

WTC Measurers Report

The period since the last worlds have seen two major issues/ challenges

1. The centre case changes in new boats saw a rule change for older boats prior to the last worlds, but with boats being modified, some clarification was required to ensure boats were class legal. Note the clarifications on the tasar web site.
2. After much discussion over decades, the Japanese Class association have put in a request to remove the crew weight rule. This has strong support across the countries that sail Tasars but still may be an issue with some states of Australia. Voting hopefully will be complete by February 2023, and if passed will hopefully get approval from World Sailing in time for the Northern Hemisphere summer.

Going forward:

1. There is still a desire to allow ratchet blocks on the jib sheet. So far none of the ideas / prototypes have been turned into a rule change.
2. At the Hayling Island worlds I was tasked with looking at Carbon masts before these worlds to determine whether it was worth spending time to get one or two prototypes built. My understanding is that carbon masts for similar boats such as NS14 and MG14 are slightly more expensive than the current Tasar aluminium mast. I would expect that being a manufactured class we could see some license fees on top which add more costs. My expectation is that we would also need to change the mainsail luff curve to suit the new mast. So the cost per boat to change would be significant and could create a significant period of confusion during the change over period(ie 4 different configurations being used across the fleet (old mainsail on new mast, new mainsail on old mast, old main on old mast and new main on new mast)). Julian Bethwaite has suggested that any prototypes built would come with costs to the class (possibly around 3000 aud)