

## ATC Measurers Report

### Not the 47th Tasar Nationals

Since our last measurers meeting in Largs Bay in January 2018, the retro fit centre board case fit out was approved for the Worlds in Hayling Island UK. While there was some discussion at Hayling Island about the retrofit of some of the boats competing, the rule change withstood its first outing.

At the Largs Bay Nationals, the TANSW provided a template for a new jib sheeting system and has sought approval from the ATC to investigate it further. It was unanimously agreed upon that the TANSW can investigate it further and will be providing updates at the ATC teleconferences. The TANSW is still working on the sheeting system, although I think support for the initiative has wavered.

The TAV have been collecting data on how changes to the crew weight rule could make a difference to performance and participation. Once they submit their report, we will share it with the Australian districts for review.

The TAWA measurer raised a new form of side stay cleating system where the cleat was attached to the pull back rope after exiting the side stay. The ruling was that this is outside current measurement. The fit out also has a ring attached to the end of the vang that would have served as an easy release for the stays. This is deemed to be an added function.

With the cancellation of so many events due to COVID, there seems to be new excitement building for upcoming events. Particularly the discussion has turned to how do we get new sailors into the class and what are our charter boat options. While excited about these opportunities, I would also like to work with the districts to make sure we provide the best boats we can. The pre regatta measurement process is never a highlight of an event and as a measurer it is disheartening to have to tell someone who has chartered a boat that it is not legal. Going forward I would like to work with the state districts and district measurers to make sure all boats are class legal before charter.

One project the ATC have continued to work on is the reduction of sail price. On the measurement side we feel that if we can reduce the price of legal sails we help to preserve the one design integrity. With multiple meetings with Julian Bethwaite, Ian MacDiamird and Rob McMillian over the last few months, we are hopeful that a sustainable price reduction is not too far away. I would like to thank Phillip Potter and the rest of the ATC for their work on this project.

I would like to reinforce to members that our goal as measurers is not to hold the class back but to get as many sailors sailing as we can on an even playing field. If anyone has any suggestions for changes or improvements to the rules please either let your district measurer know or myself.

Stuart Templeton

ATC Measurer