

Sabot Measurement Explained

Sabot measurement is a confusing subject, especially for new sailors and their parents. Recently Diane Kent, INSA Commodore for 2008, emailed me the following about the two kinds of sabot measurement and how they confuse lots of sabot sailors and parents. Diane said:

“I was explaining the measurement system to one family last weekend and I saw a light bulb go on when I explained that one is like a full physical and the other is a quick check of one’s vital signs like blood pressure, heart rate, body temperature and weight at a Doctor’s visit. Is this something you might like to write?”

My response was, “Yes.” The subject needs explaining and Diane’s comment is a good place to begin.

First: the full physical. This is what we call Registration Measurement. It is done only once for sabots which are brand new from the builder, boats that were purchased but never before measured, and boats that have been rebuilt or heavily modified. Every sabot that races in an INSA regatta must be registered as having been measured and approved as a Naples Sabot. Registration measuring is conducted by an approved INSA measurer who surveys the sabot to determine if it satisfies the intent of the sabot rules and specifications, measures a number key dimensions, tests the shape of the hull with templates, and fills out a Registration Measurement Form. If the boat satisfies these criteria, the measurer signs the Registration Measurement Form which means the boat measures-in as a Naples Sabot. The owner then takes the signed Registration Form and submits it along with a check for INSA dues to the INSA Secretary. At that point the boat is officially a Naples Sabot and the Secretary sends back a class sticker which is placed on new the sabot’s transom.

Here are a few things you also need to know about Registration Measurement. Once a sabot is registered it never has to be re-registered unless it is modified in some way. Transom stickers indicate a boat has already been registered. A new sticker needs to be purchased each year to show that INSA’s yearly dues have been paid. If a registered boat is inactive for a period of years all that needs to be done to reactivate it is to purchase a current sticker and place it on the transom. If you buy a sabot and are unsure about its registration look for a sticker on the transom. If you don’t find a sticker, look for the sabot’s sail/hull number which is engraved on the inside of the hull and contact the INSA Secretary who will check the class records for you.



Second: The quick, vital signs check-up. Part of the run up each year to Jr. and Sr. Nationals is the annual pre-regatta checkup. We check things like: Current sticker on transom; Safety equipment present and serviceable; Sail, mast, and boom measure-in; that the Leeboard and rudder fit our INSA templates; that boat and equipment weigh a minimum of 95 pounds; skipper weight: and penalty weight calculation Nationals measurement is done on an assembly line. Sabots move quickly from station to station. Each station checks particular equipment or key measurements. When boats are modified or have changed over a season's sailing, National's measuring identifies and makes sure the modifications are within INSA's rules, specs, and intent. When the measurers and volunteers see other problems they note them on the Nationals Measurement Sheet, explain how to correct things, and often help with the actual correction. Once the change is accomplished, the sabot is signed-off and qualifies for the regatta along with all the other sabots.

If you have any questions about sabot measurement call your fleet measurer or the Chief INSA Measurer. We are all here to help, all volunteers, and all more than ready answer your questions.