

Australian Tasar Council

Report to World Tasar Council

On behalf of the Australian Tasar Council Inc. and Australian Tasar sailors, it is my great pleasure to present this report to the World Tasar Council meeting ahead of the 23rd Tasar World Championships commencing shortly in Seattle USA.

Since the last report given in July 2019 at the Worlds in Hayling Island UK (virtually), the ability to hold events and travel freely has been significantly impacted by the COVID pandemic. Resultant was the cancellation of two (2) Australian National Championships in Western Australia and Victoria to the great disappointment of the organising committees and our members.

Thankfully more recently, we were able to proceed with the National Titles in regional South Australia and in an Australian first – it was jointly hosted by the Tasar Associations of South Australia and Western Australia. Despite ongoing COVID concerns and resultant border closures to our joint host (WA), the championship held in January 2021 in Port Lincoln SA was a great success. The event attracted a smaller but competitive fleet of 23 Tasars and was won by former World Champions Chris Dance and Peter Hackett from Victoria.

As foreshadowed at the last WTC AGM, sending containers offshore remains cost prohibitive now and probably into the future and we need to consider more innovative arrangements to ensure that class participation remains strong at the world level. The next World Championships which have been confirmed for Melbourne Australia, in January 2024 is working toward the development of a standardised large scale charter operation which may need to be considered as the model to support world level participation into the future.

Earlier this year the Japanese Tasar Association (JTA) put forward a proposal to remove the weight rule. The Australian region has six (6) discreet districts each with their own constitution and requirements under these conditions. The ATC supports the decision to provide each district sufficient time to properly consult with its membership and meet their constitutional requirements. A ‘best for class’ decision can only be achieved with the appropriate level of discussion and engagement.

The ATC continues to take an active interest in the challenges and opportunities that we’re faced with from a supply chain perspective. In early 2021 the ATC worked with its supplier to reduce the cost of sails with an end result of a 15% price reduction. Further to this we also negotiated a bulk sail deal which gave a further once off 10% discount on the already reduced prices. While this was a great result for ATC members, future ‘one-off’ bulk deals are not seen as a sustainable method of providing sails at a reasonable cost.

Whilst Australian Tasar sailing is slowly regaining momentum, we need to be actively reflecting on how we continue to grow participation in the largest Tasar sailing region. We are a class that deserves to thrive, not just survive and a clear vision and strategy should be set for the class at a World level to ensure we can remain strong into the future.

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Finally, the ATC offers its thanks to the outgoing WTC Executive Secretary Pete Ellis for his service to the class as well as its congratulations to the World Tasar President Anthony Boscolo and the Tasar Association of the North America on what is sure to be an exciting and memorable event in Seattle commencing in just a few days. Whilst a lower than hoped level of international participation, the efforts and perseverance of the organising committee is to be truly commended – well done and fair winds to all competitors.

Nicole Kidman President, Australian Tasar Council

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