

Tasar Australia



Newsletter of the Australian Tasar Council



**Darwin Sailing Club
Venue For
The REXONA 28TH Australian Tasar Championship
8 - 14 July 2000**

May 2000

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QUEENSLAND

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PRESIDENT'S NOTE

In this newsletter there are the reports of the State Titles in Queensland, Victoria and New South Wales. The Northern Territory has provided update for the fast approaching Australian Championships. The inclusion of these articles reflect the true national character of this newsletter and it is hoped that this will continue in the future with more articles from these States and some contributions from South Australia and Western Australia in the next edition.

Results from the State AGM's voting on the "Minimum Hull Weight" from the three so far in to ATC have all been against the change. This would indicate that the amendment will be defeated world wide as 2/3 of all regions must vote in favour to pass the amendment. ATC still requires the voting results from the other States to forward to the World Tasar Council.

Also included in this newsletter is the proposed web map for the AT Web Site. There are areas for each State Association to post information. Those people with information to be included please send it to me.

This newsletter includes articles from a number of Tasar sailors and the ATC thanks all contributors and welcomes your comments about any of the articles in this newsletter.

It is planned that the next newsletter will be published in late July early August and it would be appreciated if any contributions could be forwarded by that time.

Chris Parkinson

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TOP END TASARS ARE HOSTING THE REXONA 28TH AUSTRALIAN TASAR CHAMPIONSHIPS

Preparations are well advanced for the next Nationals here in Darwin in July. The generosity of local businesses has come to the fore, and we're ready to turn on another great regatta. The event will now be known as the 'Rexona 28th Australian Tasar Championships', having clinched their sponsorship. We've also received wonderful support from North West Constructions as well as other smaller sponsors.

If you haven't yet made your arrangements to come to Darwin, you'd better hurry up because it's a busy time of year and everything gets booked out early. It sounds like a strong contingent will be coming up from NSW, and we'll have representation from most of the other states. Flying to Darwin and shipping your boat up is the easiest and quickest option, but you can also have a great holiday driving here, as a lot of us have done many times before when we've travelled south to compete. The roads are excellent (especially in the Territory) and there is plenty to see on the way.

A number of people have asked whether it is possible to charter boats in Darwin. Unfortunately our local fleet of Tasars is not particularly large and all are actively sailed, especially when the Nationals are being held at our own club.

Tasar parents with kids in Minnows can compete in two National Titles in Darwin. The Darwin Sailing Club is also hosting the Minnow Nationals, in the week prior to our Tasar Nationals. A couple of Qld Tasar sailors are taking advantage of this and making it a real family affair.

So far we've managed to slot everyone who wants to be billeted, into local homes. This helps to keep your costs down, encourages everyone to mix and gives us the opportunity to show you true Territory hospitality. You'll be our special guests! The lay day has been left free so your host can escort you around some of Darwin's many attractions, or perhaps a group can arrange to meet for a cool swim and barbecue at the wonderful falls in Litchfield Park.

The calibre of sailing promises to be high at these nationals. Current Tasar world champs, Ben Nicholas and Thomas Winter are looking forward to competing on their home waters. They'll be seeking restitution after losing their nationals crown at Lake Macquarie. Past world title holder, Russell Ford (also a local sailor for several years) is hoping to compete as well.

We do have it all here – a delightful sailing club in a tropical setting – guaranteed warm sunny days and balmy nights – and a fun and friendly atmosphere. Add to this a full programme of sailing and social activities and you can't help but enjoy yourself. If you've ever had a chance to chat with anyone who attended our last Nationals in Darwin in '93, you'd have been told 'don't miss the next one!'Make sure you don't!!

Hugh Bekkers (2064)

NOTICE OF RACE

The Australian Tasar Council and the Tasar Association of the Northern Territory as the organising authority in conjunction with the Darwin Sailing Club invite entries to the;

**28th Australian Tasar
Championships
8th - 14th July 2000
Darwin, Northern Territory
Australia**

The regatta will be conducted under the authority of the Northern Territory Yachting Association and operate from Race Headquarters situated in the Darwin Sailing Club, Atkins Drive, Fannie Bay.



Rules

The Regatta will be governed by the ISAF. Racing Rules Of Sailing 1997-2000 (RRS), the prescriptions and special regulations of the Australian Yachting Federation (AYF), the rules of the Tasar Class, except as any of these altered by the sailing instructions, and by the sailing instructions. Boats will comply with the Part 2 regulations of the AYF Special Regulations, AYF Addendum 'A'.

Alterations of Racing Rules

The Racing Rules will be modified in accordance with Rule 86 as set out below and in clauses 6.2, 12.1, 14.1 and 26 of the Sailing Instructions.

A distance (or preventer) mark may be laid near the Race Committee Vessel and should a boat pass between it and the Race Committee Vessel from the pre-start side of the line after the preparatory signal it shall return to the pre-start side of the line around either end of the line. Any boat, which passes, between the distance mark and the Race Committee Vessel from the course side of the starting line after the preparatory signal shall be disqualified. This amends racing rule 28.2.

The time limit for the first boat in all heats will be 3 hours. Boats finishing more than 30 minutes after the first boat will be scored Did Not Finish. This amends racing rule 35.

Advertising

The regatta is designated a Category B event in accordance with Appendix G - G4 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 'B' 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).

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.

Entries

Entries on the prescribed form of entry (attached) with the appropriate entry fee to:

Tasar Association of the NT
c/- Marty Latham
PO Box 42835
Casuarina NT 0811

An early entry fee of \$200 must be received by 26th May 2000. Entries will be accepted between 27th May 2000 and 1200 hrs 8th July 2000 with a fee of \$250. Cheques should be made payable to the Tasar Association of the Northern Territory. The entry fee covers the race nomination fee, two tickets to the Welcome BBQ and two tickets to the Presentation Dinner at the Darwin Sailing Club.

Schedule of Events

Registration and Measurement

Registration and measurement will be at Race Headquarters on Saturday 8th July 2000, between 0800-1200 hrs.

Welcome Function and Official Opening

Welcome drinks and the official opening will be held at Race Headquarters at 1930 hrs Saturday 8th July 2000. All competitors and supporters are invited to attend.

Racing

Saturday	8 July			1500hrs	Invitation Race
Sunday	9 July	1000hrs	Heat 1	1500hrs	Heat 2
Monday	10 July	1000hrs	Heat 3	1500hrs	Heat 4
Tuesday	11 July			1500hrs	Heat 5
Wednesday	12 July				
Thursday	13 July	1000hrs	Heat 6	1500hrs	Heat 7
Friday	14 July	1000hrs	Heat 8		

Australian Tasar Council General Meeting



A General Meeting of the Australian Tasar Council will be held at 0900 hrs on Tuesday 11th July 2000.

Registration and Measurement

Boat measurement and crew weigh-in will be in accordance with Tasar Class Rules and the sailing instructions.

A boat's crew may not be changed during the series without the prior written approval of the Race Committee.

Each entrant shall 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 weights necessary to ensure compliance with Tasar Class Rule 29. These must be available at Registration. Fluid in containers will not be acceptable unless capable of being sealed for the duration of the Regatta. The Race Committee may reject at its discretion any form of supplementary weight it considers unsuitable. When carried, supplementary weights shall be secured as near as possible to the centre-line of the boat and the middle of the boat and shall not be moved during the series, refer rule interpretation 26. Weight belts and weight jackets are not permitted.

Each boat shall carry a towline 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.

Courses

The course will consist of an equilateral triangle with sides a maximum of one (1) nautical mile long.

Scoring System

The Low point Scoring System, RRS A2 will apply, with 8 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 in accordance with RRS Rule A.1.3. If seven or more races are completed, each yacht's worst two results will be excluded in accordance with RRS Rule A.1.3.

Prize List

Perpetual Trophy - First Place overall

First to Sixth place overall - scratch

First to Third place overall - handicap

Perpetual Trophy and prize - Masters (aggregate age 80-99)

Perpetual Trophy and prize - Grand Masters (aggregate age 100 years and over)

First Junior (both skipper and crew under 20 years of age)

First Helmswoman

Novelty prizes

First to third heat prizes, scratch and handicap (to be presented after each race)

The presentation of trophies will take place during the Presentation Dinner at 1930 hrs Friday 14th July 2000 at the Darwin Sailing Club.

For further information please contact the regatta organisers

Hugh Bekkers

H 08 8981 2829

W 08 8981 9051

airsearch@octa4.net.au

Neil Rankin

H 09 8931 2393

neil.rankin@hotmail.com

David Seccafien

H 08 8981 0111

W 08 8981 7499

F 08 8981 7210

seccafien@octa4.net.au

Marty Latham

H 08 8985 3534

W 08 8985 6362

F 08 8985 6362 marty.latham@nt.gov.au

ENTRY FORM

28th Australian Tasar Championships

8th - 14th July 2000

Darwin, Northern Territory, Australia

To the Tasar Association of the Northern Territory,
c/- Marty Latham PO Box 42835 Casuarina NT 0811.

In accordance with the terms set out below and with the Notice of Race, please enter
Tasar.....No
in the 28th Tasar 2000 Australian Championship from 8th July to 14th July, 2000.

Name

Address

I am a member of Club, which is affiliated
with(State/Territory Yachting
Association).

Skipper.....

Crew.....

Telephone: H.....W.....M.....

fax.....email.....

Please tick the appropriate space if you are eligible for any of the following
trophies.

Dates of Birth: Skipper..... Crew.....

Combine ages.....

Masters 80-99 years;

Grand Masters over 100 years;

Junior Skipper under 20 years

Entry fee: \$200 up to 26th May 2000, from 27th May to 8th July 2000, \$250.

Additional tickets for the Presentation Dinner adults \$35 each
children (6-12) \$20 each

Please make cheques payable to the Tasar Association of the NT.

If you require billeting (first come first served), Number of adults

Number of children

I agree to be bound by the Racing Rules of Sailing and by all other rules that govern
this event and the rules of The Darwin Sailing Club.

Signed: Date

Musings from a Past President

My first surprise upon becoming Australian President was to discover that the job included the title of World Vice-President, with the honour of becoming the next World President at the World Titles in Cascade Locks. I can still clearly remember John Rischmiller's wife, Chris, prostrating herself and (to the bemusement of the conservative citizens of Cascade Locks) loudly proclaiming "We're not worthy, we're not worthy" as I embarrassedly tried to walk down the main street. I'm quite sure that the other President who was residing in the USA at that time (Bill Clinton) would not have received a more rapturous welcome.

The highlight of taking on the role of Australian President was that it brought me into contact with so many wonderful people. As a result, I made many lasting friendships, and due to the international nature of the class, I can count amongst my friends many people from North America, Japan and Europe.

In particular, I feel privileged to have got to know Frank and Nel Bethwaite – can you imagine those two as a young couple sailing together, they must have been a formidable pair. Nel is still working on a history of the Tasar, as well as helping to run Starboard Products and keeping that dynamo of a husband under control. Frank's energy is amazing. While others have trouble visualizing their dreams, Frank has clear vision of what he wants to achieve and works tirelessly on making it become reality.

During the past years on the Australian Tasar Council, I have had the support of two very important people – one is Ian Guanaria who has been continuing on with the thankless task of being Australian and World Measurer. The other is a person who, mostly behind the scenes, kept the National finances and correspondence under control – Frank Katers. Frank deserves special mention as one of those people who doesn't seek the spotlight but works tirelessly behind the scenes. He has been involved in Tasar sailing with stints on the Victorian Committee and the ATC over the last 20 years – having sailed with his (then small, now grown up) daughters and numerous other crews. Under Frank Kater's stewardship, the ATC has continued to prosper financially with sufficient resources now to run a website in addition to produce the national magazine – all at a very small levy to the state administrations.

Imagine sailing your Tasar in a fleet which includes Stuart Shimeld, Grant Evans, Brett Young, Rick Longbottom, Russell Ford, Chris Williams, Bruce Paine, Alistair Cook, Glenn Collings, Phil Darby, Martin Linsley, Mark Conry, Craig McPhee, and Ben Nicholas and perhaps with Charlie and Jonathan McKee and Jay and

Lisa Renehan as well. During my time on the Australian Tasar Council, I've had the pleasure of sailing my Tasar a healthy distance behind all of these top champion sailors and many others. It was most inspiring to listen these champions talk about their sailing and discover that the thing which motivated the majority of them was an overwhelming desire to do their very best – to sail to the best of their ability and make the fewest mistakes – not just a desire to be number one or to beat everyone else.

The Tasar is still with us as a strong class at the beginning of the new millenium. There is much healthy discussion about the direction of the class, its target audience, marketing etc. Much of the discussion seems to divide along lines of "one-design" fleet sailing versus mixed heat handicap sailing. I am aligned strongly with the one-design camp. The fact that many people (especially overseas) use the Tasar for handicap sailing is a testimony to its good handling characteristics – I only wish they could enjoy the excitement and satisfaction of close one-design racing that we experience here in Australia.

The future challenge for the Tasar will be to stay relevant as long as there is a market for a non-spinnaker, non-trapeze dinghy suitable for mixed adult crews. I believe that just because the class constitution is aimed at ensuring a strict one-design approach does not mean that the class cannot progress into the future. Future changes to the basic boat which would improve durability (or speed, provided the changes can be retrofitted to all boats) should be allowable provided the majority of members endorse the changes.

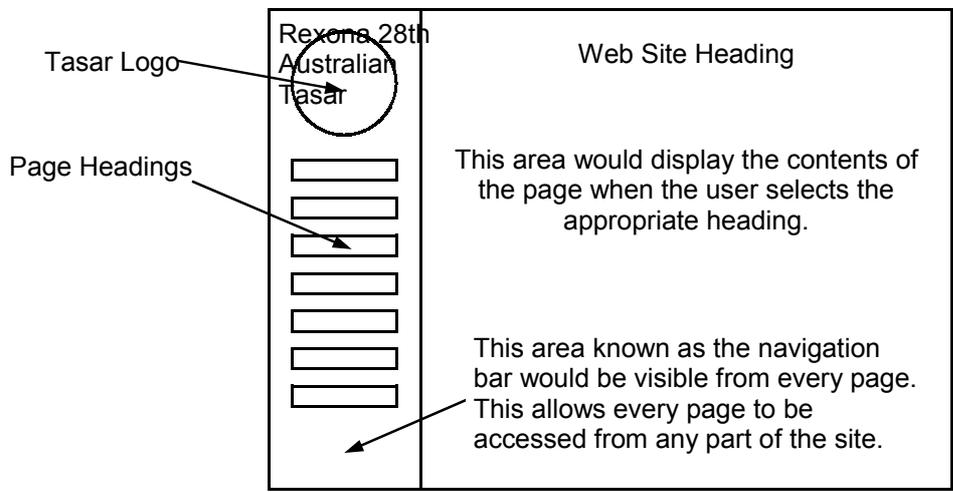
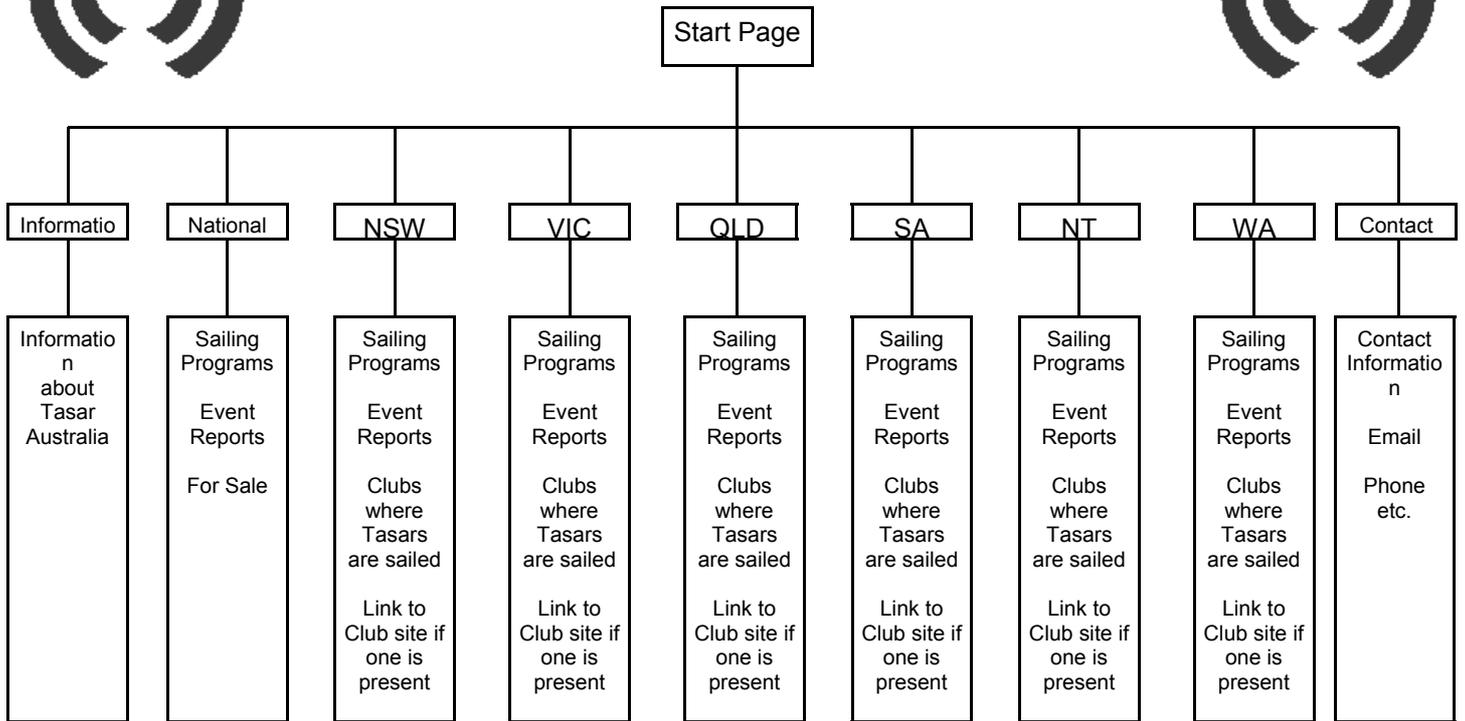
For me, the Tasar class is more than just the boat – it's the people who sail these Tasars that make this one of the best Associations you can belong to. The Tasar demographic of adult mixed crews ensures that the social side of Tasar sailing is one of its big attractions. We need to ensure that race programs and events are based on providing tests of the skills of mixed crews, and that appropriate social events are an integral part of any Tasar regatta.

My thanks to all the State Committees and Tasar people who were so helpful, supportive and friendly during my time as President. I hope to meet you on the water again some time – meanwhile, I wish you all good sailing, and I wish Parko and his team every success for the future.

Rob Gilpin
True Blue 2608



This Diagram Represents The Tasar Internet Sitemap





TROLLEYS AND TRAILERS

This article has been taken from the TasarSailor@egroup. You can subscribe to TasarSailor by logging on to www.egroups.com/community/TasarSailor. This mailing list is intended to provide a world wide forum for Tasar discussion.

We tend to over-design accessories, and trailers are no exception. Gunwale support proved unsatisfactory for the 49er. Over extended distances and/or bumpy roads the point loads of the support pads tended to damage the gunwales, or cause the glue-lines to crack.

Our solution is to mould a fibreglass "strap" which includes unidirectional glass for tensile strength and we bond this onto the gunwale supports so that the strap under the chines and across the bottom takes the load, and not the gunwales. To do this it is made and padded and fitted so that the weight of the boat is taken by the strap and not by the supports under the gunwales.

Until a few years ago nobody used trolleys in Sydney. But perhaps we are all getting old, because there is now a big demand for them. We supply trolleys with straps for 49ers and 29ers and Tasars They do the job very well.

Re parts;- Try www.49er-sailing.com and follow the links to Starboard Products. Nicola is putting all parts on the web. We are already supplying 49er and 29er parts world-wide, and if Tasar parts are not there yet, they will be soon.

While nothing will happen to Starboard Products, we are changing the trading name to Bethwaite Design. People overseas know the family name much better than they know Starboard Products.

**Sincerely,
Frank Bethwaite.**

I would support Frank in that a gunwale hung trolley is not a good idea for a Tasar. Someone asked the same question some time ago. We have seen Tasar's break at the gunwale when trailed using such a trolley.

On the other hand I do not like leaving a boat on a moulded support type trolley as Frank suggests. They will mark the hull in time. My

son's Laser sits on a wide foam "moulded support" type trolley and has developed marks across the bottom. Shane borrowed Frank's Tasar for the NSW State Championships over the Easter weekend and the dark maroon hull colour has been marked and could not be polished out. The problem is that the hull is continually sitting on a wide wet surface, and this will eventually damage the hull. If you want to use the moulded support, chock up the hull during the week when not in use to allow the carpet, foam to dry out.

**Regards
Ian Guanaria 2581**

I have found that using Astroturf over the support padding minimises the marking of the hull, and allows the gelcoat to dry while the boat is left sitting on the supports. Astroturf is a moulded plastic carpet, with a heavy plastic "pile" that doesn't compress under the weight of the hull. This maintains an air space and allows air to flow through the space between the support and the hull. They sell Astroturf doormats here which are perfect for covering the supports.

Richard Spencer



Thwarts

To All

The removal of damaged thwarts and their replacement is a routine procedure. Remove eight bolts, separate the glueline which joins the envelope to the spigot with a sharp chisel inserted from the bottom, and remove. Reverse to replace. Trimming to an exact fit takes time.

Re carpet padding. It is essential to use a long-knap carpet, as the long knap suppresses all turbulence. If, for example, you were to use felt, it would pad the centreboard, but water would shoot ten feet high when you were really moving. Any carpet with a hessian backing will rot in two to three years. We use a nylon bathroom carpet which has a plastic base, and glue it in with contact cement. Nothing rots, nothing seems to deteriorate. If it is necessary to remove the carpet for some repair, it has to be chiselled out even after five years..

Frank Bethwaite

Tasar Prices and the GST

The following letter was the response by Starboard Products to an inquiry by a prospective new Tasar buyer regarding the effects of the GST on the price of a Tasar.

Thanks for your inquiry about the Tasar. I don't wish to be indecisive but please read on!

The short answer about pricing is that we can't give you one. Back in February, we thought that with the GST the price of the Tasar would drop, somewhere between \$600 and \$800. However, since then, we have been advised by our suppliers of various price rises (a lot of this has to do with the exchange rate with the \$US - affecting items such as fibreglass and resin and alloy).

Our production schedule at present means we wouldn't be able to supply you with a new boat until late June at the earliest and more probably, middle of July, even if you paid us your deposit tomorrow. At this point in time, we are suspending all pricing of the boats and Dad is undertaking a thorough price itemisation of all 3 boats that we produce (Tasar, 49er and 29er) which we don't expect will be completed for a couple of weeks. Then we will be able to say with some confidence what the post-GST prices will be.

I'm sorry we can't be more definite, but I suspect that a lot of manufacturers will be in the same boat (pardon the pun!). At a guess, the price probably won't change much after all, as the gains we make with the GST may be offset by price rises in the manufacturing process.

Let me know what you would like to do. May I suggest that if you are keen to get a new boat, order one now because the end result (cost) doesn't look like being much different to the present situation and at least, you'll be on the production schedule. The Olympics will entail a certain amount of dedication from Starboard as we support the 49er, and the 29ers are taking off as well. If you want a new boat for next season, we will need to schedule delivery prior to August. I don't mean to put the pressure on - but ...

Kind regards
Nicky Bethwaite
Marketing Manager
Starboard Products



2001 TASAR WORLD CHAMPIONSHIPS Update

The actual schedule has not been put together yet, but it will be the week commencing Mon 20th August 2001. The 18/19 August will probably be measurement and practice. We may have a warm-up regatta ahead of the event but that may have to be at another location. We are also looking at running a post regatta Europeans somewhere, possibly Holland.

John Rischmiller

Any one interested in attending these Championships should read the article in the last edition of Tasar Australia and then contact Ian Guanaria.

WANTED

UTS are looking at purchasing a 5th Tasar to add to our fleet. We are looking at spending up to \$6500 and hoping to get a 26** series boat. Contact Scott Wallace on 0410 681 651

WANTED

Good used sails, especially mainsails, wanted. Contact Shane Guanaria (02) 96315814 AH

WANTED

Tasar, must be a light boat and hull must be in a reasonable condition, spars, and fittings. Sails not critical. Contact Shane or Ian Guanaria (02) 96315814 AH





Sails 'n' Boards

This article has been taken from the TasarSailor@egroups.com. You can subscribe to TasarSailor by logging on to www.egroups.com/community/TasarSailor.

From: "Craig Mcphee"

Just curious to hear some different opinions on the seam takeup allowed on mainsails-the whys and what effects or benefits etc. Also on the raking of centreboards upwind/downwind in light and heavy conditions. Any comments??

**Craig Mcphee
2666**

A couple of good questions.

I recall some years ago hearing that some sailors were getting a small leech take-up near the second and third battens from the top in the mainsail, even on new sails before they had been used. The rumour was that this improved the basic sail shape. The leech area between the 2nd and 3rd battens appears to be where it will be most likely to flutter if it has been stretched. I have an older mainsail which has been "revitalised" by this means.

One tip - before the sailmaker undertakes the "repair" it pays to draw a line on the seam (I think it is 200 mm from the edge?) which marks the legal limit of the leech take-up. This helps to ensure that the sail maker does a "legal" job, and also ensures a smooth inspection when the sail is being measured for a championship.

As for centerboards, I remember that Stuart Shimeld told us that he used to place his centreboard in different positions within the centrecase, depending on the

wind-strength. He had only minimal sized restrictors in the centrecase and put the board at the most forward end of the case in light airs, moving it progressively aft as the wind increased.

One other tip - if you want to compare centreboard positions between boats, it would be best to measure the distance from the transom to the leading edge as the centrecase position can vary slightly between boats.

**Rob Gilpin
2608**

The first time out in my boat I was with a finn sailor and that's the first thing he fiddled with-the position of the centre(dagger) board.

I have tried it forward and up in light airs, maybe I should more often? The theory I guess is to Reduce wetted area/foil drag and change the centre of lateral resistance? Does it really work and in particular will it improve pointing in light airs?



Interesting if you can depower and reduce weather helm with it angled backwards (?) Also in 505s we used to raise the board a little in strong airs so as to slip more leeway and hence depower in gusts. 22knts +. Guess we 'aim to plane' so it will be half up anyway- how about even further?

Anyway, enough of this computer screen stuff. Looks like this will be the first weekend on the water here now the

icebergs have receded!

Thanks for the advice over the winter, especially on using sheet/traveller folks.

**Best wishes to tasar sailors every where.
Keith 421**

For Sale

Tasar # 760 "Tacit Blue"
(ex "YMS")

Excellent condition, 3 sets of sails, 1 set near new, very good foils, good spare centreboard, deck cover, road trailer. Has been in shed for past two years. \$3900 ono.

Contact Matt Marshall at matm@camtech.net.au or 08 8248 0117.





Victorian State Titles

The Tasar Association of Victoria (Australia) held its state championships over a 3 day weekend (March 11.12.13). The event was held on Lake Mulwala at Yarrowonga, about 250 kilometres north of Melbourne. This is a lake formed by a dam on the Murray River which is the state boundary between New South Wales and Victoria.

Last Easter, a group of Victorians travelled to the News South Wales state titles and took away most of the major trophies. This time, it was sweet revenge for the northerners -Martin Linsley (from Canberra) and Nick Grey (from New South Wales) are our new state champions. Congratulations!! 2nd overall and winner of the Masters Trophy were the Victorians, Mike and Kim Paynter. 3rd was another New South Welshmen, Rob Douglass sailing with his younger daughter, Kate.

It was a very hot weekend - lots of sunshine and temperature in the low to mid 30's (celsius). There was little wind on the first two days. The first two races on Saturday afternoon were held in a 5 knot breeze. The wind was so light on the Sunday that all racing was cancelled. The final 3 heats were held in a pleasant 10 to 15 knot breeze on the Monday morning to make a 5 race series. Despite the fact that no-one had a polar plot or a spinnaker on board, the racing was close and exciting.

There were 33 boats in the series with lots of friends and families as "pit crew" and I think everybody had a great time. Most were camped on grass beside the river in front of the clubhouse and calm Sunday was spent cooling off in the river, water skiing or relaxing in the shade of a tree. There was a spirited discussion at the AGM held on Saturday night about boat weights (we voted overwhelmingly to retain the 68 kg), crew weights and marketing of the Tasar. Both the Saturday and Sunday nights were warm, windless and starlit - perfect for relaxing outdoors with a glass of wine and joining in impromptu sing-alongs around the camping area.

The Tasar fleet is lucky to have so many good performers (and I'm not talking about their racing prowess), Martin Linsley did a stirring job of singing "I'll go no more a-roving" (he was one of the few who knew all the words to a song, any song - next year we'll have to bring along the words!), Rob Douglass gave a moving rendition of "I'm a lumberjack and I'm

OK" (next year, he'll have to bring his check flannel shirt and jodhpurs), and Sandra and Marie impressed with a selection of songs from musical shows. It was a great weekend of social and sailing fun.

My thanks to all who attended and made the event such a good time. My commiserations to all those who missed out on the fun. I'm pleased to report that one-design Tasar sailing is alive and well in Victoria.

Oh - and just a tip on how to win races at a regatta on a lake - it's really easy. All you have to do is get a good start and go the right way.

Rob Gilpin
2608 True Blue

Next Victorian State



Titles

As minute taker of the Victorian committee, I think that I can safely convert Rumour to Announcement. At our committee meeting 10 days ago, we discussed what we agreed was an extremely successful state titles. As Rob Gilpin reported here earlier, we had over 30 boats enjoy a great weekend, both on and off the water. We decided to break with tradition, and again hold the state titles for 2001 at Yarrowonga over the Victorian March long weekend.

Obviously there were many considerations, and concerns about having the event not only on a lake again, but at the same venue. It was acknowledged that alternating of the venue from lake to open water each year, has great



merit. Similarly, Port Phillip Bay is probably equal to the best bit of sailing/racing water in the world. To not sail there was a decision not taken lightly.

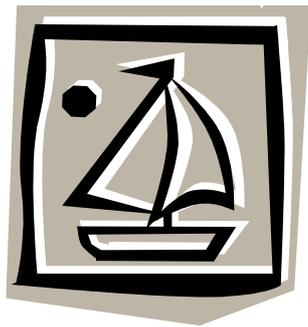
On the other hand, there is absolutely nothing wrong with the sailing water at Yarrowonga. But the success of this event was not due to the sailing waters, but the fact that all people had FUN. A lot of this was due to the fact that (almost) the entire fleet had to get away and live away from home. It forced people to have a holiday. It was this holiday atmosphere that made the regatta.

The committee has not decided to run all further state titles at Yarrowonga, but rather, run an event providing the "greatest fun for the greatest number". And if we do this, the event will grow and the class will prosper. The proof will be in the attendance next year I guess. Your thoughts would be appreciated, and relayed to the committee.

PS. Even David "black-eyed" Bretherton was keen to go back to Yarrowonga!!!!

(David is one of our best sailors, and loves the "stompin" weather. At Yarrowonga he got a nasty black eye when he tried to head butt his water ski at full speed after the first day's racing. This ended his regatta.)

Ray Martin



For Sale

Tasar # 909
"TROUBLE & STRIFE"

Neat tidy boat, galvanised trailer and beach trolley,
timber foils, good set of sails (two jibs, one near new). Boat in Adelaide.

Further details please contact
Duane on 08 8248 0117.

Queensland State Titles

A fleet of 20 boats contested the 2000 Queensland State Championships. With distance between fleets a real issue in Queensland the location for the regatta on Tinaroo Dam was a popular one for those of us who reside in FNQ. In past years the regatta has been held in Yeppoon which is more central for the state but requires most crews to drive great distances.

Tinaroo Dam is situated on the Atherton Tablelands inland from Cairns in Far North Queensland. The Tinaroo Sailing Club which boasts a fleet of between 12 and 14 Tasars each weekend conducted the championships. The other Tasar Club in the North is Mission Beach Sailing Club where 5 Tasars hit the water regularly in a Tropical Paradise within sight of Dunk Island.

The racing was keenly contested with a seven race series held over the Easter Weekend. The winners were locals, Peter and Wendy MacGregor who sailed "Turtle" consistently quickly and in the right direction to record 5 firsts and 2 seconds. The Runners-up were Naomi Fee and Lisa Godden from Yeppoon sailing "Itchy and Scratchy". Third place went to Lachlan Heath and Trent Fuller from Mission Beach sailing "Whisperer".

The courses set were a variation on the old triangle. Instead of just one wing mark we had two, one either side of the windward work. This course fitted better into the shape of the lake and proved very popular. The shape of the course could best be described as a figure-eight. The fleet took the windward mark and first wing mark to port and the second wing mark and leeward mark to starboard.

Heat 1(Saturday): Was sailed in a 5 -10 knot North-Easter, "Turtle" led from start to finish with "Itchy and Scratchy" finishing 15 seconds behind and a further 30 seconds to "Whisperer". Whilst these three enjoyed the lime light intense competition continued back in the pack. The most notable performance came from Peter Graham and Diana Gurnunlian sailing "The Firm" who picked a flier on the second work and improved from 9th through to 4th which they held until the finish. Champagne and nibbles were enjoyed on the lawn outside the clubhouse after the racing.

Heats 2, 3 and 4 (Sunday): the same three



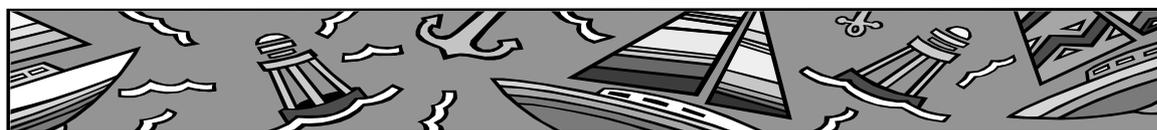
boats dominated Sunday's racing. Naomi and Lisa took out Heat 2 by the smallest of margins from the MacGregors. Lachlan and Trent, after three 3rds cracked it for a second in Heat 4 forcing the girls into third place. Peter and Wendy started with a second and won Heats 3 and 4. The 4th place positions for the day were shared between Heat 2: Peter Vasey and Chris Ballantyne sailing "33 South", Heat 3: "Ardgowin" sailed by John and Lois Berlund and Heat 4: "Maggie May" sailed by David Duncombe and Benjamin Rankine. Yet again we were forced into consuming champers and various other go-fast energy supplements at the completion of the day's racing.

Heats 5, 6 and 7 (Monday): Monday provided us with the most challenging conditions of the regatta. Although we had wind throughout the day it could probably best be described as light and variable (with intermittent showers)! Heat 5 saw "Maggie May" lead from start to finish with Jared and Kevin Mouldey sailing "Escapade" holding down 2nd place until metres from the finish where they were caught by Peter and Wendy. "The Firm" finished very strongly with 2nd place in both Heats 6 and 7. "33 South" and "Maggie May" finished 3rd in Heats 6 and 7 respectively. "Itchy and Scratchy" and "Whisperer" took the pressure right off the MacGregors by finishing outside the top 3 placings in each of Monday's races. They were however able to hang on for 2nd and 3rd overall after their consistent results on Saturday and Sunday. Peter and Wendy capped a successful weekend by coming from 12th position through to 1st in the final heat to win the championship. After more champagne on the lawn, all and sundry adjourned to the Kairi Hotel for our presentation Dinner.

AGM: The most important result of the AGM was that with an average hull weight of over 73 kilograms the meeting overwhelmingly voted to retain the current minimum hull weight of 68 kilograms.

Interesting Facts:

At the regatta - 5 husband and wife teams, 6 father and son teams, 2 all girl teams, 4 Johns and 6 Peters!



Queensland State Titles Results

Place	Skipper	Crew	Boat name	Sail No.
1	Peter MacGregor	Wendy MacGregor	Turtle	2536
2	Naomi Fee	Lisa Godden	Itchy & Scratchy	2584
3	Lachlan Heath	Trent Fuller	Whisperer	1698
4	David Duncombe	Benjamin Rankine	Maggie May	2317
5	Peter Vasey	Chris Ballantyne	33 South	1011
6	Jarad Mouldey	Kevin Mouldey	Escapade	1667
7	Peter Graham	Diana Gurunlian	The Firm	949
8	John Berlund	Lois Berlund	Ardgowin	1800
9	Ross Kerr	Lee Donily	Revenir	1002
10	Jamieson Barnes	Terry Barnes	Spindrift	2065
11	Greg Heath	Danial Ross	Crusader	1849
12	John Jacob	Stephen Jacob	Filling in Time	2337
13	John Philippa	Tim Simmonds	Cooling Runnings	1846
14	Paul Whitem	Jay Whitem	Helerity	2123
15	Brendon McKay-Page	Zac McKay-Page	Double G	949
16	Sarah Jacobson	Jacki Philippa	RA	337
17	Brendan Creedy	Judy Popple	Stepping Stone	537
18	John Rees	Bronson Philippa	Go Jo	945
19	Peter Cumberland	Megan Cumberland	M Turtle	1678
20	Tim Simmonds	Brian Best	Water Hammer	1811



A Tasar Weekend at Port Macquarie March 2000

You find Tasars in the most unexpected places. I remember once seeing a poster celebrating beautiful Lake Garda in the north of Italy, the wind rushing down off the Dolomites to whip the tops off the whitecaps as it usually does there, and the feature of the photo was a Tasar in the centre of the lake, relishing the conditions.

And there are other Tasars closer to home, yet still outside the main centres. One group sails at Port Macquarie, in fact at two venues around the town. Its numbers have grown recently, when Paul Robertson (son of Duncan, and an experienced Tasar sailor in his own right) moved there.

The first weekend in March in the Newcastle area is Show Holiday. Traditionally the fleet at Speers Point Amateur Sailing Club celebrates this by spending the long weekend at the Myall Lakes. This year a combination of blue-green algae at the Lakes and an invitation from Lake Macquarie's Port namesake convinced us to travel the three hours north to join the Port fleet for a great weekend of sailing. "Us" were Chris and Beryl Parkinson and Geoff and myself. Jeff Mephram came up for the Sunday afternoon. Paul's father Duncan joined us from Sydney for the weekend.

In short, two very different sailing venues, some great company, a good country welcome, and some very different sailing experiences made it a superb weekend.

So what happened?

The Saturday saw us lining up at Queen's Lake Sailing Club, with three local Tasars (six of us in total) and an assortment of other sailing craft. Bush surrounding the lake made it seem a million miles from anywhere, yet the "shed" that was the sailing club housed very presentable facilities, and there was even a hose to wash boats down after the races. Yes, there were more than one! It was sprint racing day, so we had three short-ish races. The lake is not very deep at the best of times, and on this day we were told at the briefing (given by the "work experience commodore") that in the event of a capsizing we should walk up to the top of the mast to pull it out of the mud – the water would not be more than five feet deep.

The fleet started together for the three races. Paul Robertson ended up making a clean sweep of the afternoon for the Tasars, although the Parko's kept him honest in all three races, and a Close Encounter with a stingray during the second race (it leapt out of the water at him and his crew) must have made him think twice! (I am talking here about the fauna variety, not a catamaran.) In the second race Duncan R. got tied up on the start line with a catamaran (not a Stingray). Local Steve Baxendale took a break after the second race – for him it was "beer o'clock", but Paul R. and Mary and Brian McCabe carried on with the visitors. Delightful conditions, perhaps 8 to 15 knots – good planing weather, for the most part.

On Saturday evening we all got together for dinner at a local restaurant. For Parko's and ourselves this was great planning, as the restaurant was at our campsite ("holiday village"), a very pretty place with lots of trees and birds.

On Sunday we moved in on the big city. Port Macquarie Sailing Club sails on the Hastings River, where it is not very wide, but there's plenty of length, clear blue water, and a few interesting options such as tide, channels and shallow sides, pleasure craft such as houseand cruise-boats, jet-skis, the odd float-plane taking off or landing, and more fauna to look at – such as the odd turtle and stingray. There were two races on offer, the first at 11am, and the breeze started to come in just beforehand, and the second at 2pm, after lunch on the grassy banks in the shade of the trees.

In the morning race it was the Kleins' turn to keep Paul R. honest, in a breeze of 8-12 knots. In the afternoon the wind blasted in, perhaps 15 to 25 knots, with wind against tide making for sharp uneven waves and "interesting" downwind upriver against-the-tide legs. In the large Port Macquarie fleet there were plenty of thrills and spills, and many retirements, including most of the Tasars. Paul R. continued his winning streak but was kept honest by Jeff Mephram. Local Steve Baxendale and visitor Duncan Robertson "discarded" their lighter crews during the race and teamed up together for a fun sail, pooling ideas in the conditions. There were some Tasar glasses to celebrate the participants' efforts, and the "probable" results put Paul Robertson first, Parko's second, then the Kleins, Duncan Robertson, Brian and Mary McCabe, Steve Baxendale and Jeff Mephram (who sailed only one race, although that one



very well).

Apart from the extremely pleasant social side of the weekend, and the beautiful surroundings, the different fauna and the good racing, the weekend is remembered by the participants for its Close Encounters. Paul R. and his crew Jack had a Close Encounter with the stingray on Queen's Lake, the Kleins had one with a turtle on the Hastings River surfacing near the boat on Sunday. Duncan R. had a Close Encounter with a catamaran on the startline in one of the Saturday races, and Steve Baxendale had one with Duncan when he took him out in his boat on Sunday. Jeff Mephram had a Close Encounter with a couple of cars going the wrong way along the freeway on the way up, and with deep water after the finish of the strong-wind race when he thought the



water near the ramp might have been a bit shallower a few metres from the launching area. The McCabes had a Close Encounter with a brick wall at the start of the last race, and decided not to continue with it, early on. And the Parko's had a Close Encounter with nothing at all on the water, but really enjoyed the one they had with a rainforest at the Sea Acres National Park before the racing even started. And that's another of the attractions of the area. A great place to visit for a great weekend of sailing.



Starboard Products NSW Interclub Series

Winter Interclub heats were held at Batemans Bay, Balmoral, Long Jetty and Speers Point. A coaching day was held in conjunction with the Speers Point heat. Summer Interclub heats were held at Concord-Ryde, Canberra, Balmoral, Greenwich, Speers Point and Double Bay. The final heat of the Series being the overall results of the State Championships. While the numbers have been down at all the Interclub heats the racing has been very close. The overall winners on scratch and handicap will receive "THE FD BETHWAITE TROPHY" with sponsorship being provided by Starboard Products. My thanks go to the Club reps who made the arrangements with their clubs for our visits.

The final results are as follows.

Winter Series

Scratch

1 st	2613	Doubtful Circumstance	Peter Hibberd	Nicole Kidman
2 nd	2714	Marlin	Frank Bethwaite	Harry Bethwaite
3 rd	2087	Scribbel	Rob Douglass	Nicole Douglass

Handicap

1 st	2578	Rosamunde	John Tyrell	Alison Deitz
2 nd	2650	Akatonbo	Ken Pearson	Ben Howe
3 rd	2604	Coco	Martin Linsley	Nick Grey

Summer Series

Scratch

1 st	2619	Flying Ferret	Lachlan Brown	Trish Collocott
2 nd	2098	Vortex	Jeff Mephram	Matthew Fitzgerald
3 rd	2613	Doubtful Circumstance	Peter Hibberd	Nicole Kidman

Handicap

1 st	1768	Tadpole	Chris Carden	Tony Naar
2 nd	2600	Allons y	David Hulme	Liz Greenwell
3 rd	1688	Fantus	Ian Best	Scott Ramsay

THE FD BETHWAITE TROPHY

Scratch

2613	Doubtful Circumstance	Peter Hibberd	Nicole Kidman
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Handicap

1768	Tadpole	Chris Carden	Tony Naar
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23rd New South Wales Tasar State Championships 1999-2000

A pretty select group of crews contested the NSW Tasar States over Easter 2000 at Point Wolstoncroft (Lake Macquarie) – select in quality and “pedigree”. The group was all in all fairly different from the group that came for the January Tasar National Titles at the same venue, and a little lower in numbers, as various competitors stayed home at Easter to concentrate their efforts on a Nationals campaign for Darwin, after the one in January.

The stars included:

- ❖ Ric Longbottom, former World Tasar Champion and winner of three National titles, as well as many minor placings in National regattas, since 1984 or so;
- ❖ Bruce Paine, with three Hardy Cup wins to his credit and several 2nd and 3rd placings dating back to 1983 in national Tasar titles, including 2nd in the 1998 Melbourne Internationals, he is also the current NSW and Australian Spiral Champion;
- ❖ Phil Darby, who has won more National titles in Tasars even than Ric – four to his credit and many minor placings, competing in them since 1979;
- ❖ Martin White, who has competed in many Tasar State and National titles with consistently good placings since the early 1980s;
- ❖ new to Tasar fleet skippering but long time in the fleet Shane Guanaria (son of Ian), with some impressive Lasar achievements behind him;
- ❖ another second-generation Tasar skipper, Paul Robertson (son of Duncan) who is currently heading up the Port Macquarie Tasar fleet;
- ❖ “exotic” talent (but first regatta in Tasars) Peter Wilson, with a solid record of NS14 State Championship results, and a 2nd and a 3rd in Nacra World titles to his credit;
- ❖ first season in Tasars Michael Sant, with a good “pedigree” in Herons.

There were six heats, all sailed more or less as scheduled, in a wide range of conditions – two days in light to moderate winds, and two days in moderate or even fresh winds. As usual, most competitors stayed at the Sport & Recreation Camp at Point Wolstoncroft and enjoyed being catered for, as well as some

good après-sailing socialising starting with the traditional champagne and cheese after the races.

The *first heat* on **Good Friday, 21st April**, was held in variable but light winds mainly from the west. Some close racing saw Phil Darby (*Ultralite*) working his way up through the fleet to finish ahead of some of the “old” Tasar talent – Bruce Paine (*Hogwart’s Express*), Ric Longbottom (*Fearless*), Martin White (in *Take No Prisoners*, sailing with his small son Mitchell), and “new” Tasar talent Shane Guanaria (*Merlin*), with the “exotic” Peter Wilson (*Query*) finishing in 6th place.

After Good Friday fish and chips and fabulous apple crumble, the Great Trivia Quiz tested competitors’ knowledge of the most recent Tasar Australia newsletter, and of the competitors in the current regatta. It was brilliantly compered by David Hulme, flushed from a similarly brilliant charge up the last work to his best performance in a States regatta. And just for those who like trivia questions, try your skills on this selection (answers below):

1. What is the proposed reduction in hull weight (from the World Tasar Council)?
2. Who is organising shipping of boats to UK for the next Tasar Worlds?
3. In Darwin in July, what are the daytime and nighttime temperatures?
4. How far is Darwin Sailing Club from the city?
5. How many heats are there in the series to be held in Darwin?
6. Craig McPhee won the January Nationals. How many heats did he win?
7. How many fathers and sons are taking part in these State Titles? Name them for five extra points per surname.
8. How many yellow boats are there in this series? Name them for five extra points per name.

The quiz was won clearly by FIG JAM, a conglomerate of “brains, knowledge and wit” (their words), from the Greenwich Witches, Sydney University, the Dullards, East-West and the Balmaniaks.

On **Saturday 22nd April**, *heat 2* saw the wind freshening from the south, around 15 to 20 knots, with a light chop. A clear port-end bias to the start-line allowed several boats to open up a lead over the fleet – *Ultralite*, *Fearless* and *Hogwart’s Express* fought it out around the first lap. At the bottom mark *Fearless* got into some trouble, allowing *To The Max*



through into third place. *Hogwart's Express* cleared out to a handy lead, and the minor placings looked as they were up for grabs between *Ultralite*, *To The Max* and *Fearless*. On the third work *Fearless* played the right hand side and shot through into third place behind *To The Max*, who worked through into second place.

Saturday afternoon's heat 3 brought a strong wind warning, with the wind up gusting to 25 knots, whipping up the waves under a big black cloud. Several boats pulled out before or just after the start, some with young and/or inexperienced crews. Those who sailed the full race finished in around three quarters of an hour, with the wind fading towards the end to a reasonable breeze.

Starting at the port end of the line, Phil Darby was ahead at the first mark, and was not headed for the rest of the race. The following places were fought out among Bruce Paine, Michael Sant and Peter Hibberd, who finished in that order.

On Saturday evening in the hall those competitors who were still awake after the day's exertions discussed Tasar one-liners, pithy sayings that could be used to promote the class. Starting from suggestions from Rob Gilpin as contributed to the Tasar e-group, and adding several more, they came up with the following, in order of popularity:

- Tasar, more fun between the sheets
- It takes two to Tasar
- Tasar, the ideal cure for wind
- Trim, taut, Tasar,
- Tasar-tosterone
- Who needs a spinnaker, fly Tasar
- Have a wet dream – sail Tasar
- Tasar Transfusion – make another heart throb

On **Sunday morning** the Tasar Association of NSW held its Annual General Meeting, and several people including Frank Bethwaite and John Tyrrell came from Sydney for this. Office-bearers were elected. Members argued passionately for and against reducing the hull weight from 68 kg, and in a very close vote the motion to reduce was defeated.

Several competitors took advantage of the pleasant weather to walk to the end of Point Wolstoncroft or relax in the grounds.

Sunday afternoon saw *heats 4* and *5* sailed back-to-back in gentle winds of 4 to 8 knots. In *heat 4* tactics on the first leg saw Bruce

Paine through to the lead after a lee-bow situation. Michael Sant caused much mirth (?) at the windward mark with a "classic late entry on port that could be described only as optimistic in the extreme" (the author of these words to remain anonymous). Bruce escaped the turmoil and led through the rest of the race. Phil Darby tussled with Shane Guanaria throughout the race, and Shane finished second.

In *heat 5* Ric Longbottom led almost all the way from Bruce Paine until just before the final mark, when Bruce crept ahead on a puff of wind. The two boats had a good tacking duel up the last short work to the finish, Bruce managing to hold Ric off. The short-race format of sausage, triangle, sausage, short beat meant a crush of boats rounding the top and bottom marks the first time around. To add to the fun at the leeward mark, a big black trailer-sailor found himself rounding the mark at the same time as a dozen Tasars – this could have been the loudest mark rounding of the regatta (although, as usual, there was some competition for this honour!).

In the now traditional Sailing Secrets session on Sunday evening, Phil Darby, Ric Longbottom and Bruce Paine passed on tips and techniques on starting and on sailing downwind in breezes varying from light to strong.

Competitors were keen to try these out the following day. **Monday 24th April** was sunny again, and brought some breeze – around 12 knots from the south-west – to start *heat 6*. It built quickly, gusting as it built, to 18 or even 20 knots. The right side of the course was the way to go on the first beat – Paul Robertson went wide to the right and was in the first five places at the top mark (he eventually finished in eighth place). Ric Longbottom led all the way from there, and Phil Darby chased him in second place. By the time the fleet had reached the top mark, the wind was quite substantial, so the reaches were much enjoyed. There was plenty of hard work up the beats, however, and a few capsizes, mainly on the run. Jeff Mephram worked his way up from well back in the fleet to tussle with Shane Guanaria and Peter Wilson, eventually finishing just behind them. There was almost general relief when the course was shortened after the second triangle, especially as the finish line was quite close to the home shore. The race provided a good strong workout to finish off the regatta.



The presentation of trophies closed off what was possibly the driest Easter titles ever, with a good variety of breeze strengths, and on shore a very good social time indeed.

Answers to trivia questions:

1. from 68 kg to 66 kg
2. Ian Guanaria
3. Daytime 30 deg., nighttime 16 deg.
4. 3 km.
5. Eight
6. Three.
7. Parkos, Robertsons, Guanarias, Stollznow, White, Mitchell, Rubenach, Robinson
8. 1945 Eidotter, 2057 Penelope, 1970 Tiger, 2118 Green Machine, 2704 Lucky Break, 900 Paul Robertson's unnamed – or is it Chunky Custard?

Jane Klein
April 2000



Tasar Association Of New South Wales AGM

The Annual General Meeting was held at Pt Wolstoncroft during the State Championships at Easter. Whilst there was a reasonable attendance at the meeting, not all those at the Championships attended which was a little disappointing.

Chris Parkinson reported on the activities of the Class and of the Committee for 1999/00. Highlights included a strong NSW representation at the World Championships in Japan and the success of the Tasar 2000 National Championship held at Pt Wolstoncroft in January. The top priority for the coming year will be to get the Australian Tasar web site up and operating. John Tyrrell presented the financial reports for the Association for 1999/00 which showed

that the Association is in a sound financial position.

The Register, Duncan Robertson reported that in April 1999 there were 65 financial members and in April 2000 there were 76 financial members.

Ian Guanaria was again appointed Technical Advisor, however Ian gave notice of his intention to resign from all measurement positions following the next World Championships at Whitstable, UK in August, 2001.

The following people were elected to the Committee:

President	Chris Parkinson
Vice President:	Michael Sant
Treasurer:	John Tyrrell
Secretary:	Graham Hanna
Registrar:	Duncan Robertson
Race Secretary:	Chris Parkinson
Newsletter Editor:	No nominations received. Andrea Douglass and Chris Howe have agreed to continue to help with the newsletter production.
Publicity Officer:	No nominations received.
Social Secretary(s):	No nominations received.

The meeting then discussed the following resolution:

“That Rule 4 (c) of the Tasar Class Rules be amended to reduce the minimum hull weight from 68kg to 66kg.”

After extensive discussion, the motion was defeated 10 votes to 9 with 2 abstainers.





Results by TopYacht Software and Speers Point Amateur Sailing Club

23RD NSW TASAR CHAMPIONSHIPS 1999/2000

(C=DNC S=DNS O=OCS F=DNF R=RET Q=DSQ D=DND Z=ZPG U=DUT Y=YPG G=RDG P=PROTEST V=AVERAGE #=No Data)

AGGREGATE SCRATCH SCORES Ties Breaking to Stage 1 & 2 (Drops = 1)

Place	TiB	Sail No	Boat Name	Class	Skipper	Agg Score	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1		2183	Hogwart's Express	Tasar	BRUCE PAYNE	7	(37C)	1	1	2	1	2
2		170	Ultralite	Tasar	PHIL DARBY	11	2	4	3	1	-4	1
3		2046	Fearless	Tasar M	RICK LONGBOTTOM	13	1	2	4	-5	3	3
4		2714	Merlin	Tasar Jnr	SHANE GUANARIA	25	3	5	2	10	-12	5
5		2606	Query	Tasar	PETER WILSON	30	4	6	5	(37F)	9	6
6		2672	To The Max	Tasar	MICHAEL SANT	31	10	-18	9	3	2	7
7		2581	Afternoon Delight	Tasar GM	IAN GUANARIA	34	6	9	8	6	5	-10
8		900	Tba	Tasar	PAUL ROBERTSON	43.5	8	7	6.5	11	11	-11
9		2098	Vortex	Tasar	JEFF MEPHAM	49	5	-13	12	12	8	12
10	4P	2613	DoubtfulCircumstance	Tasar	PETER HIBBERD	52	7	-22	14	4	6	21
11		2588	One Crowded Hour	Tasar	DEREK HADWEN	52	11	17	10	7	7	(37C)
12		2570	Wallow Express	Tasar	SCOTT WALLACE	59	13	10	(37Q)	13	15	8
13		2577	Zim	Tasar	ZACHARY STOLLZNOW	62.5	17	3	6.5	(37F)	20	16
14		2118	Green Machine	Tasar	NOEL SNEDDON	68.5	14.5	21	-21	9	10	14
15		2673	Take No Prisoners	Tasar	MARTIN WHITE	69.5	14.5	12	13	(37S)	26	4
16		2724	Jungle Boy	Tasar	ROB SANGSTER	77	20	8	17	18	14	-20
17		2339	Blackjack	Tasar	TIM HARRINGTON	79	9	-24	16	16	16	22
18		2133	Penquins On Safari	Tasar	ANDREW PARKINSON	80	12	16	22	17	13	-26
19		2590	Slam Dunc	Tasar M	DUNCAN ROBERTSON	82	16	11	25	(37F)	21	9
20		2665	Agamemnon	Tasar GM	CHRIS PARKINSON	84	21	20	18	8	-23	17
21		2600	Allons y	Tasar GM	DAVID HULME	94	25	23	11	22	-27	13
22		2125	Double Trouble	Tasar	ALAN DOWNES	95	22	-32	23	14	17	19
23		1029	Ace 4	Tasar	GRAHAM HANNA	96	18	25	20	(37F)	18	15
24		1913	Miyako	Tasar	SHOJI YABE	107	29	15	19	19	25	-29
25		1945	Eidotter	Tasar GM	GEOFF KLEIN	108	26	14	15	(37F)	28	25
26		1970	Tiger	Tasar	RICHARD RUBENACH	111	23	19	24	(37F)	22	23
27		1688	Fantus	Tasar	IAN BEST	123	28	28	28	20	19	-30
28		1768	Tadpole	Tasar M	CHRIS GARDEN	127	24	27	(37Q)	15	30	31
29		2704	Lucky Break	Tasar	GORDON JAGGER	133	19	26	37Q	(37S)	24	27
30		2322	Gande Vitesse	Tasar	ANTHONY IRWIN	135	27	29	27	21	31	-32
31		2060	Off Beat	Tasar	MICHAEL SUE	140	30	31	29	(37F)	32	18
32		2097	6th Sense	Tasar	MATTHEW MITCHELL	164	37C	37C	37C	(37S)	29	24
33		2057	Penelope	Tasar	DAVID ROBINSON	166	37C	34	30	37S	(37F)	28
34		1863	American Pie	Tasar	SEAMUS MEHARG	168	31	30	37Q	37F	33	(37C)
35		2569	Grand Larceny	Tasar	TIM LUDLOW	170	37C	33	26	37S	37F	(37C)
36		1986	Jaffa	Tasar	DAVID WULFF	183	37C	35	37Q	37S	37F	(37C)



Results by TopYacht Software and Speers Point Amateur Sailing Club
23RD NSW TASAR CHAMPIONSHIPS 1999/2000

(C=DNC S=DNS O=OCS F=DNF R=RET Q=DSQ D=DND Z=ZPG U=DUT Y=YPG G=RDG P=PROTEST V=AVERAGE #=No Data)

AGGREGATE HANDICAP SCORES Ties Breaking to Stage 1 & 2 (Drops = 1)

Plac	TiB	Sail No	Boat Name	Class	Skipper	Crew	Agg Score	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1		2322	Gande Vitesse	Tasar	ANTHONY IRWIN	ANGELA FARRELL	36	4	5	4	11	-22	12
2		2133	Penquins On Safari	Tasar	ANDREW PARKINSON	BRONWYN MILGATE	46	2	7	19	16	2	-31
3	1P	2600	Allons y	Tasar	DAVID HULME	LIZ GREENWELL	51	19	6	1	22	-30	3
4		1688	Fantus	Tasar	IAN BEST	SCOTT RAMSAY	51	6	14	9	19	3	-30
5	7P	2714	Merlin	Tasar Jnr	SHANE GUANARIA	REBECCA AMIES	55	23	8	2	15	-28	7
6		1768	Tadpole	Tasar M	CHRIS GARDEN	TONY NAAR	55	8	12	(37Q)	2	20	13
7		2046	Fearless	Tasar M	RICK LONGBOTTOM	PAUL KINGHORNE	59	17	10	12	8	12	-22
8		2339	Blackjack	Tasar	TIM HARRINGTON	ALISON HARRINGTON	60	3	-21	11	13	13	20
9		1913	Miyako	Tasar	SHOJI YABE	MIYAKO YABE	61	-24	4	5	17	14	21
10		2724	Jungle Boy	Tasar	ROB SANGSTER	RACHEL COSGROVE	62	20	2	10	21	9	-24
11		900	Tba	Tasar	PAUL ROBERTSON	JACK CORTHALS	63	-26	9	6	14	15	-24
12		2098	Vortex	Tasar	JEFF MEPHAM	MATHEW FITZGERALD	65	1	17	20	20	7	-26
13		2183	Hogwart's Express	Tasar	BRUCE PAYNE	ANDREW REED	66	(37C)	19	8	6	8	25
14	1P	2613	Doubtful/Circumstance	Tasar	PETER HIBBERD	NICOLE KIDMAN	69	9	32	26	1	1	-32
15		2581	Afternoon Delight	Tasar GM	IAN GUANARIA	TRISH MCVEAGH	69	18	23	14	9	5	-28
16		2577	Zim	Tasar	ZACHARY STOLLZNOW	ZACHARY STOLLZNOW	71	31	3	3	(37F)	24	10
17	3P	2665	Agamemnon	Tasar GM	CHRIS PARKINSON	BERYL PARKINSON	73	-27	18	18	3	25	9
18		2125	Double Trouble	Tasar	ALAN DOWNES	BRIONY MITCHELL	73	5	-30	22	12	18	16
19		2118	Green Machine	Tasar	NOEL SNEDDON	BEN JOHNSON	77	11	26	-28	7	6	27
20		170	Ultraite	Tasar	PHIL DARBY	BEN HOWE	80	25	-28	17	4	16	18
21		1945	Eidolter	Tasar GM	GEOFF KLEIN	JANE KLEIN	82	30	11	7	(37F)	26	8
22	2P	2060	Off Beat	Tasar	MICHAEL SUE	GORDON OTTEN	83	10	24	15	(37F)	32	2
23		2570	Wallow Express	Tasar	SCOTT WALLACE	CHARMAINE DEVINE	83	16	16	(37Q)	18	27	6
24		2588	One Crowded Hour	Tasar	DEREK HADWEN	FIONA PERRY	87	21	29	16	10	11	(37C)
25		2673	Take No Prisoners	Tasar	MARTIN WHITE	MITCHELL WHITE	88	13	20	21	(37S)	33	1
26		2590	Slam Dunc	Tasar M	DUNCAN ROBERTSON	SHARRYN AMIES	89	12	13	29	(37F)	31	4
27		2672	To The Max	Tasar	MICHAEL SANT	ANGUS MCWHINNEY	91	28	-33	25	5	4	29
28		1029	Ace 4	Tasar	GRAHAM HANNA	COURTNEY HARRINGTON	92	7	27	24	(37F)	23	11
29		1970	Tiger	Tasar	RICHARD RUBENACH	CAMERON RUBENACH	94	22	15	23	(37F)	19	15
30	1P	1863	American Pie	Tasar	SEAMUS MEHARG	THOMAS MCELWEE	99	14	1	37Q	37F	10	(37C)
31		2606	Query	Tasar	PETER WILSON	GILLIAN WILSON	99	29	22	13	(37F)	21	14
32		2704	Lucky Break	Tasar	GORDON JAGGER	KAREN TOCQUE	111	15	25	37Q	(37S)	17	17
33		2097	6th Sense	Tasar	MATTHEW MITCHELL	TRISTAN MITCHELL	145	37C	37C	37C	(37-S)	29	5
34		2057	Penelope	Tasar	DAVID ROBINSON	CAMERON ROBINSON	155	37C	31	27	37S	(37F)	23
35		2569	Grand Larceny	Tasar	TIM LUDLOW	LAUREN STALLEY	175	37C	34	30	37S	37F	(37C)
36		1986	Jaffa	Tasar	DAVID WULFF	CHRIS CHEONG	183	37C	35	37Q	37S	37F	(37C)

TANSW 2000 WINTER INTERCLUB PROGRAMME

BATEMANS BAY POWER & SAIL Marine Supplies 2000 REGATTA

Sat	29 Apr 00	Race 1		1:00 PM
Sat	29 Apr 00	Race 2		ASAP after Race !
Sun	30 Apr 00	Race 3	Interclub Heat 1	12:00 PM

Balmoral Winter Sprint Series

Sat	6 May 00	3 Races		1:00 PM
Sat	13 May 00	3 Races		1:00 PM
Sat	20 May 00		Navy Teams Racing	1:00 PM
Sat	27 May 00	3 Races	Interclub Heat 2	1:00 PM

Brass Monkey Regatta Tuggerah Lakes Memorial Sailing Club

Sat	10 Jun 00	Race 1		1:00 PM
Sun	11 Jun 00	Race 2		10:00 AM
Sun	11 Jun 00	Race 3	Interclub Heat 3	1:00 PM
Mon	12 Jun 00	Race 4		10:00 AM

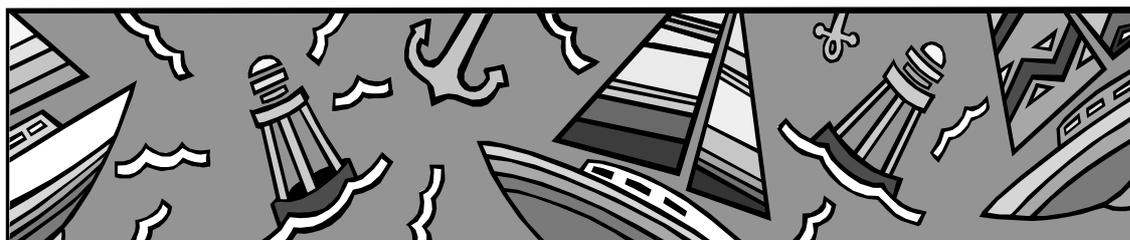
Australian Championships – Darwin

Sat 8 Jul - Fri 14 Jul 2000

Greenwich Sailing Club

Sun	23 Jul 00		Interclub Heat 4	1:00 PM
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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.





GREENWICH SAILING CLUB

O'connell Street, Greenwich
New South Wales

History

Greenwich Sailing Club's first club house was built in 1938 at the mouth of the Lane Cove River, part of upper Sydney Harbour. The present club house at Manns Point grew from an old harbourside quarry in 1968. Development of the site was a major project with the community, club members and local government working closely together. Today, Greenwich is one of the few sailing clubs in Sydney where parents and supporters can watch the drama of the race unfold before their eyes.

The Club

Greenwich Sailing Club is a family sailing club with a strong emphasis on junior sailing.

Administration is run by the sailors, families and friends. The club caters for all levels of sailors from the beginner to the most advanced and from the most casual club sailor to the most competitive. The club is regularly represented at State, National and World class regattas. The club has a busy social program and regularly hosts Interclub events. Sailing is on Sundays from mid September until mid April. Visitors are most welcome.

Classes

With the family focus in mind, the club runs regular coaching sessions and races for junior members (Manly Juniors) and intermediates (Flying Ants and Flying Elevens). We also have a small fleet of Mistral sailboards and 29'ers. Tasars were introduced as the senior class in the 1970's and usually attracts a fleet of 10 - 12 boats each week. Tasars are sailed by all combinations, husband and wife teams, father and son/daughters, from teenagers to retirees. The fleet enjoys close, one design racing and has an enjoyable social program.

For more information contact Grahan Hanna on 02 96391146 or email on ghanna@hartingdale.com.au

CONCORD & RYDE SAILING CLUB

"Formed in 1945, the Concord & Ryde Sailing Club Inc is a long-established, family orientated sailing club offering friendly racing along the upper-reaches of the Parramatta River. The Clubhouse and rigging area is located at Bennelong Park off Waterview Street, Putney (UBD Map Reference 213J8). Details about the club can be found on www.ozemail.com.au/~crsc/aboutus.htm

All visitors are welcome to race at the club or simply come down and watch. If coming by ferry, the Club is only a short stroll from the Kissing Point Rivercat Ferry wharf. The Clubhouse sits on piers amongst mangroves on the shore of the Parramatta River and has shower and toilet facilities, canteen and a large meeting area. A large deck overlooking the Parramatta River is proposed for next season.

The club not only caters for tasars but also for NS14's, herons, spirals, moths, sabots and catamarans and has a cadet division for all junior classes as well as an open A Division for classes different to the above. It has an active training program and a junior fleet in both sabots and herons. The club races on Saturdays with starts at 2pm between the months of September and April. Most dinghies start rigging up around 1pm. Races finish at

about 4.30pm. Sailing courses operate along the upper reaches of the Parramatta River from between the Concord Ryde Road Bridge and Kissing Point Bay near the Mortlake Punt. The tassar fleet usually comprises between 4 to 8 boats with the fleet enjoying close, one design, friendly racing on a picturesque portion of the Parramatta River. Main local sailing rules are no sailing amongst the moored craft or between the channel markers and the adjacent shore and remember not to sail between the pre-finish or finish mark and the clubhouse unless you are actually finishing racing.

For further details including course layout or copy of the club's sailing programme contact Class Captain

Robert Lees (02) 9636.2191(ah)

Tony Keevers (02) 9743.1719 (ah)

email on tkeever@landcom.nsw.gov.au





Sailing Secrets Starting and Sailing Downwind

NSW State Titles
Point Wolstoncroft
Easter 2000

**Phil Darby, Ric Longbottom
and Bruce Paine**
notes taken during the session

[Note: during these titles Bruce finished in first place, Phil second and Ric third. They shared some thoughts with other competitors on the night before the last race of the series, in what has become a regular feature of NSW State Titles].

Starts

Strategy

Look at the course in terms of a cone drawn from the top mark. This may not correspond to a triangle drawn with the start line as base. You should get into the cone as soon as possible – use this geometry to get into the right place on the start line. You want to avoid being pushed out to one of the laylines for as long as possible unless there is an overriding reason to sail to one side of the course (tide, building breeze etc) .



Leave your options open, with three minutes to go, don't get sandwiched.

Get good transits for the start line.

You can judge the start line bias (ie which end of the line is further upwind) by several means: reading the compass; or without using a compass by going head to wind on the start line, looking at which way the committee boat is pointing (assuming no current), looking at the angle of the waves to the wind, or reaching up and down the line (and seeing if one reach is broader than the other).

If you fluff the start, find the simplest escape route. This may be to slow down, then tack for better wind.

Practise starts, practise going high on the wind, going slowly and under control. Find a buoy. Time yourself to start, find the layline for the start line.

Get some friends together for a training day to practise starting. Use two buoys and a start

line wide enough for half the number of boats. Half will miss out.

Controlling the boat pre-start

The objective is to be able to sail slower than your competitors so you can stay between them and the line, but still be able to come off the line in a good position relative to your competitors and accelerate off the line as quickly as they do. Hence there is some compromise involved.

Pre the start, keep the traveller up so that you do not need to use as much mainsheet pressure (which tends to turn the boat into the wind, and therefore must be compensated for by pulling the jib on which accelerates the boat). In practice, you end up operating on the lower part of the mainsail. To further keep the pressure off the leech of the main: vang off, un-rotate the lever.

As usual, roll the boat to windward to bear away – pull lightly on the jib; and roll slightly to leeward, ease jib, pull on main to luff up. Pull the centreboard up to slip sideways.

At the start, need to juggle transferring from the mainsheet to the traveller – some people come off the start on the mainsheet with the traveller cleated. Datum marks on the main and the traveller are useful.

If pointing high/closely sheeting the main after the start, err on the side of having the bottom of the main flatter rather than fuller – otherwise the leech will hook across the centre line.

Downwind square

Strategy

There are three ways of steering (including downwind):

- heel the boat
- use the tiller
- steer with your sails (least relevant on a square).

Use all three ways of steering – don't be inconsistent (eg try to point up with the tiller, but heel the boat to windward).

It is possible to sail down waves by the lee, to make ground to the mark.

The crew position: in light air need to heel to leeward to keep leech open, hence sit as far forward as possible to keep (the heeled) transom out of the water; once the sails can fill keep the boat as flat as possible – keep the water flow off the stern as smooth as



possible.

Sailing downwind, look behind (the crew should do this) for wind – look at other boats, dark patches on the water. Estimate the direction of the wind. Position yourself to take best advantage of it. Look for wind – crew should spend a lot of their time looking behind (even when wind relatively consistent, there are often tactical considerations).

Boat set-up/how to sail the boat

In a drifter: both shrouds forward, point up into the breeze as far as is necessary to attach flow to top of mainsail (watch top leech ribbon – often this will require a three-quarter reach) . If having the pole up makes the jib backwind, take it down.

Un-rotate the mast to open the leach.

No vang, no luff tension, heel to leeward – gravity gets the sail into shape.

Centreboard right up to let boat slip to leeward. Sit very still.

When the breeze is in a bit (say 3-5 knots),

put the jib pole out if it will fill – put it up gently with the pole quite forward.

Bear away, provided the flow stays attached to the main and the boat does not slow too much (as rough rule of thumb, probably run 15-20 degrees to the true breeze).

With a steady breeze:

Start to do things to keep the mainsail leech straight – small amount of vang, overrotate mast.

Have a bit of centreboard down (small bit of safety).

Put the windward shroud back, with the leeward one forward (although this will depend on how much rig tension you have).

The skipper will sit astride the thwart and the crew forward. Get the skipper comfortable and then the crew adjusts. Do not both sit down the centre-line – it is hard to balance, and the skipper can't see.

Run squarer.

And in a strong breeze : don't worry about letting the shrouds go if there is a drama getting them back on; continue to pole out (if you can set/retrieve it), you can run dead downwind (because the boat is going as fast as it can on this angle, so don't sail any further), not much board up, both sit further back (eg skipper half way down cockpit and crew's behind over rear of seat).

Ease a few inches of vang from the upwind position, but keep plenty of vang on if you feel uncomfortable.

With thanks to Phil, Ric and Bruce and Jane Klein (for the notetaking).

Further contribution by Bruce Paine on his win at the States



To compliment the notes from the Sailing seminar compiled by Jane Klein, I offer the following advice/ thoughts on sailing/racing/and the future of the Tasar class:

- be realistic in setting your goals/judging your performance. I have sailed Tasars on and off since around 1980, and generally keep notes on our performance etc (although since I do not often sail, that process probably only avoids repeating major mistakes rather than learning anything new). Since sailing is a complex sport, it is important to focus on the major issues first, before worrying about fine detail. That is a similar message to Phil Thompson- reasonable performance can be gained by the doing the basics well most of the time. Then work on subtleties. A lot of experience enables us to generally avoid gross mistakes. If you don't have the experience or the time etc to acquire it, then think about and record the basics and focus on doing them well.
- the States were held in a variety of conditions. Hence there is an emphasis on changing gears – again see Phil's articles, the material elsewhere on sailing square, and notes below on going upwind (reaching is essentially a cross between going upwind and square). We essentially followed those principles in sailing the boat.
- boat setup. The essential measurements we (about 133 kg crew weight) used were: bow to hounds (4150mm ie 10mm less than max); deck to hounds (3730 ie 5mm greater than the former minimum); rig tension quite tight (ie with both shrouds on, we have to pull the forestay down 5mm to attach the forestay. A more usual method of measurement is: tight is if you can just attach the shrouds with both slides forward; and loose if the rig just goes tight with one slide back and one forward).
- emphasis on personal skills, improvement. I was glad to see the (albeit narrow) vote in favour of maintaining the 68kg minimum – it puts the focus more on skills/ improvement than equipment. There is a niche for a one design moderate



performance and economical 2 person dinghy. By keeping most of fleet roughly competitive, Tasars can fill this niche. However they would be more attractive if the price was reduced to reflect that the boat has been in production for around 25 years in roughly the same format. My judgement is that a boat priced at \$A10,000, with replacement sails available for \$A1,000 would enable the class to build fleet numbers and hence achieve greater depth. Those changes would be assisted by active publicity and a skills improvement program (eg have the first day of Easter as a training camp, and then have 3 days racing).

- in terms of sailing the boat upwind (with thanks to all those who have passed on their tips over the years):

- ⇒ in drift conditions. Heel the boat to leeward, sit well forward, have the traveller well to windward to minimise leech tension, no rig tension or tension on the sail, sail low to get/keep boat moving, jib leads approximately half way out;
- ⇒ in a light breeze, gradually increase mainsheet tension, centre the traveller, increase jib tension, bring the leads in, and increase rig tension;
- ⇒ in a nice breeze (say both sitting on side/hiking comfortably), continue to increase sheet tension on sails, flatten foot on main before applying vang or luff. Err on the side of too much power (going high in the gusts) rather than being underpowered in the lulls. Jib leads all the way in;
- ⇒ in a strong breeze, the basic story is to depower by flattening the main and easing the jib (ie end up effectively sailing on the main only in the gusts). Achieve this by: max foot tension, substantial luff tension, drop jib sheet attachment to near bottom of clewboard, move jib cars out several holes, board up (we continue to raise until jib can only just be sheeted over the top), lean (within the limits of the time you have been prepared to train and your age), ease the mainsheet (which lets the leech react in the gusts – as a guide we have about 20cm between max tension and what we use in a strong breeze). The basic technique is for the skipper to luff and drop the traveller (ie both hands move away) when a gust hits, and for the crew to pull on vang and ease the jib sheet (ie opposite with hands) and vice

versa as the breeze eases.

Bruce Paine



Battens

This article has been taken from the [TasarSailor@egroups](mailto:TasarSailor@egroups.com). You can subscribe to [TasarSailor](http://www.egroups.com/community/TasarSailor) by logging on to www.egroups.com/community/TasarSailor.

From: Peter MacGregor

I read with interest (in the *Tasar Australia Magazine*) that Craig Mcphee won the recent Australian Titles with Battens that were "unshaped and standard". Is this the standard? I have always softened my battens, especially the top three back to about 40% of their length. What are you fast guys doing?

Peter MacGregor
Tasar 2536
North Queensland

Peter,
It just goes to show that good sailors can win with bog standard gear. In fact when I was talking to Craig over a beer one night during the nationals we found that his battens were a real mismatch of standard and one heavier guage that he did not even know was any



different to the rest!

I think most of us use softer battens in the top 3, I actually have 2 heavier guage battens in the 2nd and 3rd up positions as I think it stops the main pumping in the heavier airs. I also have 3 top battens from the USA which are VERY soft at the mast. They look bloody awful but are very good in rough water where we sail in Sydney harbour near the heads. They are deadly though in the flat water and light winds on a lake.

Having said that I still believe many of us spend too much time fiddling with minor things like battens and not enough time on the important things like crew work and technique.

**Regards
Ian Guanaria**

I agree with Ian Guanaria. Some more information: -

The Tasar mainsail is of "composite" technology. The top four battens are "active" in that the shape of the sail and the boat's performance depends on them. The lower three are "passive", in that they contribute nothing but leech stability and longevity to the sail.

The mainsail is made deliberately over-full. The job of the top four battens is to be stiff enough to push the luff away from the leech in no wind with sufficient force to reduce the camber to about 10% from No 4 batten to the top of the sail. This force bends the topmast a little, and in this way it pre-loads the spring. As the wind increases knot by knot from calm up to about 11 knots the helm will tighten his sheet to keep the upper leech at about a 10 degree twist lay-off with respect to the boom. Up to this point the topmast will not bend further than it is already bent by the battens and the sail's fullness will not change, which is exactly what is wanted for most speed. In stronger winds read who you wish and sail accordingly. For my money Phil Thompson's comments are the best I have read. He has put into fewer simpler words what I tried to put into the original manual.

The sail was designed to adopt the optimum depth of camber and position of camber with stock standard parallel battens. I kept my first Tasar, No 168 for ten years to prove that the boat had a racing life of at least ten years. Since then I have built myself a new one every two or three years. Time and again I have put the fully rigged new boat on its side

and walked round and round and under the sail to decide whether I could improve the upper mainsail shape with a bit of thinning of the battens. For the last ten or more years I have left them exactly as they came simply because I could not improve on them.

Twenty five years ago I measured the Euler crippling loads of the original battens as #1-2.10kg, 2-1.85, 3-1.85, 4-1.30, 5&6&7 about 0.1 to 0.2 - they don't matter. These figures were what I specified to the batten supply company. It has changed hands in the twenty odd years. Today I checked two new sets in stock together with the used battens of an owner who was picking up new sails and the results were: - Stock#1's-1.60, 1.55; #2's 1.5, 1.45; #3's 1.3, 1.25; #4's 0.85, 0.85. John's much-used battens were #1-2.15, #2-1.45, #3-1.45, #4 1.0kg. It seems that the battens supplied have become a little softer, but nobody sails faster with others, so the figures above give the acceptable range.

I agree with Ian Guanaria that too-soft upper battens are dog-slow in light airs. I learned my lesson about fifteen years ago when I had softened the forward ends to achieve a parabolic shape with the max depth of camber well forward. In the Canadian West coast championships which for us were a warm up regatta prior to the second Vancouver world's, the program called for as many back to back races to be conducted as could be finished in the time available. The weather that day was drizzly and the steady drift fell from six knots through five and four to finish at about two. In the six knots we won. By the time it was two we were last, and had to paddle home because the boat just would not sail.

I had declared the battens and been measured. What to do? A little thought yielded a legal solution. I turned the top four battens end for end, so that their stiffer ends were forward. In the Tasar Worlds which followed Trish and I won another Tasar Grand Masters.

Frank Bethwaite



Boat Settings

Upwind
Reaching
Running

SUMMARY OF BOAT SETTINGS

Boat Settings	Upwind			Reaching			Running		
	Light	Med	Hvy	Light	Med	Hvy	Light	Med	Hvy
Jib Luff	1	2	2	1	2	2	1	2	2
Jib Clew (A)	1	2/3	1	Settings made before launching					
Rig Tension	2	2	3	Settings made before launching					
Diamonds	3	2	1	Settings made before launching					
Jib Leads (B)	4/5	1-3	3-5	All the way out					
Jib Sheet	1	2/3	2						
Outhaul	1	2	3	1	1	1	2	2	3
Cunningham	1	2	3	1	1	2	1	1	2
Vang (C)	1	2	3	1	1	2	1	1	2
Traveller (C)	Ab6	Ab3	C	C	C	C	Uses Mainsheet		
Mainsheet (C)	1	2/3	2						
Shrouds	F/F	A/A	A/A	F/F	F/A	A/A	F/F	F/F	A/A
Centreboard (C)	0"	6-10"	12"	12"	12"	12"	24"	18"	12"
Mast Rotation	N	N	N	N	N	O	U	U	N

Notes:

- A. Lowest hole = 1, Middle hole (of 5)
- B. Inboard = 5, 1 = outboard
- C. Alistair's four most critical controls

Key:

- 1 = Light Tension
- 2 = Medium Tension
- 3 = Tight Tension

Traveller Settings:

- ab3 = above centre by 3 inches
- C = centred

Shroud Settings:

- F = Forward
- A = Aft

Mast Rotation:

- N = Normal ("beat" rotation position)
- O = Over rotated
- U = Under rotated.

The above table recently appeared on the TasarSailor mailing list and was previously published in the UKTA newsletter. Any comments and modification for Australian condition would be greatly appreciated.