



September 2001

# Tasar Australia Newsletter

Our Cover Photo  
The Australian team at Whitstable

## Tasar Major Events

**ACT Tasar Championships – Canberra Yacht Club**  
Saturday 3 November 2001 to Sunday 4 November 2001

**29<sup>th</sup> Australian Tasar Championships - Port Lincoln Yacht Club SA**  
Saturday 12 January 2002 to Friday 18 January 2002

**Victorian Tasar State Titles – Yarrowonga Yacht Club**  
Saturday 9 March 2002 to Monday 11 March 2002

**25<sup>th</sup> NSW Tasar State Titles - Point Wolstoncroft**  
Friday 29 March 2002 to Monday 1 April 2002

**30<sup>th</sup> Australian Tasar Championships - Victoria**  
January 2003

**2003 Tasar World Championships - Victoria Canada**  
July - August 2003

## President's Message

Congratulation to all those who attended the Internationals at Whitstable, it was a great effort by all the team. While the Championships were won Carol and Carl Buchan Australia had winners in a number of categories and in some of the divisions. The North Americans have set the benchmark finishing first and second and we will have to put in some work to beat them at the next World Championships on their own water in 2003.

At the World Tasar Council Meeting, held during the Internationals, a number of important issues were discussed. One of these was the reduction of the minimum hull weight and all Associations will be asked to vote on this again. I recommend you read the report of the meeting which is in the newsletter.

The Australian Championship after Port Lincoln will now be held in Victoria in January 2003. This change is came about because the Queensland Association had proposed that the Championship be held at Mission Beach in July /August 2003 and this would have

clashed with the Worlds in North America. The Australian Championship will be held in Queensland in 2004. The Tasar Association of Victoria will advise details 2003 Championships at Port Lincoln.

The sailing season is now in full swing in the southern states and details of the NSW and Victorian sailing programs can be found in the newsletter.

Also the Notice of Race for Australian Championships at Port Lincoln and you are all reminded that normal entries close on 19<sup>th</sup> November, so please get your entries in.

I would like to thank all those who have contributed to this newsletter. It is planned to publish the next edition in December, prior to Christmas, I would therefore like to receive contribution by the end of November.

Good sailing,  
Chris Parkinson

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## AN INVITATION TO ALL TASAR SAILORS

The Tasar Association of South Australia would like to extend an open invitation to all Tasar sailors throughout Australia to gather in Port Lincoln for the 2002 National Titles.

The series will be conducted by the Port Lincoln Yacht Club and there will be a mixture of long and short courses sailed. The series will start with an invitation race on Saturday 12th January with heat 10, the final heat, to be sailed on the morning of Friday 18th January. Full details of the sailing program can be found in the Notice of Race on page 15. Port Lincoln was chosen over other rival South Australian clubs because of its experience in running large regattas eg. 2001 National Sharpies, the annual Adelaide - Port Lincoln Keel Boat Regatta and the Tasar Nationals when they were last hosted by South Australia.

For those who sailed in the last Nationals in South Australia, they will remember Port Lincoln as having a temperate climate with constant sea breezes of 10 - 20 knots. The Port Lincoln harbour is completely land bound and offers generally flat waters, which is ideal for the fast Tasar reaches.

The event has generated interest from a vast number of state, national and international companies all of whom have made sponsorship monies available to ensure great prizes will be won.

### Our Major Sponsor is Legend Nautilus

a national ships supplier  
with

MLH Insurance - Adelaide

Beaver Sales - Adelaide

Quin Marine - Adelaide

T.M. Towan / Shell Distributors - Port Lincoln

Danzas - Adelaide

Tony Harwood & Associates - Adelaide

Coldwave - U.S.A

Port Lincoln Tuna Processors

Port Lincoln and Greg Eden & Associates Port Lincoln also supporting the class by being gold sponsors of the event.

Port Lincoln is famous for its seafood and local wines, all of which will be on display, and available not only at the Port Lincoln Yacht Club but selected eateries around the town. The small but aggressive committee in Port Lincoln are well and truly into planning and organizing to make sure the 2002 National Titles will be one of the best regattas you will ever attend that revolves around good sailing on good courses, to good social activities after. For further information on the Nationals people can go to the web site of the Port Lincoln Yacht Club at [www.plyc.com.au](http://www.plyc.com.au)

See you in Port Lincoln 2002!  
*The Tasar Sailors of South Australia.*

## Progress with Application for ISAF Recognised Status

The ISAF has now confirmed that our application for recognized status for the Tasar will go forward. If granted, recognized status will allow us to once again hold World Championships.

We submitted our application on February 16.

On July 18, I received an email from ISAF Technical Manager, Simon Forbes, saying that all the documents submitted with our application were missing, and he only had letters of support from the sailing associations in the UK and Japan.

All documents were required by July 31. Fortunately, the Australian Yachting Federation and the Canadian Yachting Association were able to re-send copies of the letters they had sent in March to the ISAF by the deadline. US Sailing also sent a letter of support.

I re-sent our application letter, together with the rules and constitution, and also sent a draft of an agreement required between the ISAF, the World Tasar Class Association and Frank Bethwaite, the designer and copyright holder.

The only additional documentation required by the ISAF is the construction manual, and I have asked Frank to send this to the ISAF.

The process from here on is as follows.

The Class Rules will be circulated to the ISAF Centreboard Boat Committee and Measurement Committee by the end of August.

The ISAF Measurement Committee Working Party meets at the end of September and will provide any feedback then.

The ISAF Centreboard Boat Committee will meet on 11 November 2001 in Lisbon, Portugal and will make a recommendation to the ISAF Sailing Committee on Wednesday 14 November. This will go before the ISAF Council on 16/17 November 2001.

The Constitution will go to the Chairman of the Constitution Committee, who will report to the Sailing Committee meeting. I will post more information when I have it.

**Richard Spencer**



## Notes from the Whitstable World Council Meeting

The Tasar World Council met in Whitstable during the 2001 Tasar International Regatta. Full minutes will be posted on the web at [www.tasar.org](http://www.tasar.org) as soon as they are available. In the meantime, here are some of the highlights.

### Advertising

The World Council voted to adopt ISAF Category C for the Tasar class. Tasars may now carry advertising without restriction on hulls, spars and sails, except for the space reserved for the event organizers (the forward 25% of the hull, if specified in the Notice of Race). See Appendix 1 of the Racing Rules of Sailing for more information on the effect of this decision.

### Hull Weight

The average hull weight of boats racing is falling. A proposal to change the class rules to lower the minimum hull weight from 68 kg to 66 kg will be circulated for discussion, and regions will be asked to vote on changing Rule 4 (c).

### Review of Crew Weight Rule

The World Council approved a request from the Japanese Tasar Association to ask each region to promote discussion of the crew weight rule (rule 29) and to prepare a report regarding:

- the importance of the current rule 29 to the Tasar class in the future;
- the lack of consideration of crew height (leverage) when considering equalisation;
- whether regional crew equalization rules would be more appropriate than world rules.

Regions are asked to report back to the World Council by August 31, 2002.



Port side view of window. The upper window is not to be included.

### Window in the Main

After hearing a brief report from Carl Buchan about the successful test of a mainsail with a window, the World Council voted to ask the designer, Frank Bethwaite, to incorporate a window into the Tasar mainsail, and to publish the dimensions and specification, so that owners of existing mains can also add a window.

### Shroud Pull Back Details

A new rules interpretation (31) requires any extension of the line past the shroud pull back handles to be elastic (shock cord) and to be lead forward, through the forward toe strap saddles and/or in front of the centreboard case. This allows the simple solution used in many boats (and standard in Australia) to keep the handles neat and out of the way. However, it prohibits leading a line backward from one pull back handle, down through a hole in the thwart, across the boat under the thwart, up through the thwart on the other side, and forward to the

other handle. A line rigged like this can be used to pull the leeward shroud back from the windward side of the boat. The shockcord solution permitted by interpretation 31, as well as the solution shown in the original drawings for pull backs, can pull the leeward shroud back when it is not under tension, but this is not its Primary function.

### Handicap Racing

Interpretation 28 was not approved, and is therefore currently not in force. The wording of this interpretation changes the class rules for Tasars racing in handicap events, and allows them to race without hull weight ballast. However, many handicap events require all competing boats to conform to their class rules, and organizers would expect Tasars to carry the ballast required in class events. There is a conflict here that needs to be resolved. Interpretations 29 and 30 were approved.

### New Age "Super G" Category Introduced

The World Council voted to introduce a new category of Super Grand Master for crews with a combined age of 120 years or more. The combined ages for the Masters category is 80 to 99, and for the Grand Masters categories it is 100 to 119 years.

The age for the Junior Helm category is under 19. All ages are on the day of the first scheduled race at a regatta. These categories should be used at all World Championships, and at other major Tasar regattas where there are entrants in these categories.

### Designer's report.

Frank Bethwaite was unable to attend, but submitted a written report, which I will put on the web at [www.tasar.org](http://www.tasar.org).

### Next Worlds

The next Tasar Worlds (assuming the ISAF approves recognized status, and we can again hold a World Championship) will be held in Victoria, BC, Canada in 2003. The date for the event has not been decided yet.

### Officers

Cathy Sherwood (North America) was elected World Council President, Chris Parkinson (Australia) is the new Vice President, and Todd Blumel is the new Chief Measurer. Richard Spencer was elected as Executive Secretary. John Rischmiller was thanked for his excellent service as President.

This report is also on the web at [www.tasar.org](http://www.tasar.org), with some useful links. **Richard**



Starboard side view of window

## Designer's Report to the Tasar World Council

It is about twenty five years since the first production Tasar was displayed at the Annapolis Boat Show. This is an appropriate moment to review where the Tasar came from, what the class has achieved, and where it can go from here.

### Where it came from.

The Tasar's origin lay in the meeting of two minds. One mind was in Sydney. I have recently recounted the story of the Sydney group who nailed a flag to their masts. It read "Women are Welcome", and we meant it. In 1960 that message was truly revolutionary among those who sailed. Over the next fifteen years the Northbridge Senior class grew strongly and spread widely across Australia.

The obvious driver of that spectacular growth was class management by organisation-effective women who fostered the social and communicative aspects of the class and made it so pleasant to belong to.

But there was a deeper and more subtle driver. By then the women's movement was sufficiently advanced for a "caste" system to reveal itself. At one end were the blue-collar workers and the body-contact sports, in which women had made almost no progress at all. At the other extreme were the academics and the professions, within whose ranks women had already made real progress. This thinking, inverted, suggests that those men and women who elect to share their leisure time and pursuits are likely to be intelligent and committed. The Tasar was and remains the perfect bait to attract these people from the sailing community. Look at you neighbour and you will see what I mean.

The other mind was Ian Bruce's, in Montreal. After years of midnights spent detailing meaningless differences between nominally one-design International Fourteens, he too nailed a flag to his mast. It was called "Rigid One-Design", and it was named "Laser".

This driving idea also attracted highly committed sailors - those who preferred to compete on equal terms. Initial class growth was explosive.

Again, there was a second, less visible driver. This time it was an add-on called class organisation. Ian implemented a winning strategy. He provided first-class regatta management for every major Laser regatta. At a second level he provided a regular Laser newsletter through which Laser sailors everywhere could communicate - an early Internet, if you like. Owning a Laser became a ticket to a community. Class growth became huge. A Laser cube ranked with a Gold medal.

These two streams joined and in 1976 created the one-design Tasar from the development Nova. Ian Bruce's seminal input into the Tasar class rules and constitution, as well as his superb industrial design and visual appearance contribution to the boat, have never been adequately acknowledged. I would like the class,

on this twenty fifth anniversary, to recognise his contribution in some meaningful way.

### What it has achieved

It's initial challenge was to survive. For the first year or so the Tasar grew strongly from Montreal and Toronto, and from London. It enjoyed Montreal-centered newsletter and class management based on the Laser activity. Demand increased to about 500 boats per year in North America and about the same in UK/Europe.

Then disaster struck. Performance (Montreal) failed financially. At about the same time Paul Davies, the UK manager and a strong Tasar supporter, was killed in an auto accident.

The result was unexpected. The numerically strongest fleets which were closest to Montreal, Toronto and London had developed no management structure of their own, and crumbled. The distant fleets on the West Coast and out of London had always managed themselves, and they survived.

In Australia all the organisational strength of the past eighteen years was unaffected, and it was from this strong base that the world movement spread and re-established itself, starting with the first World Championships in Canberra in 1981. An example of the class' commitment to growth and hospitality is that all the overseas entrants to that regatta were provided with loaned Tasars of high quality.

Since then the class has managed itself in the manner with which you are now familiar. It has spread to Japan. The first Tasars are now sailing in China.

During this period the class has enjoyed steady sound management and outstanding leadership from many men and women. I would like to acknowledge two in particular.

At that first Canberra worlds we dreamed of a new world organisation with regular World championships. Since then, Richard Spencer has been the officer primarily responsible for the steady class management and its re-establishment across the world, and more recently for processing its application to ISAF for recognised status, first as Chief Measurer, later as Executive Secretary. It is primarily Richard's work which has made the Canberra dream a reality. Richard has been the quiet, authoritative, continuous force behind the class' success for the past twenty years. I thank him for his contribution.

Keiji Yoshikawa, then Director of Architecture of Kumagai Gumi, wrote to me in 1985. He encouraged Tasars into Japan. He encouraged a group of Japanese Tasar sailors to join what we think was the first private group visit by Japanese sailors to visit and compete at an overseas regatta - that was at the Keppel Bay worlds. Who will ever forget the breaking of the ice with the



## Designer's Report to the Tasar World Council (Continued)

Fool's dance?. He then organised the first Japanese World's at Hayama. The vision and courage to bring that first group of Japanese sailors to Keppel Bay, and the vision and courage to organise an English-speaking Worlds in Japan these are extraordinary achievements. I thank him for his contribution and his commitment.

### Where the Tasar can go from here.

Surprisingly, my assessment is much more optimistic now than it was a year or so ago. Despite its age, I think the Tasar will continue to give pleasure to its owners in particular locations for many years, and the class will remain strong.

### My reasons for this view are -

The Tasar continues to be a pleasant boat for men and women to sail in. It continues to be fast, responsive and fun as compared with all other two-sail boats. It will lose some sailors to the new asymmetrics, but not nearly as many as I had imagined would be the case awhile ago. All the asymmetrics can be divided into one of two groups.

Most of the present offering are "pretend" boats that don't work. They look like skiffs, but in many wind strengths the fastest way downwind is still to run near square (like my experimental Tasar). Not only is this disappointing; it is also frustrating because the asymmetric spinnaker isn't efficient when running near square. The Tasar is a "pure" boat which is consistent in the way it rewards the intelligent sailor - you do some-

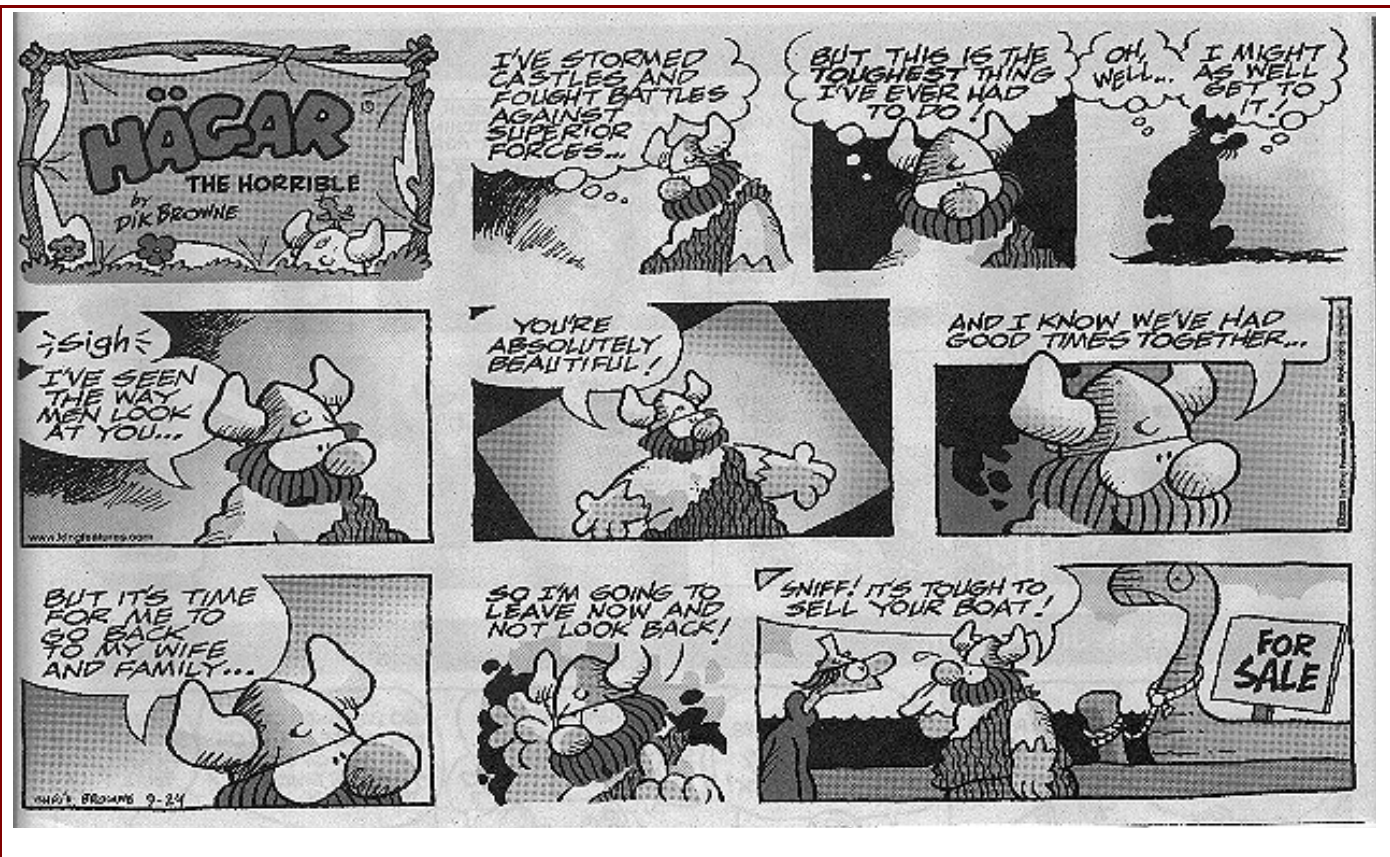
thing right and the boat sails faster. I think that the typical Tasar sailor will want nothing of any "pretend" asymmetric. That is why I canned the experiment, and nobody has yet suggested that I did not serve the Tasar class well by doing so.

The real asymmetrics are tremendous fun to sail, but what I know now and didn't know a year ago is that they too have their problems in unsteady winds, i.e. in most small inland waters. As an example my 39er is now finishing between the 49er and the 29er fleets in the relatively steady winds of the main harbour, but in the unsteady winds of Northbridge's deep valleys with their near-calm lulls the spinnaker typically collapses every 30 to 60 sees. It then takes 10 to 15 secs for the next puff first to fill the spinnaker, then to accelerate crosswind before peeling off downwind at speed, at which point you run out of the puff and the spinnaker collapses again. At the bottom mark the nearby Laser or Tasar is often still ahead of you.

For this reason I now feel that the place of the Tasar will remain secure for a long time in all those clubs who sail in places with unsteady winds.

My best wishes to all officers and competitors at the Whitstable Worlds.

**Frank Bethwaite**  
18th August 2001



## 2001 Tasar International Championships

### A View from the ADF Team

The Australian Defence Force sent a team of seven to the 2001 Tasar International Championship: Rick Longbottom (Manager) and Paul Kinghorne, Darryl Bentley and 'Jake' Spooner, Martin Linsley and Nick Grey, and John Tracey, who sailed with a non-Defence civilian, Peter Nevard.

We gathered at Whitstable on 16 August to find the two shipping containers on the quayside. They had been loaded with the 19 Australian Tasars in Sydney, two months beforehand (and we certainly appreciate all the work by Ian Guanaria to achieve this). Also gathering were the other Australian sailors, including representatives from all mainland states bar WA. The reunions amongst the Aussies, together with those later achieved with other known competitors, were an enjoyable feature of the Championship.

The smell of the sea, fish and shellfish pervaded the small tidal harbour, as Whitstable is known for its small local fishing industry. The principal accommodation for the ADF team was in that harbour, ready to undertake corporate work for the Championship. 'Greta' – is an 80ft Thames sailing barge built in 1892 and recently converted for hospitality use. As with all the locals, Steve, its owner/skipper, made our team members welcome aboard.



Boats were unloaded, checked, and measured before being taken afloat for some race-tuning and preparation. By then 100 Tasars had been entered in the Championship, including representative from Australia, Japan, the USA, Canada, Holland, Italy, Saudi Arabia and, of course, England, Scotland and Wales.

The invitation race was held on the Saturday, with ESE winds of 8-10 knots blowing over a westerly tidal current flowing at near 1.5 kts. In addition to shorter beats and longer off wind legs, this meant that the fleet tended to be swept over the start line prematurely. Thus it took three attempts to get the fleet away, and even then it seemed there were some un-penalized transgressors. A trapezoid course was used, and everyone seemed to enjoy the sail. Local sailors new to Tasars were the

surprise winners, followed by the top American and Japanese boats. South Australians Craig McPhee and Kevin Kellow were the leading Australian finishers, in 5th place. Rick and Paul finished 8th, Martin and Nick 16th, and Darryl and Jake further back.

At the post-race donuts and champagne social (the series was sponsored by a major supermarket chain) one Japanese sailor demonstrated how the positions his mini GPS had recorded during the race (including the mark positions) can be replayed on his laptop computer. One software application showed the whole course he steered during the race, another showed a graphic boat making its way around the course. We then learned that any number of boats can be similarly displayed, and that the Australian Olympic Sailing Squad is using this technology for training purposes. Later on, Whitstable's Deputy Mayor officially opened the Championship.

Sunday 19 Aug: two races were programmed for the day. The fine weather of the previous days had changed, and low grey clouds were skudding across the sky from the SW. It was unclear whether any racing would be held, but a decision was made and the fleet left the shore. Winds of between 25-30 kts gave an exhilaratingly fast ride to the start, some two miles offshore. Many boats succumbed, and only a dozen or so started the race. After a beat on which conservation of energy seemed the priority they were treated to another opportunity for blistering downwind speed-sailing – so much so that few dared set whisker poles. Their effort was in vain, as the race was abandoned after the first lap. Well in front at that time were Carol and Carl Buchan from Seattle YC, USA. Craig and Kevin were also 'up there'. Martin/Nick and Rick/Paul were together in fourth and fifth place. Darryl/Jake were also still racing. Back ashore many boats were repairing damage, with replacing broken topmasts being the most common, due to the shallow waters off the town.

The day's racing had finished, but the additional free time enabled more sightseeing. Some of the ADF team visited the ancient city of Canterbury, most noted for its cathedral. They returned for dinner at the Yacht Club and an evening of French jazz dancing. Nick's skills well demonstrated the versatility of ADF members.

Monday 20th: weather fine, wind fair. All was ready for a day's racing - apart from the start boat, which was beached, needing the tide to float it. After that delay the fleet headed to sea. The winds were light and highly variable, causing further delays during which the Race Officer struggled to set a course and start line. Eventually a race began. The course was highly biased though, and boats that started at the line's lee end found they could lay the first mark. This caused some confusion, and more followed when a course change to compensate for a shifting breeze was made using an



## 2001 Tasar International Championships

### A View from the ADF Team

'unorthodox procedure'. Eventually the race was shortened, with Martin/Nick crossing the line first. But protests over the course were soon lodged, with the eventual outcome being that positions were decided by placings at the end of the first lap. This left Martin/Nick second behind British sailors Peter and Heather Mills. Rick/Paul finished 11, Darryl/Jake 21, and John/Peter 28.

The fleet stayed on the water for the second race. A slightly steadier SW wind was welcomed, but by then the tidal current had built. Crossing the line proved troublesome (no more so than to Martin/Nick as, following an infringement against them, they themselves were unknowingly involved in another one, and they lost the consequent protest). The inshore side of the course proved most favored, with boats offshore in less breeze. The tide made for a long first leg. During the following three downwind legs of the trapezoid course the wind changed again, making the upwind leg a fetch. The officials decided to end the race at that point. The winners were Fritz and Tina Lantziger from Seattle YC. Rick/Paul finished eighth, John/Peter in 18, and Darryl/Jake in 51.

Tuesday 21: Fine and fair again, with early light breezes from the SW building to 15-18 kts for the day's racing. Instead of the programmed single race the Committee arranged for three to be held. All used the conventional triangle course, all used the black flag to get fleets away, and all three were shortened so that the fleet finished within 75-110 minutes of starting. Most successful in the three races were Craig/Kevin, who finished with a pair of wins and a third. The most consistent finishers overall, though, were Carol and Carl Buchan, for their 2, 4 and 5 positions for the day promoted them into first place overall. Within the Defence team Martin/Nick fared best with placings of 10, 6 and 3. Rick/Paul were close behind, with 12, 9 and 4. John/Peter finished with 34, 19, and 17, and Darryl/Jake 75, 52, and 40. Boats had been on the water for over seven hours in fresh conditions. Crews were tired, with bodies bruised and aching. They were to be stiff and bruised next morning.

Wednesday was the lay day. While some of the ADF team rested, others visited the impressive historic castles at Leeds and Dover. At this just over half way point the Defence Team members were faring pretty well, with all in the fleet's top half. Other Australians in good positions were Craig/Kevin lying fourth, and Ian Guanaria and Trish McVeigh in 11th (and, with a combined age of over 100 years, leading the Grand Masters group).

Thursday 23 Aug. Conditions were hazy and windless when sailors arrived at the Yacht Club, but a gentle NE breeze picked-up, and by the midday start of Race 6 of the program had built to around 8 kts. A strong flooding

tide encouraged most of the fleet to tack towards the shore on each windward leg. Whether this conventional strategy worked was unclear. There were very small variations in wind direction, and artful sailors seemed to pick them. More certain was the fact that Carol/Carl were both picking the directions well and sailing fast. The triangle course had downwind, downtide legs that well spaced the fleet and made major place changes difficult. Carol and Carl won from Japanese sailors George and Natsuki Motoyoshi. In the ADF Team Rick/Paul made a good start on port tack. Martin/Nick attempted the same, but were caught by a 'starboard tacker'. The resultant penalty turns cost them dearly. Rick/Paul eventually finished 30, and Martin/Nick 37.

The breeze was slightly stronger for Race 7, and the tide less influential. The fleet needed two starts and the 'black flag' to get away, but thereafter boat speed was the deciding factor as the wind blew fair and true. Once again the American pair of Carol/Carl took the lead early and weren't headed. Behind them at the end of the first triangle were George/Natsuki, a Canadian boat sailed by Thilo Giese and Sandra Towers, and then Martin/Nick. These positions were to hold until the end of the race three legs later. That evening Whitstable YC organised a barn dance that added action for some to the post-race relaxation and chatting that took place on the Club's balcony and adjacent sea-wall.

With one race to go the Americans had unbeatable results for winning the Championship, while Australians Craig/Kevin were solidly in second. The third to fifth placings were also in the balance, with just four points separating the third to fifth positions. Martin/Nick were lying fifth with 25 points, Rick/Paul sixth with 40 points, John/Peter 23<sup>rd</sup> with 95 points, and Darryl/Jake 51<sup>st</sup> with 217 points. It is clear that some results could be decided by the eighth and final race.

Friday morning 24 Aug. Windless, with a sea-haze causing the sea and sky to be indistinguishable. An hour later than planned a soft NE breeze filled-in, enabling the fleet to set sail and the final race to be sailed in 5-7 kts. Once again two starts and a black flag

Martin & Nick - 5th in Worlds



## 2001 Tasar International Championships A View from the ADF Team (Continued)

were needed, and again the windward legs of the triangle course were up-tide. By the end of the first triangle four boats had pulled clear, such that for the rest of the long course they interchanged positions. This race lasted almost three hours, and at its end Thilo/Sandra crossed the line just ahead of Constantine Udo and Jans Slotemaker, with Martin/Nick in third.

This race did little to change the overall results, but it did make them much closer. Carol and Carl Buchan from the USA won (16 pts). They won not only the International title but the Masters and Ladies trophies too. Carl's Olympic gold medal winning experience had shown! Second overall were the Canadians, Thilo and Sandra (24 pts); third, from South Australia, Craig and Kevin (27 pts), fourth George and Natsuki from Japan (27 pts); fifth, Martin and Nick (28 pts), and sixth Rick and Paul (52 pts). Truly an international championship.

Boats repacked, prize-giving function in Canterbury; farewells all round and promises to meet-up again for the next Tasar World Championship. This will be held in mid 2003, from Victoria Island off Vancouver, Canada.

The ADFSA Team was well supported at the 2001 Tasar International Championship by its principal sponsor, Delta Eurocar, whose generosity eased the burdens of air fares and transport in the UK. The members also greatly appreciated the financial assistance provided by the ADF Sailing Association and Services Canteen Funds.

**Martin Linsley**  
**2604 Coco**

Rick & Paul  
in Bosun  
Team Rac-  
ing -  
Portsmouth



## Whitstable - The Ferret Report

What an experience! Whitstable proved to be a very complete test of sailing ability in a range of conditions from light and shifty to survival sailing. The hospitality and off the water organisation were brilliant, although the same cannot be said of the race management.

The Ferrets placed 15th, which was quite a reasonable reflection of our performance. We had very good starts in nearly all the races and generally went the right way, but lost places with poor boat speed (especially downwind) and silly mistakes. On the first day of racing the race was called off due to high winds. Flying Ferret was one of a number of boats who sailed ashore with bent topmasts after capsizing in the shallow waters. The rescue boats put in a huge effort to pick up all the crews needing assistance, in several cases taking people off their boats before retrieving the boats later.

The following day was a complete contrast with a variable light breeze. The Ferret got to the startline after a last minute replacement of a diamond stay that had begun to part after the previous day. The several general recalls set the pattern for the rest of the regatta. Everyone hung back once the black flag was shown. The second race was distinguished by its first leg (a reach!) and by the clumsy efforts made to shorten it, which led to considerable rancour and protests.

Tuesday was a tough day of racing with three races held back to back in a breeze that built from 10 knots to 15 to 20 knots over the day. The Ferrets were so sore and weary afterwards they felt that they should have been in

the masters category (indeed, if the regatta was held 2 months later, they would have been!). Yours truly cancelled a planned round of golf with Michael Sant at Royal Whitstable. Instead my 7 year old, Imogen spent the evening walking up and down my back in an attempt to straighten it out.

After a most welcome rest day Thursday featured a light to moderate breeze. We got distracted after a rules incident in the first race, later successfully defended in the protest room, but sailed probably our best race of the series in the afternoon. We decided that we would concentrate better the following day and make it a "day of the ferret". Unfortunately these resolutions have never worked in the past and this was no exception. Flying Ferret was looking good until the last leg when the breeze became very light and streaky, appearing to bypass us on either side. We lost 15 places in one leg. At the time there seemed to be no justice in it, but that's big fleet sailing!

I would like to thank Trish, who like many crews had to put up with a deal of anguish from the skipper at times during the series. Peter Collocott was shore crew par excellence while Judy did well to put up with a fractious 2 year old and a fractious husband. Despite all of the above we all had a great time. Chris Carden charmed us with his generosity, Michael Sant with his exuberance, and John Tyrell with his modesty.

The winners Carol and Carl Buchan from Seattle were most deserving. Someone said "there weren't many



## Whitstable - The Ferret Report (Continued)

Yanks there", but they were all damn good sailors. Craig McPhee and Kevin Kellow picked their way out of a few bad situations on the racecourse to finish as the leading Australian crew in third overall. The Australian team also did very well in the division awards, perhaps reflecting an overall improvement as the local conditions were mastered. The best example of this was Shane Guanaria and Rebecca Amies huge win in the bronze division (!)

We all owe Ian Guanaria a huge debt of gratitude for the work he put in to organise the team transport, not to mention the T shirts! Thanks Ian. I am sure everyone on the Australian team can look back on this series as a challenging but enjoyable one, and could consider doing

something similar in the future.

**Lachlan Brown**  
**Tasar 2619 "Flying Ferret"**



## 2001/2002 Traveller's Trophy Summer Programme

Sun	23 Sep 01	<b>Northbridge Sailing Club</b> Race 1	TT Heat 1	2.00 PM
Sun	14 Oct 01	<b>Balmoral Sailing Club</b> Coaching Day		TBA
Sat	03 Nov 01	<b>ACT Titles – Canberra Yacht Club</b>		
Sat	03 Nov 01	Race 1		10.00 AM
Sat	03 Nov 01	Race 2		2.00 PM
Sun	04 Nov 01	Race 3		10.00 AM
Sun	04 Nov 01	Race 4	TT Heat 2	1.00 PM
Sat	24 Nov 01	<b>Speers Point Weekend</b>		
Sat	24 Nov 01	Sprint Racing		1.00 PM
Sun	25 Nov 01	Race		10.00 AM
Sun	25 Nov 01	Race	TT Heat 3	1.00 PM
Sat	08 Dec 01	<b>Balmoral Sailing Club</b> Race 1	TT Heat 4 Xmas Function	2.00 PM
Sat	<b>29<sup>th</sup> Australian Tasar Championships – Port Lincoln SA</b> 12 Jan 02 – Fri 18 Jan 02			
Sat	09 Feb 02	<b>Double Bay Sailing Club</b> Race 1	TT Heat 5	2.00 PM
Sun	10 Feb 02	<b>Greenwich Sailing Club</b> Race 1	TT Heat 6	2.00 PM
Sat	<b>Victorian Tasar State Titles – Yarrowonga Yacht Club</b> 9 Mar 02 – Mon 11 Mar 02			
Fri	29 Mar 02	<b>25<sup>th</sup> NSW Tasar State Titles - Point Wolstoncroft</b>		
Fri	29 Mar 02	Race 1		2:00 PM
Sat	30 Mar 02	Race 2		9:30 AM
Sat	30 Mar 02	Race 3		2:00 PM
Sun	31 Mar 02	Race 4 & 5 back to back		1:30 PM
Mon	01 Apr 02	Race 6		9:00 AM

The Association is keen to make more use of the internet for communication, if you have an email address please send an email to Chris Parkinson at [parkys@ozemail.com.au](mailto:parkys@ozemail.com.au).

## Ian Guanaria's Day by Day Whitstable Racing Report

### Day 1

An exciting time today with race 1 being abandoned after only 6 of the fleet of 100 boats from Australia, UK, USA, Canada, Holland, Italy & Japan managed to stay afloat and in 1 piece. The 25 - 30Knots + winds whipped up a vicious short chop which resulted in many broken masts, ripped sails and several abandoned boats. 1 boat was found on a sand bar several miles away on the Isle of Sheppey.

Prior to abandonment ex FD World Champion and Olympic gold medallist Carl Buchan and his wife Carol were giving the depleted fleet a lesson in heavy weather sailing.

For the Australian team Craig McPhee and Kevin Kellow held in, but eventually succumbed to the conditions.

### Day 2

Yesterday was a total mess and we are not sure of the final outcome so I cannot give any results. Race 1 started after an hours delay due to the unstable winds. The first leg turned into a reach and the leading bunch comprising of Fritz Lanzinger USA, Martin Linsley AUS, Ian Guanaria AUS and an unidentified UK boat broke away from the fleet for lap 1. After a course change at the Leeward mark the fleet followed this bunch on another reach to the new "windward mark" where the wind decided to disappear and reappear from the opposite direction, allowing Linsley to make the mark and go onto win the shortened race and leaving the others sitting there going backwards with the tide. (I think we finished 38th!! )

Meanwhile Shane Guanaria AUS noticed the new mark had been laid further to windward and sailed around it and claimed that the whole fleet except 2 boats used the 1st wing mark as the new windward mark ! We await the outcome of the protest today.

No results were posted for race 3 last night.

So, as you can see it was an interesting day, but at least the sun is shining.

### Day 3

What a great day we had yesterday, 12 building to 18 knots and a short lumpy seaway, just like a summer sea breeze on Sydney harbour.

The re run of R1 was held on a traditional triangular course with a slight port bias that some picked up to their advantage. At the 1st mark Carol & Carl Buchan USA led from Richard Russell UK and Shane Guanaria AUS. Guanaria moved to 2nd on the reach and Thilo Giese Canada moved up to 3rd. These 3 swapped the lead all race until Craig McPhee worked his way from a

poor start into the lead. Finishing positions, McPhee, Buchan, Giese and Guanaria with George Motoyoshi pushing hard in 5th.

Race 4 was a repeat of the previous course with a building wind and waves. Richard Russell again led at the first mark from Wayne Dixon UK and Shane Guanaria, Guanaria gained the lead downwind to gain a large lead but Fritz Lanzinger USA used amazing upwind speed to pass Guanaria and win by half a boat length with the consistent Buchans 3rd, McPhee 4th, Steve Mitchell UK 5th and Martin Linsley AUS 6th.

Race 5, again a repeat of the previous course but by now more people were waking up the port side of the course. Rick Longbottom AUS held a slim lead at mark 1 from Martin Linsley and Craig McPhee, Australia 1,2,3. Longbottom capsized at the wing mark and dropped to 8th allowing McPhee to gain a massive lead, which he never looked like losing. Giese finished 2nd Linsley finished 3rd, Longbottom recovered well to finish 4th with the Buchans 5th.

Attached are the progressive results but there are a few protests outstanding at the top of the fleet.

After 3 hard races we are looking forward to a lay day today.

### Day 4

Day 4 of the Tasar Worlds held in Whitstable UK saw Carol & Carl Buchan show their class to record 2 wins in weather that suited the lightweights and light weather sailors in the fleet. Today saw several skippers having their best days in a wind that never went over 5-6 knots with a very lumpy confused chop. Several of the top skippers had bad results that have ruined their chances of catching the Buchans.

In race 6 the Buchans led home Rick Perkins UK and Craig McPhee AUS and Fumio Keneko JPN with Tim Knight JPN and Chris Barnes UK having their best results of the regatta in 5th and 6th place. All of the other overall top 10 boats had results down in the 30's and 40's.

Race 7 saw the easterly breeze increase to only 8 knots but the Buchans again led the fleet from start to finish followed home by George Motoyoshi JPN, Thilo Giese CAN, Martin Linsley AUS and Craig McPhee AUS 5th.

The final race scheduled for Friday is likely to be another light day and the Buchans hold a slender 2 point lead over McPhee with no one else capable of catching these 2.

The result of race 2 is still under a cloud after protests,

## Ian Guanaria's Day by Day Whitstable Racing Report (Continued)



counter protests, appeals etc. due to a total mix up in a change of course procedure. This may still have a bearing on the final results.

### Day 5

The 100 strong fleet, the largest fleet at a Tasar World Championship held outside Australia, disappeared into the morning mist for the last race, held in a very light 3-5 knot easterly breeze. After the obligatory general recall and the use of the well worn black flag the fleet sailed off into the mist for what turned out to be longest race of the week with probably half a dozen boats taking a turn in the lead. Craig McPhee AUS had to beat Carol Buchan by 3 places to secure the title but after a poor 1st leg spent the rest of the race playing catch up and only finished 14th. Thilo Giese CAN eventually won which gave him 2nd overall ahead of McPhee. Former UK & European champion Constantine Udo took his turn in the lead only to finish 2nd and Martin Linsley AUS, Chris Sallis UK, Shane Guanaria AUS and Stuart Friezer AUS

all held the lead at one time but could not hold on until the finish. The last leg still managed to throw up a challenge with a 20 degree wind shift that caught many people unaware and there were some major changes of places much to the frustration of many.

### Final placings

1 <sup>st</sup>	Carol & Carl Buchan	USA	16
2 <sup>nd</sup>	Thilo & Sandra Towers	Canada	24
3 <sup>rd</sup>	Craig McPhee & Kevin Kellow	AUS-SA	27
4 <sup>th</sup>	George & Natsuki Motoyoshi	Japan	27
5 <sup>th</sup>	Martin Linsley & Nick Grey	AUS-ACT	28
6 <sup>th</sup>	Rick Longbottom & Paul Kinghorne	AUS-ACT	52
7 <sup>th</sup>	Shane Guanaria & Rebecca Amies	AUS-NSW	65
8 <sup>th</sup>	Stuart Friezer & Sian Jones	AUS-NSW	67
9 <sup>th</sup>	Peter & Heather Mills	UK	77
10 <sup>th</sup>	Richard Russel & Tig Williams	UK	77

### Junior Champion

Shane Guanaria & Rebecca Amies  
AUS 7th overall

### Masters Champion

Carol & Carl Buchan  
USA 1st overall

### Grand Masters

Ian Guanaria & Trish McVeigh  
AUS 14th overall

### Regards

### Ian Guanaria

(A full list of the results can be found at [www.tasar2001.com](http://www.tasar2001.com))

## Queensland Report

The Tasar fleets in Queensland now seem to be largely restricted to the SE Corner and the Far North. The Tasars in and around Brisbane are still hibernating for winter and their exact numbers are still unknown. Hopefully we will see a strong fleet develop as the weather warms.

The FNQ fleets continue to show strength. We have good racing happening at Lake Tinaroo on the Atherton Tablelands and on the coast at Mission Beach near Tully. Interclub events are held 4 or 5 times a year and there is always good racing to be had. After a short break to wind down from the State Titles both clubs are back into it. Our next major regatta is the Mission Beach Regatta set down for the 20 and 21 October. This regatta includes the "Around Dunk Island Race". This is always a fabulous weekend in a tropical paradise. Any Tasarites visiting from elsewhere are welcome to come along. If you give us enough notice we may even be

able to find you a boat. Our representative at the Internationals in Whitstable was Sarah Jacobson. Sarah crewed for Duncan Robertson. FNQ were thrilled to be represented and thank Sarah for making the effort. We are now all looking for some hot tips from her!

We are expecting two boats to make the long trip to Port Lincoln. Our current State Champions Lachlan Heath and Trent Fuller will be accompanied by Warwick Heath and David Duncombe. Both crews are training hard and are looking forward to some big fleet racing.

### Peter MacGregor





## Tasar Association Victoria Winter Championship

The Tasar Vic Winter Champs were held over the Weekend of June 10-13. The results of the Tasar's can be found in the Tasar Victoria Web site at <http://www.tasarvictoria.asn.au>

Congratulations to David and Doris Bretherton on a near faultless regatta. Second place was closer with a close fight between the team of Martin and Sue Sly in Upyzawl and Ray and Analise Martin in Two Dry Martinis. The regatta drew a field of 12 Tasar's, unfortunately not all racing in all races. A total of 120 yachts competed over the 3 days with 40 in Division 3, Monohull with a VYC handicap less than 120 (I think). Tasar filled the first 3 places in Div 3 and 6 of the first 10 places. 5 races with 0 drops. The Tasar is competitive in mixed fleet racing. A wrap up of the weekend follows.

With the weather forecast being a little dismal for Saturday, I was not particular looking forward to a rainy cold race. However the early morning showers cleared to a fine day and a little cooler in the afternoon. Two races were programmed for the afternoon and with a fine 10 kts breeze, the majority of the fleet finished before the breeze died.

David and Doris in The Edge pulled off 2 sweet wins to take all the glassware for Division 3 in both races. The Allen's, in Grumpy, had a neat 2nd in race 1 but slipped to 4th in race 2 after the Sly's on their second honeymoon (no kids) settled into 2nd overall with a 5th and 2nd for each race.

The Two Dry Martinis went without the ice and two 3rd places put them into 3rd overall.

Most of the Tasar people were staying at a nice cosy Motel in nearby Morwell and after a post race briefing, descended on to the local town for dinner. 20 people walked into a Pizza Restaurant and asked for a table. They got fed and the post race briefing continued. Sunday was again fine but cool, forecast of 12 kts and 12 degrees. Water temp about 20 degrees. Almost like Queensland, if you stay in the water.

Tempted by a days racing a few more Tasars appeared, with 12 racing in the 2 races planned for the day.

Once again the axe was sharp and David and Doris pulled off two more sets of glasses, with the Sly team and the Two Dry Martinis making a go of the minor places with 2nd and 3rd in each race swapping for the afternoon. Alex Almond and Bruce Shand in Shooting Tsar slipped into 4th in race 4, with Slippery When Wet of the Pedicini fame, getting a 4th in race 5. We packed up and headed for warm showers with the post race briefing held in David and Doris's room prior to Dining at the Morwell Club. A fine meal and good company once again ensured a fine night and all this just a short walk from the Motel. After they turned the lights off at 2am the remaining rabble moved off for a snooze. Doris claims that David had a good sleep because his snoring kept her awake for the remainder of the night.

Monday had the weather moving into a light wind pattern and with 1 race programmed for the morning the heat was on for who would seal up 2nd place overall.

The start was delayed for ½ an hour so the race committee could find the marks in the fog. No trouble. After the start was set and the wind shifted a couple of 360's, we were off. Now, which way was the first mark. This was possibly the easiest to find, it was near the club in the corner of the lake. Next head towards the power station. If the fog cleared enough you could sometimes see the top of the Cats coming down on the reach. This was a clue. 3rd mark was back at the start area and not so easy. Ian and Felicity Shand had snuck to the lead and using cunning and local knowledge headed off into the fog. After finding the shore and no mark, headed back for another look. There was the Two Dry Martinis and Upyzawl just behind True Blue, heading for the finish. Blast. Ian thinks he missed the mark by about 200 metres and did not see it. After 5 mins of sailing back he found the mark and headed for home. Luck can sometimes be found. The 3 leaders managed to park for a while allowing the Shand's to drift around to cross line 1st after a shortened course. Rob Gilpin kept 2nd leaving Upyzawl and Two Dry Martinis to work out the rest. The Sly team crossed in 3rd place to take 2nd overall on count back after tying with Two Dry Martinis on 15 points.

Some of the Tasar's did not enjoy the race as much. After an hour they sailed for home, having not found the last mark. Names shall be left out but we will wish upon a star next year for clear days. While the race may have been a little of a mystery, the experience of sailing in a pea soup fog, in a dinghy, is something you need to do.

A warm lunch and presentation of awards to the victors with the Victorian Tasar Winter Championship won once again by David and Doris Bretherton in The Edge, Handicap going to Martin and Sue Sly "love birds" in Upyzawl, and many others picking up trophies for their efforts.

The Latrobe Valley Yacht Club would like to thank the Tasar Association of Victoria for supporting the Sauna Sail. Next year it will possibly be knee deep mud, fine and sunny, snow or just good frosts. But it will be interesting.

**Ian Shand**  
**Chauvinist 1843**

## Tasar NT Update

The NT's junior competitors in the World's did very well as Luke is 19 yrs and Camille is 15, and it was their first major championship. They came 2nd in the junior division.

This weekend we are having local club championships and quite a large fleet is expected both Saturday and Sunday.

Several new Tasar sailors have bought boats and are starting to race, which is a reassuring sign. At this stage 6 to 7 Tasars from here are going to Port Lincoln to compete in January. **Lucille**

### Tasar Association of Victoria 2001 / 2002 Sailing Program

Date	Event Location	Time	AM Training
Saturday 18/08/01	Traveller's Series	Albert S.C	1400 hrs Yes
Sunday 09/09/01	Traveller's Series	Mordialloc S. C	1300 hrs Yes
Saturday 13/10/01	Training Weekend	Geelong Y.C	0930 hrs Yes
Sunday 14/10/01	Training Weekend	Geelong Y.C	0900 hrs Yes
Sunday 21/10/01	Sail Sandy (short course)	Sandringham Y.C	1030 hrs No
Sunday 28/10/01	Sail Sandy (short course)	Sandringham Y.C	1030 hrs No
Saturday 10/11/01	Four of a kind regatta	Chelsea Y.C	1000 hrs No
Sunday 11/11/01	Four of a kind regatta	Chelsea Y.C	1000 hrs No
Sunday 02/12/01	Traveller's Series	Sugar Loaf Y.C	1400 hrs No
Saturday 12/01/02			
Friday 18/01/02	National Titles	Port Lincoln Y.C	No
Saturday 12/01/02			
Sunday 13/01/02	Sail Melbourne Dinghy Classic	Mordialloc S.C	TBA No
Saturday 26/01/02			
Sunday 27/01/02	Australia day regatta	Yarrawonga Y.C	1300 hrs TBA
Sunday 17/02/02	Short course racing	McCrae Y.C	1400 hrs Yes
Saturday 09/03/02			
Monday 11/03/02	State championships	Yarrawonga Y.C	1400 hrs No
Friday 29/03/02			
Monday 01/04/02	Easter regatta	Lake Boga Y.C	TBA
Sunday 07/04/02	Traveller's Series	Westernport Y.C	1330 hrs No

## Notes from the Woolahra Tasar Clinic - Part 1

### Frank Bethwaite

#### Note re "Factory Settings".

Surprises happen! A 49er Olympic crew suffered a disaster and required a new rig immediately prior to the recent games. They had lost both their gear and their secret and painstakingly accumulated rig tension etc data. Julian carefully set up their new spars and sails all at the middle of the factory settings. When they sheeted on, they found they had a boat at least as fast as any in the fleet. They sailed well, and won Gold.

#### Design Object

The Tasar in 1975 was as revolutionary as the 49er in 1996. A dad and mum no-spinnaker toe-strapper, it held or beat the gun trapeze and spinnaker racing boats of its era. How? Its hull was unusually light, unusually stiff, and well shaped. Its foils were unashamedly low-drag laminar flow. Above all its rig was designed on the assumption that the wind was never steady, and was not only aerodynamically efficient in static shape, but was deliberately springy so that it could flex and make use of and sail faster in that unsteadiness.

These notes describe the thinking behind our "factory settings".

#### Factors which Affect Static Sail Shape

##### Shroud Tension

Shroud adjusters should be set so that shrouds are just taut with both stay slides right forward. Object - lee shroud should go just slack with slides half back when hiking at maximum leverage. This gives the correct forestay tension and sag for the design jib fullness. at the design wind (11 to 12 kts).

Pulling slides fully back in stronger wind tightens the forestay and flattens the jib.

##### Jib Luff Tension

Set to just eliminate horizontal wrinkles. Another way is

to tighten until vertical wrinkles show down the luff, then ease until they vanish. With a near-new jib both ways give the same tension. Never over-tighten.

#### Mainsail Battens

Euler crippling loads-

1 (Top)	4.6lbs,	2.1kg
2	4.1	1.85
3	4.1	1.85
4	2.9	1.3

5, 6 and 7 Irrelevant.

Do not taper. Battens "knuckled" forward can be fast upwind in steady breeze and flat water, but are slow upwind in light air, and slow upwind in unsteady wind, and slow when reaching. My authority for these statements are experiment and observation but primarily model aircraft glide tests with different wing sections.

The dynamics of sailing to windward at max VMG in lighter wind are the same as the dynamics of a glider which is looking for minimum sinking speed. A test model with a wing with a thin section and max camber at 25% from the leading edge was efficient at one particular speed. With a wing of identical shape and weight but with max camber at 50% (ie. a circular arc section) it was as efficient as the "knuckled" section at its best point, but it maintained this efficiency over a wide speed range. In smooth air the two sections could glide and lose height as well as each other. In rough air the knuckled section became unstable and the model sank faster, while the circular arc section continued to fly steadily in the rough air, the model remained stable and sank more slowly.

#### Datum Marks

Pilots use "check lists" or "drills of vital actions" to ensure that they repeat the configuration of their wing flaps and slats as they shed speed at each stage of

## Notes from the Woollahra Tasar Clinic (Continued)

every approach. Typically, "flaps 20%" at a little less than twice stall speed is the configuration for minimum power, minimum sink and lowest drag for holding and entering the circuit. Flaps 70% gives more lift and admits lower speed down the glide slope. Flaps 100% gives maximum lift for the final few hundred metres where the pilot slows to threshold speed. As I developed adjustable rigs I developed the datum mark system for my own use. Other crews instantly appreciated its value and asked me to put the dots onto their boats because it enabled them to set and repeat established efficient settings easily and accurately.

The dots are positioned as follows:-

**One Dot Light air.** For sailing to windward in winds 0 to 6kts

Downhaul - Female gooseneck on platform of mast gooseneck. Mark mast with one dot opposite downhaul cringle.

Rotation 45 degrees (stop inside cage).

Outhaul - 8% (ie. 8" or 200mm) camber at middle of lower batten. (Boom is app. 100" long, so at the foot 1" equals 1% camber). Mark the boom opposite a knot in the outhaul line. Mark also the knot position for 12% camber with a sharp arrowhead (for close reaching), and for 16% camber with a broad arrowhead (for broad reaching )

Vang - Eliminate the diagonal wrinkles which radiate from the batten protectors. Mark the plastic opposite the pivot of the block. Jib Slides Against inboard stops.

Mark the deck adjacent to the stop plungers.

**Two dots Moderate air.** Settings for 12 kts.

Outhaul - 4% camber at middle of lower batten. Mark opposite knot. On a production boat the knot is at the block hanger for the vang at this setting.

Rotation 45 degrees.

Mainsheet - Tense to the point where the topmast just begins to bend back and the top four battens begin to flatten. Mark the mainsheet midway between the boom block and the floor block. With a new mainsail, as the sheet is tightened the leech will become taut, the top four battens will crumple fractionally, then start to flatten. An older sail does not crumple.

Downhaul - Tighten sheet until the mark is  $\frac{3}{4}$  down toward the floor block. Adjust downhaul to eliminate diagonal wrinkles from the batten protectors, and mark two dots.

Vang - Ease sheet until mark is  $\frac{1}{4}$  down from boom block. Set vang just taut, and mark.

Jib Slides - Against inboard stops - same as Light air setting.

**Three dots. Strong wind.**

Rotation 45 degrees. Outhaul - Tight, and mark.

Mainsheet - Slack. Downhaul - Leave at two dots.

Vang - Tighten until the lower batten reverses near the mast, and mark. Downhaul - Tighten until the batten resumes its smooth (near flat) shape, and mark three dots.

Jib Slides Set out four holes, and mark

Mast bend and Batten protectors.

While the mainsail is flattened with "three dot" outhaul, downhaul and vang tensions applied, check the mast bend. When viewed from abeam the mast and topmast should adopt a smooth continuous curve which exactly matches the luff curve of the sail. When viewed from

ahead, the topmast should curve out to windward about 6 to 8 ins. Also check the batten protectors. Any error in positioning is revealed as diagonal wrinkles which radiate from the protector. Reset any offending protector closer to the mast. Do not be too enthusiastic. The closer the protectors are set to the mast, the harder it becomes to hoist the mainsail.

Static Check

Put the boat on its side with a support under the hounds. Set to two dots and tighten the mainsheet until the mark on the sheet is 75% down from the boom block. The leech tension should be about 40kg (90lbs). The camber at each batten as a per cent of the batten length should be - 10%, 10%, 10%, 10%, 8%, 6%, 4%. When the underside of the sail is viewed from beyond the masthead, the leading edges of the top four battens should all fall away from the mast at the same angle. If this is not the case (say a replacement batten) I taper the offending batten until it conforms. This is the only situation where I taper a batten. When the leech is forced down about 300mm at Nos 3 and 4 battens - to simulate a 10 degree twist under wind load - the battens at the leech should all lie parallel with the centreline.

That defines the designed static shapes of the sails at the one, two and three dot settings. I believe that these settings are as fast as any to windward in winds of 6, 12 and 20kts and flat water. In general, as the water gets lumpier the sails should be set progressively fuller and more twisted. Correct static shape is only the start.

**Frank,**

I read with interest your notes on Factory Settings prepared for the Woollahra Tasar Clinic and would like to try them on my 20 year old Tasar where I recall some of the markings seem to have faded or worn off.

However, before doing that, I was wondering whether one further aspect needs to be covered in your document ie length of forestay with fittings. I understand that this length can legally vary between 4120mm and 4160mm which, I presume, could have a resulting impact on side stay tension and flow on to your other measurements. Thus, in your opinion, would the length of the forestay need to be checked to "factory setting length" prior to setting tensions for shrouds? If so, what is the factory setting for the forestay length? Is this a correct understanding of the "factory settings" for setting up the boat or not worth worrying about? **Tony 1818**

Thanks for your response. We found that mast rake made no difference between about one and three and a half degrees, so the factory setting is two and a quarter degrees. The plus and minus 20mm forestay tolerance will alter rake about plus and minus half a degree, so I consider that there is unlikely to be any detectable effect on speed across this range. Re the dynamic response; this depends totally on the shroud slide setting. If the slides are set so that the lee shroud just goes slack when the crew are at full hike, the effects I described follow. If they are tighter than this, the forestay will not sag and make the jib fuller when mainsheet tension is eased. If they are set too slack, the jib becomes undesirably full in light air - but this can be exactly what you want in light air and slop.

**Hope this helps.**

**Frank**



## LEGEND NAUTALIS 29th AUSTRALIAN TASAR CHAMPIONSHIPS

### NOTICE OF RACE

**Organising Authorities**  
**The Australian Tasar Council and the**  
**Tasar Association of South Australia**

#### **Venue**

The 29th Australian Tasar Championship will be conducted from to January 12th to January 18th 2002 by the Port Lincoln Yacht Club Inc. on behalf of the Australian Tasar Council and the Tasar Association of South Australia on the waters of Boston Bay at Port Lincoln, South Australia.

#### **Rules**

The Regatta will be governed by the Racing Rules of Sailing (RRS) 2001 – 2004, the Prescriptions and Special Regulations of the Australian Yachting Federation, the Rules of the Tasar Class, the NOR and amendments, and the sailing instructions.

#### **Changes to the Racing Rules 2001 - 2004**

Subject to the Racing Rules being published in May 2001, any changes to these will be made known to prospective entrants via the sailing instructions.

#### **Advertising**

The Championship is designated Category C in accordance with ISAF Advertising Code of the RRS. The forward 25% of the hull is reserved by the regatta organising committee for display of advertising by event sponsor(s). Boats intending to carry Category C advertising should provide details of their sponsors on the entry form attached. Entrants shall be advised if they are in conflict with the event sponsor(s). Tobacco and related product advertising shall not be permitted.

#### **National Jury**

A National Jury will be constituted in accordance with AYF Addendum B. Decisions of the National Jury will be final as provided by RRS 70.4 (b).

When a National Jury is constituted in accordance with AYF Addendum B, Part 2, there shall be no right of appeal against the results declared after the completion of protest hearings related to incidents occurring during the regatta.

A copy of the letter of authorisation issued by the Australian Yachting Federation will be posted on the official notice board.

#### **Eligibility**

Entries will only be accepted for Tasar class yachts, whose skipper or crew is a member of an AYF affiliated club and is a financial member of a Tasar Association which is a constituent of the World Tasar Council.

Proof of current membership may be required.

Members of other Tasar sailing associations may compete providing that they are affiliated with their National Sailing Authority and have currency of membership with their

relevant Tasar sailing association.

#### **Fees**

Boats may register by completing the attached registration form and returning it with the appropriate entry fee to:

The Race Secretary,  
Roger Robert  
35 Ormond Grove,  
Toorak Gardens, 5065 South Australia

An early entry fee of \$200 must be received by 19th November, 2001. Entries will be accepted between 20th November, 2001 and 12.00 noon, 12th January, 2002 with an entry fee of \$250. Cheques should be made payable to the Tasar Association of South Australia.

#### **Schedule of Events**

##### **Registration and Measurement**

Registration and measurement will be at Race Headquarters (Port Lincoln Yacht Club) on Friday 11th January between 0900 and 1600 hours and Saturday, 12th January, 2002 between 0900 and 1100 hours.

Competitors Briefing will be held at 12.00 pm on Saturday 12th January.

#### **Racing**

<u>Races</u>	<u>Day</u>	<u>Date</u>	<u>Warning Signal</u>
Inv Race	Saturday	January 12	1400
Heat 1	Sunday	January 13	1000
Heat 2	Sunday	January 13	1400
Heat 3	Monday	January 14	1300
Heat 4	Monday	January 14	ASAP after heat 3
Lay Day	Tuesday	January 15	
Heat 5	Wednesday	January 16	1000
Heat 6	Wednesday	January 16	1300
Heat 7	Wednesday	January 16	ASAP after heat 6
***	Wednesday	January 16	ASAP after heat 7
Heat 8	Thursday	January 17	1300
Heat 9	Thursday	January 17	ASAP after heat 8
***	Thursday	January 17	ASAP after heat 9
Heat 10	Friday	January 18	1030
***	Friday	January 18	1300

‘\*\*\*’ = provision for resails

##### **Registration and Measurement**

Boat measurement and mandatory crew weigh-in (wearing light clothing and without footwear) will be in accordance with Tasar Class Rules and the sailing instructions.

A boat's crew may not be changed during the series unless a prior written request is made to, and permission is granted, by the Race Committee.

Each entrant must ensure that the boat entered complies with the provisions of the Tasar class rules and the relevant AYF requirements. Boats may be inspected for safety equipment and measurement compliance at any time during the regatta. Attention is drawn to Tasar Class Rule 21 which states that the registration number as moulded into each hull shall be the sail number of the boat. It is the responsibility of each entrant to provide any supplementary lead weights necessary to ensure compliance with Tasar Class Rule 29. When carried, supplementary weights must be secured as near as possible to the centre-line of the boat and the middle of the boat and must not be moved during the series, refer rule interpretation 26. Weight belts and jackets are not permitted to be worn.

Each boat is required to carry a tow line of suitable strength and length of a minimum of two and a half times the length of the boat.

### Sailing Instructions

The sailing instructions will be available at registration.

### Regatta Site/ Racing Area

The regatta site/racing area will be as shown in Illustration 'A' attached.

### Courses

The courses will consist of an equilateral triangle with sides a maximum of one (1) nautical mile long and a total length of approximately eleven (11) nautical miles for heats 1, 2 5 and 10. The course length for heats 3, 4, 6, 7, 8 and 9 will be approximately six (6) nautical miles

### Scoring System

The Low Point Scoring System, RRS Appendix A2 will apply, with 10 races scheduled of which 4 shall be completed to constitute a series. If five or more races are completed, each yacht's worst result will be excluded. If eight or more races are completed, each yacht's worst two results will be excluded.

### Prizes

Perpetual trophies for the Championship, Masters (aggregate age 80-99 years), Grand Masters (aggregate age 100 years and over), and First Lady Helm will be awarded. Prizes will be awarded to the skipper and crew of the first three finishers and finishers as determined by handicap. Other prizes may be awarded arbitrarily by the race organisers.

### Support Boats

Support boats shall supply their own, and display Flag O (min 400mm x 500mm) conspicuously at all times.

### Personal Buoyancy

For 'off the beach boats' each crew member shall wear in the designated manner, an adequate personal flotation device in accordance with AYF, Addendum A, Part 2, Regulations 1. Personal Buoyancy. Personal flotation devices shall comply with the appropriate specification and shall be clearly and legibly branded to that effect.

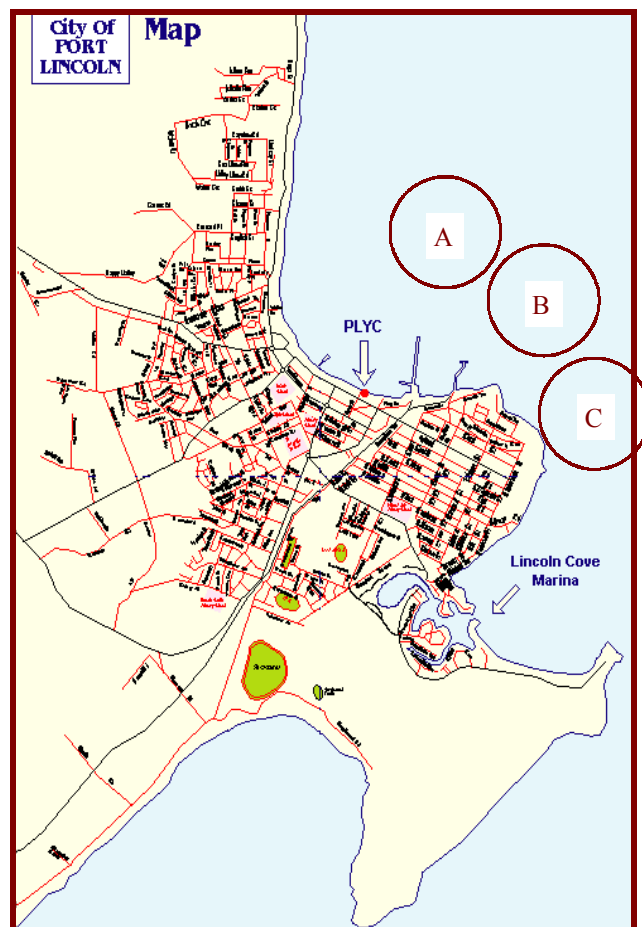
### Liability

All those taking part in the 29<sup>th</sup> Australian Tasar Championships do so at their own risk and responsibility. The Port Lincoln Yacht Club Inc. and/or the Australian Tasar Council and the Tasar Association of South Australia are not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment. The Port Lincoln Yacht Club and/or the Australian Tasar Council and the Tasar Association of South Australia reserve the right to refuse an entry.

Attention is drawn to RRS 4, which states: "A boat is solely responsible for deciding whether or not to start or to continue racing."

### Insurance

It is a condition of entry in the regatta, that the competitor holds a current third party liability insurance policy to a minimum value of AUD\$5,000,000 or be a current AYF Gold Card Member. This insurance should cover all risks arising while the competitor is participating in any way in the regatta, whether ashore or afloat. Competitors will be required to provide evidence of such insurance to the Organising Authority on their entry form.



### Further Information

Please contact The Race Secretary, Roger Roberts on (08) 8332 2078 or email at [rroberts@beau.com.au](mailto:rroberts@beau.com.au) or Adrian Nicholson on (08) 8556 3507 or email at [anicholson@mmal.com.au](mailto:anicholson@mmal.com.au)

