/extended functions that might be creeping into the class and trigger future timely reminders to be sent to the Tasar community via websites, etc.

Any problems encountered with the Pre Regatta Measurement Process, queries etc can be directed to either myself or World Measurer. Our contact details are listed below.

Japanese Measurer

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World Measurer

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