

World Tasar Class Association

Tasar Class Rules effective 2005-03-01 to 2006-01 02

Authority : International Sailing Federation

Section A – Fundamental Rules

A.1 Status of Class Rules

- A.1.1. These are **closed class rules**.
- A.1.2. These **class rules** are directed to the creation of a one-design class where the true test, when raced, is between crews and not boats; any alteration of the form and construction of the hull, equipment, fittings, spars, sails or running rigging, as supplied by the builder and approved by the World Tasar Class Association, except as specifically authorised by these **Class rules**, is a breach of these **Class rules** not only in spirit but in substance, and is prohibited.
- A.1.3. These **class rules** are established as by-law 1 of the World Tasar Class Association Constitution.

A.2 Abbreviations

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- ICA World Tasar Class Association
- RCA Regional Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing

A.3 Authority

- A.3.1. The international authority of the class is the ISAF which shall cooperate with the ICA in all matters concerning these **class rules**.
- A.3.2. The ISAF, an MNA, the ICA, an RCA or an **official measurer** is under no legal responsibility in respect of these **class rules**.

A.4 Language

- A.4.1. The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.4.2. The word “shall” is mandatory and the word “may” is permissive.
- A.4.3. The official system of measurement is the metric (SI) system and in any case of difference resulting from the use of other systems, the metric measurement shall prevail.

A.5 ISAF Rules

- A.5.1. These **class rules** shall be read with ERS and measurements shall be taken in accordance with these unless specified. Where a term is used in its defined sense, it is printed in “**bold**” type if it is defined in ERS and in “*italic*” type if it is defined in RRS.

A.6 Interpretation of Class Rules

- A.6.1. Any interpretations of the **class rules**, except as provided in A.7, shall be made by ICA chief measurer, subject to ratification by ISAF in cooperation with the ICA.

A.7 Interpretation of the Class Rules at an Event

- A.7.1. Interpretations of the **class rules** at an event shall be made in accordance with the RRS and the race organising authority shall, as soon as practical after the event, inform the ISAF and the ICA of such a ruling.

A.8 Event Measurement

- A.8.1. In the case of a measurement dispute on any part or item of the **boat**, the following procedure shall be adopted;

A sample of 5 other boats, shall be taken and measured using identical techniques. The dimensions of the disputed boat shall be equal to, or between, the maximum and minimum dimensions obtained from these 5 boats. If the boat in question is outside these dimensions the matter, together with any relevant information, shall be referred to the ICA, which shall give a final ruling. If any of the dimensions of the sample are considered to be unusual, all relevant information shall be referred by the ICA to the ISAF.

Section B – Organisation**B.1 Administration of the Class**

- B.1.1. The class is administered by the World Tasar Class Association.

B.2 International Class Fee and ISAF Plaque

- B.2.1. The international Class Fee shall be paid by the licensed hull builders to the ISAF.
B.2.2. All hulls shall bear the ISAF class plaque.

B.3 Measurement Certificate

- B.3.1. **Measurement certificates** are not issued.

B.4 Amendments to Class Rules

- B.4.1. Amendments to the **class rules** shall be proposed by the ICA in accordance with B.4.2 and submitted for approval by ISAF.
B.4.2. Amendments to these **class rules** shall be approved by both:
(a) The Tasar World Council, provided that it reports approval by at least two thirds of the District Associations at Special General Meetings thereof called for that purpose, or at Annual General Meetings thereof, provided that no less than 60 (sixty) days notice of such proposed rule change has in each case been given.
(b) The Tasar Advisory Council.

Section C – Conditions for Racing

The crew and the **boat** shall comply with the **class rules** in this section before the preparatory signal and when **racing**.

C.1 Identification on Sails

- C.1.1. The sail number shall be the registration number as moulded into each boat.
C.1.2. The national letters and the sail numbers shall comply with the RRS except where specified otherwise.
C.1.3. The national letters shall be wholly between the 4th and 5th **batten pockets** from the **head point** and the sail numbers shall be wholly between the 3rd and 4th **batten pockets** from the **head point**.
C.1.4. The base of the national letters and the sail numbers shall be approximately parallel to the **batten pockets**.
C.1.5. The national letters and sail numbers shall be of the following minimum dimensions:
Height: 300 mm
Width: 200 mm
Thickness: 50 mm
Space between adjoining numbers shall be approximately 50 mm

C.2 Equipment

C.2.1. Limitations

- (a) The specified and permitted fittings and equipment of the TASAR may, having regard to the circumstances of supply in the country of any approved builder, and without the prior approval of the World Council, be substituted by the builder or owner, with fittings and equipment of the same or substantially the same size, quality and construction as those specified, provided such substitution does not affect the performance of the boat. Each Region's nominee to the Chief Measurer's Committee and all District Measurers shall be entitled to complete information about all such substitutions by the builder, and the reasons why they were incorporated.
- (b) No fittings, wedges, accessories, or other attachments other than those originally supplied by the builder may be affixed to any part of the **boat**, and no function may be added or extended, except as permitted by C.2.2 - C.2.5
- (c) No part of a **boat** shall be replaced during an event, except for the use of one alternative jib which has been measured as provided for in G.1.2., other than to replace equipment damaged beyond repair before the next race. Such replacement may be made only with the approval of the Race Committee, and no re-substitution of the original equipment may then be made, except with the approval of the Race Committee.
- (d) Standing **rigging** shall not be adjusted when *racing*, except that shroud tension may be adjusted using shroud sliders.
- (e) No holes may be made in the hull or deck mouldings, except for the purpose of making repairs – see C2.5

C.2.2. Optional

- (a) Wind indicators may be attached.
- (b) Additional tufts or ribbons may be attached.
- (c) Wedges may be used under the boom vang clam cleats.
- (d) Packing may be used under the jib fairleads providing that the measurement from the deck to the underside of the top of the fairlead does not exceed 40 mm.
- (e) Additional threaded inspection ports with openings not exceeding 6" may be installed in the deck or cockpit if required for hull repairs, or for mounting of compasses.
- (f) Storage is permitted in the cockpit; ties or bags may be used.
- (g) A maximum of two compasses may be mounted as desired.
- (h) Any additional equipment required by an international, national, or other governing authority for safety purposes may be fitted or carried, provided it is not used in contravention of A.1.2 (e.g. Reefing capability) required for training safety may not be used for class racing.
- (i) A jib tack downhaul cleat may be attached to the luff of the jib.
- (j) Small fixed shackles may be carried in the clew board of the jib, and a snap shackle may be attached to the jib sheets.
- (k) A simple line and block purchase system with a mechanical advantage of two may be attached to each shroud slide to assist movement of the slide. A turning block which does not increase the mechanical advantage may be added immediately aft of the track. With the slide fully forward and the line fully extended aft, the distance from the aft end of the track to the bearing point of the pull back handle shall not exceed 150 mm.
- (l) One small fairlead for the outhaul line may be mounted on top of the boom.

- (m) The surface of the mast rotation lever may be taped or otherwise treated to improve grip.
- (n) A restrictor device for holding the **daggerboard** forward and vertical may be used provided it is made of material sufficiently resilient to permit the tip of the **daggerboard** to rotate aft under impact load, e.g. sponge rubber, styrofoam, etc.; and further that it does not extend forward of the aft edge of the **daggerboard**. No non-resilient material may be incorporated in the restrictor or used as fairing. The padding allowed by C.4.3 may be compressed or removed where the restrictor is fitted in the centrecase.

C.2.3. Modifications

- (a) The tiller and tiller extension are not restricted in any way except that the tiller shall be capable of insertion into and removal from the rudder head. Such insertion and removal shall not require the use of tools, screw devices, or excessive force.
- (b) The rudder downhaul line may include shock cord. An uphaul device, with a cleat on the tiller, may be added.
- (c) The **hull**, **daggerboard** and **rudder** blade may be sanded, painted and polished.
- (d) The mainsheet shall be rigged with either 4 or 5 parts active. The mainsheet strop length shall be not less than 240 mm, measured bearing point to bearing point of the strop, and may be substituted with line. The strop shall not be adjustable in length. The strop may be fitted above or below the mainsheet block system.
- (e) The traveler control line shall be rigged with 2 parts active, but additional blocks may be fitted to make 3 parts active. Additional blocks or fair leads may be added to position the traveler control line as desired. A retraction device for the traveler control lines may be fitted.
- (f) The downhaul control line shall be rigged with 2, 3 or 4 parts active. One or two blocks may be attached to the "Cunningham" cringle of the mainsail and one block may be attached to the mast below the gooseneck.
- (g) A rotation stop notched to allow the rotation lever to be locked in position may be used.

C.2.4. Replacements from optional suppliers

- (a) Replacements shall be fitted in the same position as the standard fitting, or as close as is structurally possible.
- (b) Any cleat may be replaced with a cleat of any material and of substantially the same size and design.
- (c) Clam cleats for the boom vang line may be replaced with clam cleats of any size.
- (d) Any block may be replaced with a block of the same number of sheaves and substantially the same sheave diameter. The mainsheet swivel cam block and fittings are not restricted and the blocks attached to the traveller car may be replaced with blocks of any type including ratchet blocks.
- (e) The tiller extension may be replaced without any restrictions as to design and material.
- (f) The inspection ports supplied by the builder may be replaced by ports of any size provided they are watertight, and the cover is threaded. Bayonet mounted ports are deemed to be not threaded. Receptacles may be attached behind port covers.
- (g) Fittings for stowing the **whisker pole** on the **boom** may be added.

C.2.5. Repairs

In the event of damage to any part of a **boat**, necessary repairs may be made provided repairs are made in such a way that the essential shape, construction detail or other characteristics are not materially affected. Fittings shall be attached in the same position as before the repair, or as close as is structurally possible.

C.3 Buoyancy

- C.3.1. Reasonable watertight integrity of the hull must be maintained at all times.
- C.3.2. If a compass, clock etc., is mounted in or on an inspection port area to permit removal, there must be a permanently watertight component behind the port mounting ring.
- C.3.3. Any compass which is recessed into the deck shall be permanently installed with fastenings and a sealant.

C.4 Location of Hull Appendages

- C.4.1. A rope handle may be attached through holes drilled through the top of the **daggerboard**.
- C.4.2. A line or shock cord may be tied or hooked through the rope handle or holes in the top of the **daggerboard**, and attached to prevent loss in the event of a capsize. A hole may be drilled in the top of the **daggerboard** case for the purpose of receiving such line or shock cord.
- C.4.3. Padding may be used in the centrecase - the thickness of such padding may be varied to provide an optimum friction fit for the **daggerboard**, but it shall be of substantially uniform thickness for the length of the centrecase.

C.5 Crew

- C.5.1. It is the intent of these **class rules** that the same two people should be able to sail together throughout an event without disadvantage. Subject to C.6, a minimum of two persons shall race the TASAR, but nothing shall prevent three or more persons from *racing*, provided that the same number of persons sail together for the entire event. Nothing shall prohibit a change of helmsman during a race, nor a change of forward hand during an event, subject to the helmsman accepting the onus of proving that no systematic attempt has been made to sail with heavy crews in heavy weather and light crews in light weather.

C.6 Crew Weight

- C.6.1. The TASAR, while *racing* in all sanctioned events, shall carry a minimum total crew weight of 130 kgs. The crew shall be dressed in shirts and shorts, swim-wear or the equivalent, without shoes, all dry, at weight-in.
- C.6.2. In the event that the weight of the crew, thus weighed, shall be less than 130 kg, such crew may race the TASAR, provided that, throughout the event, ballast equal in weight to at least the difference between the crew weight and 130 kgs is carried secured in the cockpit. The ballast carried need not exceed 12 kg.
- C.6.3. At sanctioned events, the Race Committee shall weigh and record the weight of each crew.
- C.6.4. Each crew shall ensure they maintain a minimum weight of 130 kgs at all times when *racing*.
- C.6.5. Nothing shall prohibit local, national or international authorities from lowering the specified minimum crew weight for special events where the nature of the event warrants this action, such as all-women events, junior events, etc.

C.7 Membership

- C.7.1. At least one crew member shall be a current member of the ICA or a member of a regional, national or district class association duly established in accordance with the TASAR class constitution.

C.8: Safety

- C.8.1. The overall length of the forestay and shrouds may only be changed while the boat is either on shore or at a dock.

Section D – Hull and Deck**D.1 Measurement**

- D.1.1. **Hull** fittings shall comply with the current **class rules**.

D.2 Builders

- D.2.1. "Builder" means any manufacturer duly authorised or licensed to build the TASAR by the designer or after his death or retirement, the copyright holder of the TASAR class design.
- D.2.2. The **Hull** and deck shall be built from tooling manufactured and supplied by the designer or copyright holder, and shall be constructed in accordance with the specifications of the designer.

D.3 Hull weight

- D.3.1 A minimum hull weight shall apply for class racing. Any ballast required to bring a hull up to the specified minimum weight shall be secured in the cockpit. Hulls shall be weighed dry with the furler and furler line, shroud pull-backs, hiking straps and all associated adjuster lines and shock cord erectors, inspection port covers and all permanently attached fittings in place. A removable compass with a permanently attached mounting may be included if it is always fitted when *racing*. All other equipment shall be removed prior to weighing.
- D.3.2 The ultimate minimum weight of the Tasar hull for class racing will be the design weight of 64kg, (1401b). In the interim, commencing one week after such date as this proposal may be declared approved, the minimum weight for the purposes of D.3.1 shall be 68kg. The interim minimum weight shall be reviewed at each World Council meeting held in conjunction with a Tasar Class World Championships, commencing at the World Championships in Australia in January 1998, with a view to reducing the interim minimum to the design weight of 64kg. If the World Council considers that the interim minimum weight should be reduced the procedure in B.4 shall be used.
- D.3.3 Hull weight in excess of the minimum specified in D.3.2 above may count toward any ballast required by C.6.2.

Section E – Hull Appendages**E.1 Builders**

- E.1.1. Builders shall be licensed by the designer, or after his death or retirement, the copyright holder of the TASAR class design.
- E.1.2 The **daggerboard** and rudder shall be supplied by the builder.

E.2 Daggeboard

- E.2.1 The **daggerboard** shall have a stop affixed thereto, or moulded as part thereof.

E.3 Rudder and tiller

- E.3.1 The rudder blade shall have a downhaul.
- E.3.2 The tiller shall have a cleat for the downhaul.

Section F – Rig**F.1 Measurement**

- F.1.1. **Spars** and **rigging** shall be to the design and specifications of the Designer and items meeting these specifications shall be available from the builder and may not be drilled, altered, or otherwise changed except as allowed by C.2.2 - C2.4.
- F.1.2 Topmast stiffeners (as standard in Australian TASARS) are required. **Rigging** shall comply with the current **class rules**.
- F.1.3 The length of the forestay with fittings, bearing point to bearing point, between the stemhead fitting and the hounds, plus the measurement from the bearing point on stemhead fitting to the deck directly below, shall be 4140 +/- 20 mm., as shown in Appendix 2.
- F.1.4 The measurement from the bearing point at the hounds to the aft head point of the jib shall not exceed 115 mm.
- F.1.5 The measurement from the bearing point at the hounds to the deck immediately in front of the mast step shall not be less than 3720 mm.

F.1.6 The whisker pole shall have a maximum length of 2038 mm and shall float. Material shall be aluminum, wood or f.r.p. Diameter, fittings and method of attachment to the clewboard of the jib or jib sheet are optional and unrestricted

F.2 Manufacturers

F.2.1. **Spar** manufacturers shall be licensed by the designer, or after his death or retirement, the copyright holder of the TASAR class design.

F.3 Mast

F.3.1 No **boat** may start with a mast or boom which has a permanent bend.

F.3.2 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.

F.4 Rigging

F.4.1 Any sheets or lines supplied by the builder may be substituted by sheets or lines of any length or diameter. No additional sheets or lines may be added (except as called for under C.2.2(h), e.g. towrope, in which case they may not be used as added control equipment for racing). Each sheet or line must be one continuous length of uniform diameter, except for the outhaul which may be of 2 parts, one of which may be wire.

F.4.2 Sheets or lines in whole or in part of wire are prohibited, except for the outhaul, vang, halyard, diamond stays, mainsheet strop, shrouds and forestay. Any wire except the forestay, shrouds and diamond stays, may be replaced with line.

F.4.3 The forestay, shrouds and diamond stays shall be 3/32" (2.5 mm) diameter 1x19 stainless steel wire. The forestay and shrouds may use rolled swages.

Section G – Sails

G.1 Measurement

G.1.1 Two jibs may be measured in for any sanctioned event.

G.2 Sailmakers

G.2.1. Sailmakers shall be licensed by the designer, or after his death or retirement, the copyright holder of the TASAR class design. No sail, including a replacement sail, is permitted unless it was cut to the absolute co-ordinates of the panels specified by the designer, and finished in accordance with the sail material and finishing specifications of the designer.

G.2.2. No person may recut any sail or otherwise change or affect any aspect of the sail or pierce the sail for any reason other than effecting necessary repairs, repositioning batten protectors or placing sail numbers thereon, or attaching ribbons, tufts, streamers, or the class emblem thereto, or as provided for in G.2.3.

G.2.3 Leech take-up not extending more than 150 mm from the leech, for the purpose of compensating for stretch with use, is deemed to be a repair. The associated re-stitching may not extend more than 200 mm from the leech.

G.3 Mainsail

G.3.1. CLASS INSIGNIA

The class insignia shall be silk-screened, glued or sewn onto one or both sides of the **sail** all within 2nd and 3rd **batten pockets** from the **head point**. Insignia attached to both sides must be back to back.

G.4 Jib

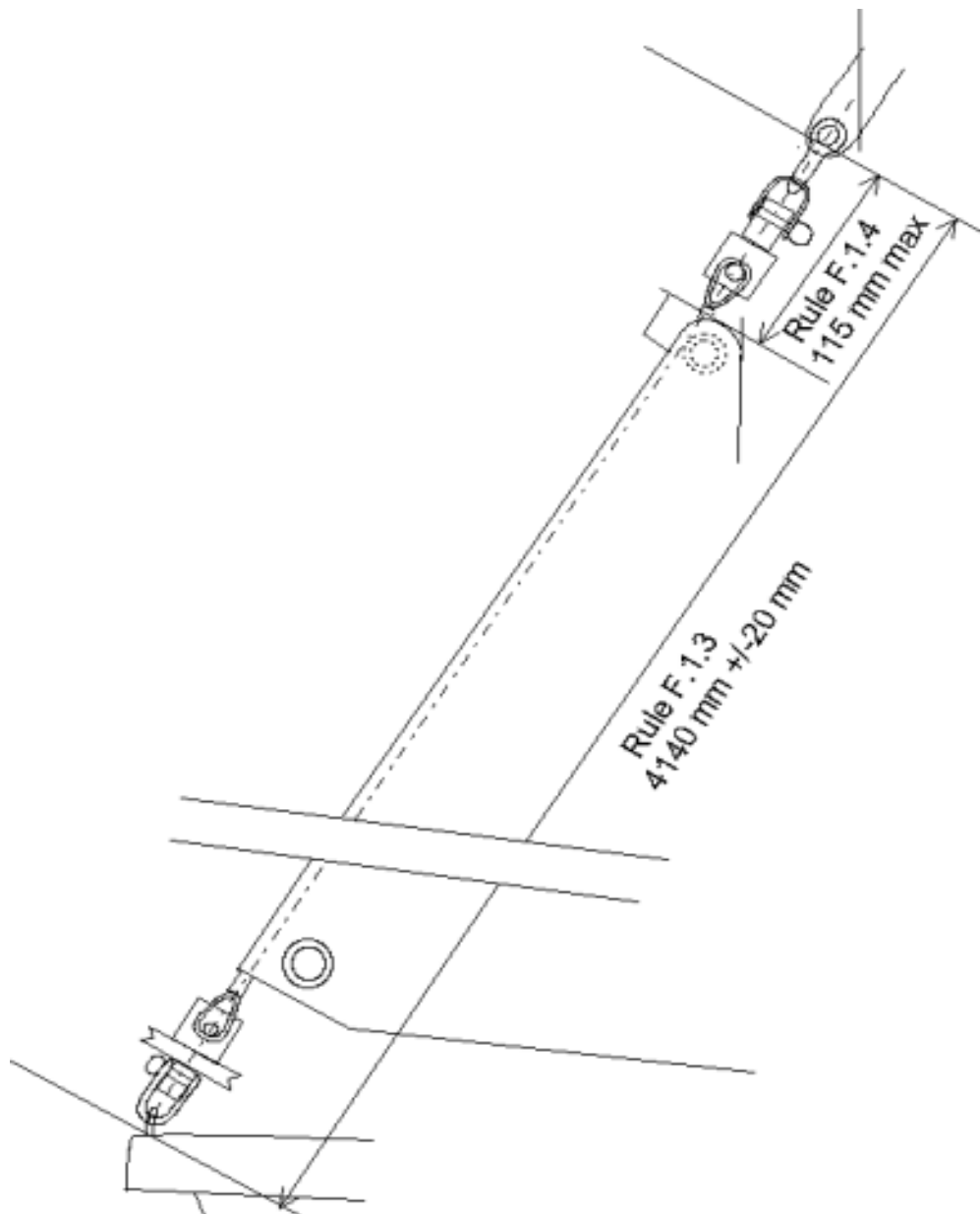
G.4.1. The jib may be poled to windward or to leeward by use of the whisker pole and the whisker pole need not be attached to the mast.

G.5 Battens

G.5.1 Battens must be solid fibreglass reinforced plastic but are not otherwise restricted except by C.2.1(c)

APPENDIX 1 - EVENT RULES

- 1.1. The minimum wind speed for starting will be that in which the race committee considers the boats have sufficient capability for pre-start manoeuvres.
- 1.2. Races should not start, or races in progress should be abandoned when:
 - (a) wind gusts exceed 25 knots for more than 30 seconds
 - (b) wind gusts exceed 30 knots for any duration
 - (c) the race committee considers conditions are unsafe for sailing

APPENDIX 2 - Forestay Measurement Diagram

Interpretations

Updated to June 24, 2003. Interpretations 1 to 27, and 29 to 33 have been approved by the World Council. Interpretation 28 was not approved and is not in force.

Interpretation 1. is superseded by F.4.3(c)

2. The use of blocks on the rudder downhaul is not allowed.
3. Washers under the gooseneck are not allowed.

Interpretation 4. is superseded by C.2.4(c).

5. The use of shockcord to pull in the main outhaul is not allowed.
6. The use of shockcord to lift the boom vang clear of the top of the **daggerboard** is not allowed.
7. The use of shockcord to hold the rotation lever up against the boom is allowed.
8. The addition of a fairlead integral with the jib cleat is considered an added function and is not allowed.

Interpretation 9. is superseded by C.2.3(c).

Interpretation 10. is superseded by C.2.2(n).

Interpretation 11. is superseded by C.2.2(d).

Interpretation 12. is superseded by G.4.1.

13. Alterations to the mounting plates for the jib cleats to permit the sheeting exit angle to be changed, including the use of larger mounting plates, are allowed providing that the exit angle cannot be changed while racing.
14. A second pin in a sidestay (shroud) adjuster to allow the sidestays to be slackened while racing is an added fitting and is not allowed (see C.2.1(d)).
15. Removal of gelcoat or any other change in hull finish that significantly reduces hull weight or changes the hull form (or is deemed by a Measurer to have been carried out for that purpose) is contrary to A.1.2 and is not allowed.
16. Using shock cord or line from under the rudder gudgeon to lift the aft hiking straps off the floor is not allowed.
17. Tying shock cord or line around the bottom of the mast to take up slack in the diamond wires is not allowed. (A "circlip" (e.g. of plastic tube) or a lock nut on the diamond adjuster screws above the mast-plug to prevent the screws from falling down is allowed.)
18. Extending the furler line and running it through blocks rigged from the vang cleats is not allowed.

Interpretation 19. is superseded by C.2.2(n).

20. "Leech take up" as allowed by G.2.3 means "adjustment".
21. The outhaul may consist of 2 pieces of line of different diameters. Tapered lines are not allowed (see F.4.1 and F.4.2.).

Interpretation 22. is superseded by C.2.3(g).

Interpretation 23 is superseded by C.6.2.

24. Whisker poles, ie. tubes, manufactured from any carbon fibre material are not permitted.

Interpretation 25 is superseded by C.2.3(d)

26. All additional ballast required to comply with D.3.1 and C.6.2 shall be secured within the cockpit, either attached to the thwart support post, bolted / screwed to the underside of the thwart or secured around the daggerboard trunk. Ballast shall not be moved during a race or series.

Interpretation 27 is superseded by the reformatting of the rules for ISAF recognition.

28. *This interpretation was not approved by the World Council, and is not currently in force: "Class racing" (see C.2.2(h), D.3.1 and D.3.2) means racing in an event in which two or more Tasars are racing against each other, and are being scored as a Tasar class without the use of any handicap system. Racing in an event in which one or more Tasars are racing in a mixed fleet, and are racing against and being scored with other classes, whether or not a handicap is used in computing the results, is not class racing.*
29. "Sanctioned event" (see C.2.1, C.6.1, C.6.3, and C.7) means an event organized or authorized by the World Tasar Class Association or a Tasar region, district or fleet. Tasar class racing in these events is governed by the Tasar Class Rules, which may only be changed by waiving a rule or rules, subject to approval by a resolution of a Tasar region, district or fleet at an annual or special general meeting. No changes to the class rules may be made for events organized or authorized by the World Tasar Class Association.
30. "Special event" (see C.6.5) means an event in which Tasar class racing is governed by the Tasar class rules, with a change to C.6.5 made by the organizing authority which applies to that event only.
31. Only hulls constructed after January 1, 2002 are required to bear an ISAF class plaque.
32. No electronic device which could be used to increase boat speed or gain a tactical advantage shall be attached to a boat or carried by a crew member, other than (a) time keeping devices, and (b) compasses as allowed by rule C.2.2.g, provided these cannot calculate speed or location information for use while racing.
33. Movable shroud track stops are not required.

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