

Report from the Japanese Tasar Association (JTA)

A. Regional reports

On behalf of JTA, I'm glad about the recent discussions about rule C.6 at Tasar Sailors Worldwide Facebook site, which made JTA decide to repropose WTC to drop the 130kG rule.

JTA decided not to apply rule C.6 at any national regatta in 2022, following 2021 and 2020. In the past two years, there were no obvious advantages for lightweight teams. By not applying the rule, the regatta process can be simplified and safety risks to the boat and the sailors can be avoided.

So far, we had completed 4 national regattas in 2022, although another one planned was cancelled due to the spread of COVID-19 infection.

The impact of COVID-19 is huge, and the number of boats participating in the national regattas has decreased over the past few years. Only 22 boats participated the National Championship in 2020 and 2021, which were the lowest ever.

It is very much concerned that only one new boat has been sold since the World Championship in Gamagori. The reason for this is the high transportation fee and the depreciation of the yen, which has pushed the price of a new boat to over 2.4 million Japanese yen. Since Japan's wages are not rising, it has become more and more difficult to purchase a boat. Sales of sails are also down as the number of participants in races is decreasing and the price of sales is going up.

The number of COVID-19 cases is the highest in Japan, although this may be because we count all the cases seriously. Even if in such a circumstance, I feel more people enjoy social activities and sports these days and gradually return to the life we had before the pandemic. The National Championship will be held in Enoshima this year, where Tokyo Olympics was held. We have a campaign for more ships to participate. I believe things will be getting better as the various restrictions due to COVID-19 are being lifted.

B. Hosting the next, the next World Championship in Japan

JTA is happy to host the next, the next World Championship in Japan. During the JTA council meeting, however, there were various opinions in which year, 2026 or 2027, it should be hold. The biggest problem is the cost of shipping containers, which has risen in recent years and is now several times higher than before the pandemic. Since there are not many charter boats available in Japan, a reasonable price of container transport is considered as indispensable to hold the World Championship.

It is worth noting that World Masters Game is planned in Wakayama, Japan in May 2027. Tasars are used for the WMG and a certain amount of funding is expected to be invested in the international transportation of Tasars. One possible option is to hold the World Championship in conjunction or back-to-back with the WMG. The other option is to hold the Tasar Worlds in 2026 at another location because we had the Worlds in 2009 in Wakayama. It would also be beneficial to hold a world event at shorter intervals after the pandemic. Taking into account all circumstances, the year and the venue will be decided within a year or so.