World Tasar Class Association

Proposed Rule Changes - November 2018

Please see attached proposed rule changes to 1) clean up the rules following on from the 2017 Hull Specification change 2) convert some class interpretations into rules and give the chance for the class to agree or not agree to the changes 3) make a change to allow blank spars to be fitted out by owners as per common practice.

1) Proposed Changes to Tasar Class Rules in Relation to the Centrecase.

Introduction

In 2017 World Sailing approved specification changes to the Tasar hull to improve the build quality of the hulls being produced.

For administration purposes, and to reduce the perceived or real impact of the new hull specification on owners of existing boats, we need to make some changes to the Tasar Class rules.

(Note that the term 'ISAF' has been retained within the Tasar Class Rules throughout this document pending a more global update of the class rules.)

World Sailing Approved Changes to Hull Specifications

The following specification changes were approved by World Sailing in 2017:

Changes required to reinforce and strengthen areas:

1. 'The need to add an additional extra layer of 300g Cloth of 2m x 800mm down each side under the side decks, down the carlins and all the way down to the sides where it meets the floor. (Increase of weight estimated of 2kg)'
2. 'The need to reinforce the Thwart (Increase of weight estimated of 0.5kg)'

Changes required to maintain the overall hull weight:

3. 'To reduce foam thickness from 8mm to 6mm on the top-sides, the forward deck and the aft deck.'
4. 'To replace the 'rhomboid' daggerboard centre-case with a foil section envelope capable of accommodating a section consistent with a 29er Class foil.'
5. 'To remove all the stainless steel and alloy mounting castings along with all the wood backing pads and to replace them with FRP landing and pads.'

Rule Changes Proposed:

Add "built to the same building specifications", to A.8.1

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, built to the same building specifications, 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.

replace C2.2 (n)

C2.2 Optional (old version)

(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.

C2.2 Optional (proposed new version)

(n) The **daggerboard** case packing may be replaced with any material. This packing shall not extend beyond the surface defined by straight edge held perpendicular to the centreline and dragged along the bottom of the **hull.**

replace C.4.3

C.4.3 (old version)

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.4.3 (proposed new version)

Padding may be used in the centrecase - the thickness of such padding may be varied to provide an optimum friction fit for the **daggerboard.**

2) Convert some Class Interpretations into Tasar Class Rules

The following are rule changes that codify existing interpretations into the Tasar Class Rules. A positive vote to these rule changes ensures that the original interpretation represents the wishes of the class as a whole. Each of these are a separate rule change.

Compass Rule

To replace the Tasar Class Interpretation 32 with a class rule to identify the compass types which are allowed.

The current interpretation 32

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.

Proposed new rule

C.2.2 (p) COMPASS, ELECTRONIC EQUIPMENT AND TIMING DEVICES
(a) Compasses mounted on any part of the deck or the cockpit is permitted if the hull cavity is not pierced by anything other than the fasteners. An additional wrist mounted compass is permitted. Electronic, self-contained, digital compasses using only magnetic input are permitted.
(b) Timing devices are permitted.
(c) A timing device and electronic compass may be integrated in the same device.
(d) A compass or timing device must not be capable of displaying, delivering, transmitting, receiving, calculating, correlating and/or storing information about wind speed, wind direction, boat speed or boat position.

Shockcord to hold the Rotation Lever

To replace the Tasar Class Interpretation 7 with a class rule to allow the use of shock cord to hold up the rotation lever. If this rule change is not approved, then only masts fitted out with shock cord provided by the builder would be acceptable. In my opinion, anyone fitting out their own mast would not be able to use shock cord to hold up the rotation lever.

The current interpretation 7
7. The use of shockcord to hold the rotation lever up against the boom is allowed.

Proposed new rule.

F4.6 Shock cord to hold the rotation lever up against the boom is permitted.

Jib Cleat Mounting Plates

To replace the Tasar Class Interpretation 13 with a class rule to provide some flexibility in the jib cleat mounting plates as is common practice in the class.

The current interpretation 13.
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.

Proposed new rule.
C.2.1 (h) There are no restrictions on the mounting plates for the jib sheets, except as restricted by C.2.2 (d). The sheeting exit angle cannot be changed while racing.

Whisker Pole Construction Material

To replace the Tasar Class Interpretation 24 with a class rule to disallow carbon whisker poles. Note if this rule change does not pass then any f.r.p material (including carbon) will be allowed in the manufacture of whisker poles.

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

Current rule
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

Proposed new rules
Appendix 3 - Definitions
GRP (Glass Reinforced Plastic) – A composite material made from glass fibres bonded with polyester, epoxy or vinylester resin.

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

3) Allow owner to attach specified fittings to spars

Allow the owner to attach fittings as per the class specification in the circumstance that the spars have been made available as blank sections from the builder (as is common practice within the class), and to source and fit out their own whisker poles (also as is common practice).

Replace rule F1.1
Old version
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.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.

Proposed new version
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 for
a) changes as allowed by C.2.2 - C2.4 and/or
b) the drilling of holes for the purposes of attaching fittings to meet the class specifications and/or rules.

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. Manufacturers of whisker poles do not need to be licensed.