

# Starling Nationals Measuring

2012

The 2012 Starling Nationals will see the trialling of a completely new process for measuring. Due to the shortened time available for this regatta there will be no formal measuring period. Instead, the onus of responsibility will shift to the competitors to ensure their boats meet specific measuring and safety dot points. Skippers will be required to sign a Starling Nationals Declaration Form confirming they have checked the listed dot points and that their boat complies with these points.

During the regatta a class measurer will be checking top boats in each race for compliance with all these dot points. Boats will be targeted on arrival at the shore after the day's racing. Any non-compliance will result in a measuring protest and request to the Protest Committee for a penalty to match the level of non-compliance which could range from DSQ to downgraded finishing places for that day's racing or in minor cases a warning. In addition, cursory casual safety inspections will occur for the entire fleet during the regatta.

The aim of this process is to reduce the targeted measuring items common to previous nationals and transfer measurement responsibility from contest measurers to competitors. What can you do to remove any risk of jeopardy at the regatta?

- Check the items on the declaration and ensure your boat complies.
- For the mast and centreboard, an attached existing measurement sticker will suffice. Regional measurers can check and sticker these items prior to the regatta.
- Get your boat weighed on the regatta official scales. This will be recorded on a master schedule and you will not be re-weighed during post-race scrutiny unless there is reason to suspect the weight has altered. If you have not been recorded on this schedule and are subject to a check in any race you will be required to de-rig, dry your boat and present for weighing before your finishing place is confirmed.

Brian Peet,  
National Measurer.