

Minimum Crew Weight Rule Removal Process

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Proposal from JTA for Removal of the Tasar Minimum Weight Rule

A proposal has been received from the Japan Tasar Association to remove the Minimum Weight Rule for the Tasar Class. [Please click here to find the original rationale from the JTA.](#)

This would mean that the following rules would be removed from the class rules:

C.6 Crew Weight

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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 weigh-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.

Timeline for Consultation and Voting Process

It is intended that the vote will be held electronically on 1st February 2023, and, should the vote be in favour of this proposal, for the removal of the rule to be in place as soon as possible after this day. This would allow sufficient time for the Tasar rule change process to be followed. This is:

1. Votes of each region be submitted electronically
2. Proposed rule change to be reviewed by the WTC Advisory Council
3. Rule change to be reviewed by World Sailing

Please note that due to the timeframes involved for proper consultation and discussion to take place, this rule change will not be in place until after the 2022 Tasar Worlds.

Consultation Process

The consultation process will look different for each region and District, based upon the current structures in place in that area. Sufficient time has been allocated to the process so that each region can duly consult with their members, and any concerns around the rule change or process involved can be passed onto the WTC.

Voting

Votes will be submitted by each District through an online process by 6pm AEDT on 1st February 2023. This meets the requirements for 60 days notice, as per the WTC Constitution. The link to submit the vote will be shared 7 days before the deadline. This link will be distributed through the Region representatives on the WTC.

For a rule change to be approved by the Tasar World Council following on from two thirds approval of Districts, the proposed change needs to be approved by the Advisory Council and then World Sailing.

For the purposes of this vote, in line with the class constitution, the following Districts each have one vote:

- Japan
- North America (CAN and USA)
- UK and Europe
- Australia - NSW
- Australia - NT
- Australia - QLD
- Australia - SA
- Australia - VIC
- Australia - WA

The Tasar Advisory Council currently consist of:

- Julian Bethwaite
- Martyn Sly
- Anthony Boscolo (Current WTC World President)

Please note that as this rule change vote will be taking place after the 2022 Tasar Worlds, Anthony Boscolo will be replaced on the Tasar Advisory Council by the new WTC World President.

The voting process online form will have the following information to be completed:

Proposal: To remove Rule C.6 Crew Weight from the Tasar Class Rules.

Approve or reject:

District Representing:

Name of Representative:

Role of Representative:

The vote will be counted by the following people: WTC Executive Secretary and WTC Measurer, with the results of the vote being shared with members of the WTC.

Need more information?

Should you need any more information on this proposed rule change, please contact your representative on the World Tasar Council. The details of the WTC reps can be found on the [WTC website by clicking here.](#)

Arguments for and against the proposal

Alistair Murray's open letter in favour of removing the crew weight rule (July 2010)

<https://www.tasar.org/tasar-office/world-tasar-updates-pre-2013/2010-crew-weight-open-letter.aspx>

Frank Bethwaite's reply to Alistair's letter

<https://www.tasar.org/tasar-office/world-tasar-updates-pre-2013/2010-crew-weight-reply-from-frank-b.aspx>

In addition TAV has tabulated the following arguments (see Table below).

TAV Arguments for and against the proposal to remove the minimum crew weight rule

Issue	Arguments against changing the crew weight rule	Arguments for removing the minimum crew weight rule
Light crews will dominate the results	The class has never sailed without a crew weight rule. There is a chance that lighter crews will start to dominate the results and larger crews will feel disenfranchised.	Various associations (TAV, UKTA and JTA) have run numerous regattas with either the weight rule removed or significantly reduced. None of the data from these regattas have shown any statistical change in finishing places for crews under 130kg. A review of the results over the years since the introduction of the Mylar sails shows the optimum crew weight is around 140+kg
	Light crews can show a speed advantage in light weather races and this can favour them in events that are mostly light wind	The Tasar is surprisingly tolerant of weight range. It is true that strong crews may have a speed advantage in limited conditions but they will still need to be sailing very well to capitalized both in managing straight line speed and tactically. It is equally true that heavier crews can have an advantage in stronger winds. Almost all other dinghy classes tolerate the same situation, and crews who are either very light or very heavy are arguably at a disadvantage going into any event and particularly longer events or series.
More rescuing	The Tasar was designed in 1970 to be sailed by crews greater than 130 kg. Removing the crew weight rule may attract smaller sailors who are too small to handle the boat and may create greater demand on rescue resources during regattas.	Very few classes have a weight rule and do not appear to have issues. People tend to learn their limits and self regulate their attendance.
Participation and inclusion	The weight rule has enabled two adults to be competitive. People would leave the class if the rule is removed.	Like most sailing classes the Tasar class is always under pressure to gain new members and keep existing ones. This is even more prevalent in regions other than Australia. Removing the minimum crew weight rule adds more people to the potential pool who are able to sail the boat as "equals". Over the years there have been a number of crews who have left the class due the extra handicap they feel they have to sail with to be able to race. In a time when numbers are dropping worldwide, we should be encouraging more members into the class, not adding extra hurdles.
		If this did happen, the numbers are likely to be low. With the UK, USA and Japan not policing this rule currently this would not be a worldwide problem. Alternatively, there will be a bigger pool of sailors who the class would now be inclusive to.
		The class has also prided itself on being inclusive. This rule is not inclusive of all. An example is that the class has always been encouraging of parents sailing with their children. It is a common complaint from parents that they have to add weight into the hull to accommodate when sailing with their children.
		There are many cases of peoples health (both mental and physical) being affected by body image issues, and it is not supportive for the Tasar Class in the 2020's to add the stress of weighing of crews before events. We will never know how many sailors that has affected and have chosen not to sail Tasars purely because of not wanting to be publicly weighed.
Administration of current rule is complex	The administration has been managed to date in Australia.	<p>One of the unique features of a manufactured class is the minimal requirement for measurement of boats when built and regatta check measurement. This is a major advantage over other non manufactured classes. Unfortunately, the minimum crew weight adds significantly to the measurement administration whenever a Tasar sails as a Tasar. The correct process to manage the tasar class crew weight rule correctly requires the following. a) bathroom scales b) registration personnel to scrutineer each person to ensure dressed in minimal clothing (no shoes, nothing in pockets, no hats etc etc) c) registration personnel to weigh each crew member and write it down. d) registration personnel to calculate total crew weight and if under 130 kg inform the regatta measurer e) if any crew is under 130 kg their boat must be weighed properly (dry, ropes out etc) and the required extra weight must be determined for the boat. f) When the extra weight is found then the boat should be re weighed with the extra weight to validate the total weight. g) spot checks should be done throughout the regatta and boats and crew under weight should be penalised. To do this properly requires the crew to be identified before the finish of the race and effectively placed in parc-ferme from the finish line until the boat and crew have been reweighed (ie no drinking of water or eating of food and a complete derig of the boat.)</p> <p>This is a rule that is only actively policed in Australia and at World Championships. Class associations in countries other than Australia are finding that this rule is adding an extra complexity to trying to grow the class.</p>
Precedent	The minimum crew weight was one of the first rules introduced by the class in 1970.	Time has moved on. The boat has developed and reached maturity. See other mitigations above in terms of ideal crew weight for the boat in its current rig format (ie Mylar sails).