

Thursday, 4 July 2019

Sydney AUSTRALIA

To Peter Ellis, Tasar WC

From Julian Bethwaite

Hi Pete,

Firstly my apologies for not been able to be there, I will be in the UK for 10 hrs on the 15th (at World Sailing) and I have a family function that really can't be missed in Sydney on the 27th which just happens to be Mum's posthumous 100th birthday.

There have been a few things happening in Tasar land which I am sure your aware of.

#1 The re-specing of the hull laminate. I am very happy to take the full heat for this, but I will give more than I get. I found it absolutely absurd that people pursued lighter and lighter boats, which can only come from making the laminate very very dry, to then place it in lead around the strut.

Absolutely absurd! My father just did not see the consequences of that coming.

I have now mandated that the laminate be "adequately" saturated, and no boat may leave the Batam factory under a prescribed weight carrying a WS plaque. Yes we had to fiddle the scantling to make this happen, but the result I believe will serve your members exceptionally well for a long time to come. WS, as you know have also now endorsed this.

#2 The new centre-case, again, time has moved on, the heat has gone out of the argument also now that people are aware that the key measurements are in-fact the same, and everyone can opt there boats up to a similar "hydro-namic" state. As time goes on, both centre-case types will win, and old Tasar will again be loved. WS have also endorsed this.

#3 Masts, after a bit of a scare, the American mast maker has finally supplied a large amount of alloy, so I doubt there will be a issue for some years to come.

#3 a) Carbon masts, people need to understand this will completely change the nature of the boat. Carbon dose not like to "elongate", it can, and it dose it better, within its elastic limit than alloy, but given the Tasar section, yes it will be light, but you will have to look at things like "square heads" to get any response. Sure the mast will last almost indefinitely, but the cost will be to totally alter the nature of the boat. You need to be very sure you want to make this leap, before you do it.

On the plus side, Carbon is far better for everyone in-terms of sailing experience but it is "far more better" (I know, bad English) for the WW [weekend warrior] than for the RS [rock star] mostly because the Carbon rig will have far less inertia. It will be just more fun, it will jump earlier, and primary control switches to downhaul, so vang can take on a whole new role, in power up, power down. We could easily get away with no diamonds, and we could possibly get rid of the rotation lever.

The downside, it will be faster so you will obsolete existing masts, you can't interchange sails, that's just a furphy.

There is going to be more area! With weight reduction in the mast, you have to increase sail area or you will push crew weights down. Cost is likely to be similar (BTW). Alloy is getting more and more expensive.

#4 And Rudder stocks. As part of the push into China with the 9ers, we have developed a new rudder stock, it's a dagger system, its an extrusion, and we can mill it into any form.

We could easily mill a Tasar variant, it would only be a few mm different form a 29er stock but needs to be modified so as to reto fit to all Tasars simply and neatly.

This would completely eliminate all the angst surrounding the present Rudder arrangements.

Food for thought. It will retail out of HK for around \$USD180 (that's a 29er)

I have attached a photo (of the 29er one) should you wish to pursue this. Yes those are grams, and the tiller spigot, is now welded on, plus in the case of the Tasar, we would lower the angle. Anodised to suit.

Julian

