

MEASURING

Measuring can be completed at the Glendowie Boating Club premises or at major centres through the country by approved measurers. Originally boats were measured with a simple template system that only checked the hull shape at the keelson and chines. Boats were then issued an 'A' certificate if the measuring was successful. This allowed entry to the National Championships. A 'B' certificate was issued for boats that failed measurement. This enabled entry to club and regional racing.

From the mid 1990s, a more comprehensive measuring process was developed in response to the increasing numbers of boats being built to the limits (and in some cases exceeding) class tolerances. A number of measuring problems were being found in areas not able to be checked by the 1970s designed measuring systems.

Using the existing tolerances, a bow template and a one-piece three-dimensional hull jig were designed and built. These were approved by an owners' ballot and are now included in the rules dated 1st November 2001. A number of duplicate measuring jigs have been distributed to measurers around the country. All new boats must pass measurement using the bow template and the full hull jig. Pre Nov 2001 boats were granted a five-year dispensation from compliance with the improved measuring system. This expires on 31 October 2006. The existing measuring certificates for older boats (dating from the inception of the class) will continue to be accepted for National contests. However from 1 November 2006 all boats must be able to comply with the templates and jigs as applicable to new boats. (As stated, the tolerances in the class rules have not changed since the inception of the class and any older boat build within these limits will comply with the current measuring systems.)

It is not planned to use the full frame measuring jig at Nationals pre-contest measuring, but should another competitor or a race official question the measurement validity of any part of a boat during the course of the contest, yacht racing rules enable spot checks to be made by appointed measurers. (This is the same compliance responsibilities skippers face in all classes).

The old 'B' certificates have been abolished since the only racing where proof of measurement is now required is national contests. The 'B' certificates are ineligible for this event and as a consequence, have no relevance.

The purchase price of the plan includes the measuring fee. If however a boat requires repeat measuring, additional fees may be charged at the rate of \$40 per hour and this will be payable to the class registrar before the "A" certificate will be issued.

Approved class measurers:-

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National Championship Measuring

A streamlined measuring process has been developed for National Championships. Based on experience from previous years, a set number of items have been listed for use by regatta organisers. These are listed on the attached *Starling Nationals Measuring Form*. An explanation of the measurers' interpretations of these check points is attached under *Starling Nationals Measuring Explanations*. Regional measurers will be able to pre-measure boats prior to the contest for all but the hull weight and safety items. Water and tamper proof labels will be attached to the measured parts. Spot checks of these labelled components may be conducted at the discretion of the Nationals race committee. Pre-measured boats arriving at Nationals can expect substantially reduced time delays for completing registration and measuring than had been the case in previous years.