



# Some important things to know when you're starting in Tasars



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## 1) Introduction

Welcome to the Tasar fleet! You have got into one of the world's great One Design dinghy classes.

For over 40 years some of the world's best sailors have battled it out in this class at some stage in their career and so too have countless fathers and daughters, mums and sons, husbands and wives, friends and relatives.

The great thing about the Tasar is its simplicity. There aren't many ropes to mess with and the rig is pretty simple. In fact we think there are some basic settings you can start with that are "set and forget" and will serve you well in all conditions.

This is designed to get you going in the Class; enjoying your sailing without worrying about whether the boat is rigged properly. Sailing is much more fun after all, when you eliminate all the worries and preparation does that for you.

This guide is a result of the collective experience of the class to date; we hope it helps you get a great start in this exciting class.

## 2) Before you get started...

They say preparation prevents poor performance, and *they* are right.

Preparation starts when you finish racing the week before:-

### Caring for your boat

- Making a work list and making sure that list is completed before the next time you go sailing.
- Ensuring you hose your boat out thoroughly, getting rid of all salt and sand from the boat and its fittings.
- Checking over ropes and wires to make sure they are all good for next time.
- Loosening the battens in your mainsail.
- Rolling them neatly.
- Making sure you pack your rudder and daggerboard well.
- Make sure your boat is well tied down to the trailer or dolly and that the rigging is tight around the mast or better still, stored separately.

It's also important you have the right tool kit and spare parts. Try to be self sufficient. A simple tool kit of electrical tape, pencil, marker pens, note pad, hammer, a couple of adjustable spanners, a couple of sizes of Phillips head and flat head screw driver, pliers and vice grips will see you in pretty good shape. Plus make sure you have plenty of shackles, pins, split pins and other parts you accumulate as you go.

Make sure you have good wash down gear like your own hose and nozzle, a bucket and suitable detergent as well as a sponge and chamois.



### 3) The Rig

#### a. Assembly

Your Tasar mast comes in two parts. The top section needs to fit very snugly into the bottom to minimise wear and ensure that it works as one unit.

If you find any wiggle either fore and aft or side to side, we recommend you add some 50mm/2" wide Kevlar Tape ( or similar) to both sides. This will ensure a snug fit and the tape will not wear out.



#### b. Forestay



You are able to set your forestay between 4120 and 4160mm. This will include the shackles and rings so be sure to measure them as well. We recommend you set your forestay to 4150mm as standard. This setting has been used by a number of World and National Champions and does not require alteration in varying conditions.

The length is measured from the bearing point of the forestay shackle on the mast hounds fitting to the deck under the U-bolt at the bow.

#### c. Diamonds

With an over- rotating mast the diamonds control the mast bend characteristics upwind.

The tighter the diamonds, the stiffer the rig and the more powerful it is as it gets windier. The looser the diamonds the rig gets softer and gets rid of power more quickly.

As a rule a heavier crew can have tighter diamonds/stiffer rig, and a lighter crew needs looser diamonds/softer rig.

Here are three settings which should fit your weight range:



## Total Crew Weight:

**110-125kgs** – Set your diamonds so that when you squeeze them together at the bottom of the mast you can just hold them both on the mast 70mm above the pole ring.

**125-135kgs** - Set your diamonds so that when you squeeze them together at the bottom of the mast you can just hold them both on the mast 50mm above the pole ring.

**135-150kgs** - Set your diamonds so that when you squeeze them together at the bottom of the mast you can just hold them both on the mast 25mm above the pole ring.

### d. Side Stays

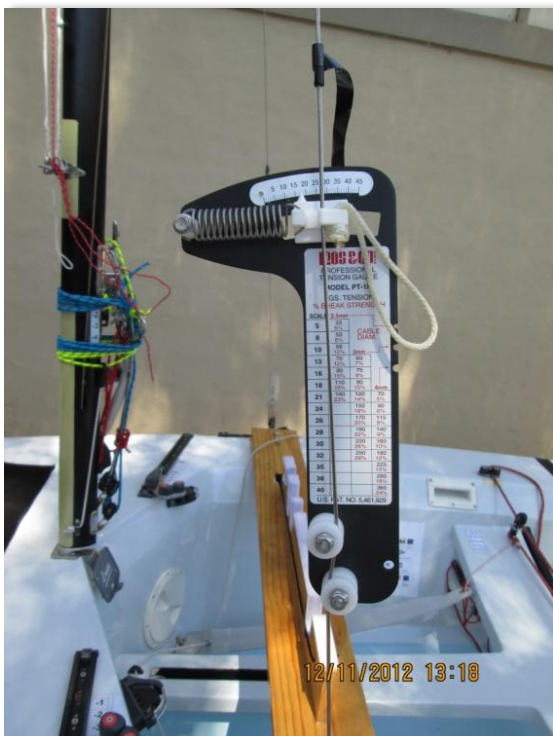
The side stays can be adjusted at the attachment point to the tracks with a number of different fittings depending on the age of the boat. They all achieve the same result though.

The stays are also adjustable fore and aft – this not only allows the rig to go forward downwind but allows you some control over rig tension during your racing day. With the rig all the way back you tighten and with it forward you loosen.



The standard setting, which gives you range from 0-18/20 knots (exact range depending on crew weight) is measured with the rig pulled fully back.

Using a Loos PT 1 (if you don't have one, someone in the boat park will but it's important to get this reading done accurately) set your stay tension to 18 on the old Ronstan C-section system and 20 on



the newer Ronstan RCB system ( the new tracks have slightly more range ). If the wind increases a slight stay adjustment will give you 22 ( 24 on RCB system ) on your Loos gauge. More than enough for the upper limits of the class.

All these fittings need good maintenance and constant thorough rinsing. For the steel on steel tracks, a lubricant with lanolin will create a great barrier, relatively non-messy, and keep the fitting mobile despite its design.



#### **e. Mast Rotator**

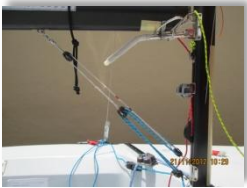
Make sure these are well serviced. The older ones without the full range of locking often jump out in a seaway or heavy vang load.

Both the old and new ones are well served with a strong piece of shock chord looped to the middle of the gooseneck. This holds the fitting up and creates a positive action for the crew.



#### **f. Vang**

This must be able to be easily reached from the gunwale (tip – tie the bitter ends to the stays) and a rope that is comfortable for the crew to work repeatedly, as they should in pressure over 14 knots or so.



### **4) Boom & Pole**



The ideal pole set up is a parrot beak at one end and “Douglass Pin” at the other. This makes gybing much simpler. Ideally ensure that the pin that attaches to the mast is not too deep as this makes getting it place, especially after gybing the jib, much harder.

The boom is pretty standard but care should be kept of the moving parts - the outhaul and especially the gooseneck.

### **5) Jib**

There are a couple of variables here...

#### **a. Luff tension**

With a Mylar sail, set the luff so crinkles are *just* appearing. With an older Dacron sail you will need to pull these wrinkles out, the older the sail the firmer you have to pull... but not so tight that you cannot get a smooth shape in the luff area downwind.

### **b. Clew Plate**

There will be arguments a plenty on the boat park about this but the best recommendation is to put the sheet in the middle hole. Once you have mastered sailing the boat then you can play with this setting but the reality is you will need to be well on top of your trim to do so. The middle hole is a great average setting while you are getting established. This setting assumes that the jib tack attaches at a point so that when the jib is fully sheeted on the foot just touch's the deck.



### **c. Fairlead position.**

Upwind, inboard all the way until heavier conditions and then progressively move out up to three holes. Your gauge is when the backwind of the jib is adversely affecting the luff of the mainsail. A lighter crew may go outboard a bit earlier; a heavier crew may hang on to it a bit longer.

However, in pressure and earlier in a seaway, cracking the jib a few mm's will achieve good result for you as well.



Make sure your jib sheets are comfortable for the crew, not the sort that tangle or twist easily and are not too long. Also, a metal ring at the clew end of the sheets is the preferred option for the pole. Plastic ring is OK but more easily broken or worse, twisted.

The plate on which the jib cleat is mounted needs to point to the crews hiking position and be long enough to allow easy uncleating. The standard plates are not long enough and do not point in the correct direction.

## **6) Traveller**

The traveller should be in your hands the whole time sailing upwind. You need to keep the mainsheet handy of course, but the traveller is your first point of coarse power control.

Older boats may not have ratchet blocks for the traveller control line but all newer boats do and without them you will not be able to hold the traveller line for sustained periods.

Deck cleats need to work for heavy breeze. Make sure you have some system to locate the traveller onto the gunwale, such as a ring or small vertically supported block so that the trav is easily located after a tack.

Again, keep the bearings well cleaned and flushed with fresh water and use a diameter of rope that is comfortable to hold.

## 7) Mainsheet

With many of the older boats the strop to the sheet system is on the boom. Change this to being on top of the traveller. It cleans up the ropes in the boat and is better for trimming (in the old configuration when you drop the boom down the traveller the sheet tightens).

A neat trick is to tie some shock chord from the mainsheet cleat arm to the skippers kicking strap. This serves to both stop the arm rotating the wrong way and if you get the tension right, it automatically swings the exit of the sheet toward the helm!



## 8) Hiking straps

Make sure they are well adjusted for your height, leg length and fitness. Hiking hard is important – you need to be bum-over-the-side at all times in pressure.

You also need to have the hiking straps raised from the cockpit floor so they are easy to find without looking, especially after you tack. Flopping around the floor or even too low is a no-no.

## 9) Foils & cases

### a. *Daggerboard*

Your daggerboard should be maintained well. Any dings or divots, no matter how small, should be repaired immediately.

The daggerboard case should be well packed with soft foam fore and aft and something like front runner or similar (waterproof carpet) on the sides. You are trying to ensure a firm, tight fit with no movement or gaps to allow water to enter.

If you have done a good or too good job in packing the daggerboard case, then get some silicone spray from somewhere like Spotlight (where it is ¼ the price of a Sailing shop) and generously lube up the board. Be sure to do it well away from the boat though, as the residual silicone can play havoc if you get it on the boat.

### b. *Tiller Extension*

The tiller extension must pass the tensioned mainsheet cleanly when tacking without making the rudder turn angle excessive.





**c. Tiller Fit**

The class rules indicate that the tiller must be removable without tools or excessive force. This does not mean that a loose fit is acceptable. No point having a steady hand on the tiller if the tiller flops around inside the rudder box.

**d. Rudder Blade Angle**

The leading edge of the rudder blade should almost exclusively be vertical when sailing. Unfortunately, both the older style Riley rudder box, as it ages, and the new cast box's from day one allow the bottom of the rudder blade to rotate forward of the vertical.



**10) Marks & Calibrations**

It is really important to mark and calibrate all the key moveable parts on your boat and then record settings that work, something like this:

<b>Date:</b>	
<b>Conditions:</b>	
<b>Wind Strength:</b>	
<b>Jib Sheet Tension:</b>	
<b>Car Position:</b>	
<b>Clew Board:</b>	
<b>Traveller:</b>	
<b>Sheet tension:</b>	
<b>Board Height:</b>	
<b>Shroud Tension:</b>	

The parts that should be calibrated:

- Cunningham – numbers
- Jib car – numbers or at least 3 x Datum Marks
- Jib Sheet – reference Mark
- Vang – Reference marks
- Side Stay Track – number or at least 3 x Datum marks
- Outhaul – numbers or datum marks
- Mainsheet - Reference marks
- Traveller - Numbers
- Daggerboard – clear graduations
- Rudder (on newer boats) to ensure it doesn't over-rotate forward.



## **11) Ropes and Control Lines**

These are the most trouble when they fail and are generally easy to fix since they are all visible. There is no excuse for tatty ropes – even on a tight budget if you do your own splicing (see the many excellent videos on You Tube or ask one of the handier people in the boat park) you should be able to minimise cost.

## **12) Go Get Fast**

Once you have done all this, and got yourself properly prepared then just go sailing, lots!

There are no short cuts to success in this class. The settings and advice above can be seen on all the top boats at your next major regatta.

To do well, or indeed just improve will take work – and practice. The more you practice, the better you'll get, that's the great thing about a Tasar - it's a simple boat that demands the best of its sailors!

