

Tasar Australia



Newsletter of the Australian Tasar Council



February 2000

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President Australian Tasar Council

	Chris Parkinson 12 Asquith Ave Windermere Park Email parkys@ozemail.com.au	02 4973 4859
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President's Note

Hi,

My name is Chris Parkinson, and I was elected President of the Australian Tasar Council at the AGM held during the recently completed Australian Championships.

I have been sailing Tasars for about twenty 20 years, firstly with my son, Andrew and now with my wife, Beryl. My boat Agamemnon (2665) is the third Tasar that I have owned, and I was lucky enough to win this boat in the raffle that was conducted in conjunction with the Melbourne Internationals.

This newsletter has been put together by the same team that has produce the last few edition of the NSW Association's newsletter and incorporates that newsletter.

There is a wide range of articles in the newsletter ranging from Position Statements from two Regions, wrap up of the Tasar 2000 Regatta and information on the next Australian Championship to be held in Darwin in July 2000. There is also some technical information and a 'For Sale' section. I would like this section to become a regular feature of the newsletter and I would also like to set up a data base for secondhand boats and Tasar equipment, so if you have a Tasar for sail please let me know.

It is intended to publish four newsletters a year, with the next one in April/May and the following one after the Nationals in Darwin. I would like to see news from each state in the newsletter including details of your State Championships. If you have any articles please forward them to me.

Final I would like to thank all those who have contributed articles to this edition and in particular Andrea Douglass who assembled the newsletter.

Good sailing,
Chris Parkinson

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Report On The Australian Tasar Council Annual General Meeting

The Annual General Meeting of the Australian Tasar Council was held on the 13th January, 2000 at Pt Wolstoncroft, site of the Tasar 2000 Australian Championship Regatta. The meeting was chaired by retiring ATC President, Rob Gilpin, assisted by retiring ATC Secretary, Frank Katers.

Rob opened the meeting by welcoming all State Association delegates and observers. All participants were invited to introduce themselves and state the capacity in which they were attending the meeting.

Frank Katers reported on the 1999 Annual General Meeting of the ATC and noted that the Council had worked hard to hold the annual subscription to \$12 per boat. The subscription covers administration fees and newsletter production costs. Frank reminded State Treasurers that accounts had been sent and subscriptions were due and payable by the 1st September, 2000. There were sufficient funds in reserve for the incoming committee to develop the long awaited Australian Tasar Council web site.

Rob reported on the activities of the World Tasar Council including the last meeting held in Japan and noted progress towards the Tasar becoming accepted by the ISAF as an Internationally Recognised Class. This would particularly benefit Australian Tasar owners as it opens the way for subsidised transport of boats to international events.

Also arising from the World Tasar Council meeting was the proposed reduction in hull weight from 68kg to 66kg and the voting process that would enable this to take place. Rob noted the difficulty of some State Associations to hold extraordinary meetings due to distances involved and encouraged Associations to explore the alternative of holding a postal vote on the issue, provided full discussion had taken place.

Rob delivered the President's Report and noted;

- That the Australian Tasar Newsletter should cover news from Tasar communities around the world.

- A major task for the incoming Committee would be to establish new relations between the State Associations by building effective communication channels.

- For National Championships there was a requirement for the Notice Of Race and Sailing Instructions to be endorsed by the Australian Tasar Council with particular attention being paid to the development of a comprehensive social program. Rob highlighted the work that had gone into developing the Tasar 2000 social program and complimented the Organising Committee for their efforts. Rob volunteered to develop a template containing protocols and guidelines for the running of future National Championships for use by State Associations and the Australian Tasar Council.

Discussion followed then on the State rotation for future National Championships. It was agreed that the rotation should not be strictly applied, given the organisation and infrastructure required to host a major regatta such as a World Tasar Championship. It was noted that interested State Associations should start to develop their proposals for hosting the 2005 World Tasar Championship over the next twelve months.

Hugh Becker from the Northern Territory Tasar Association invited all Tasar Sailors to Darwin for the next National Championships to be held in July, 2000. Hugh went on to describe the venue, the expected sailing conditions and the regatta/accommodation arrangements.

Craig McFee, representing the South Australia Tasar Association noted that they would be keen to host the 2001/2002 National Championships in January, 2002.

Frank Bethwaite reported on the results of his recent experiments with an asymmetrical spinnaker fitted to a Tasar. He noted the boat's indifferent performance in various wind conditions and outlined his plans to develop a new boat, to be called the 39er. Frank discussed the design features of the 39er and invited the Tasar Association to 'sponsor' the 39er through its early development in much the same way as the Nova Association had sponsored the development of the Tasar Class through its early days.

Election Of Positions

The following were elected to executive positions on the Australian Tasar Council:

President	Chris Parkinson
Secretary/Treasurer	Graham Hanna
National Measurer	Ian Guanaria
National Newsletter Editor	Richard Furneaux has kindly agreed to continue in this role in the short term

On taking the Chair, Chris Parkinson recognised the contribution that Rob Gilpin and Frank Katers have made to the development of the Tasar Class over many years and thanked them for their efforts. The meeting responded by acclamation.

The next meeting of the Australian Tasar Council will be held in Darwin in July, 2000

Graham Hanna
Australian Tasar Council

2001 World Championships

The next world championships are scheduled for Whitstable UK, probably during late July 2001. I say probably as the original thought was to hold it outside the usual August holiday period to reduce accomodation costs.

Whitstable is on the north coast of Kent in the Thames estuary, which means it will be tidal, thus the timing of the regatta needs to be such that we sail just either side of high tide. The location is very central and is only a short train ride from London, Heathrow, Dover and the Continent, therefore side trips to places like Paris etc. are not out of the question. It is basically a small coastal fishing village with a good holiday infrastructure, therefore it will be a great holiday for all those attending. It is a very popular venue for sailing championships so I guess the sailing must be pretty good. I sailed there way back in my youth but that was quite some time ago. Martin Linsley was born there, I believe, but even his memories are fading with age.

During the Nationals we held a meeting to gauge the interest in attending and we currently have about 30 people who would like to attend. If anyone who was not at the Nationals intends to go please let me have your name, e-mail so that we can add you to the list. Based on past experience some people will back out and we will probably end up with 2 x 40 ft containers with around 20 boats, but if we can fill 3 we can really show the rest of the world the strength of the Tasar. During the meeting Graham Hanna's address spoke about the venue and accomodation as he visited Whitstable after Japan.

No one stepped forward to volunteer to organise shipping etc. but I am quite happy to handle this unless anyone else wants to take it on!!!! John Tyrell was treasurer for Japan and we still have the seperate bank account open.

What we must all try to help with is obtaining some sponsorship for shipping to reduce our costs. We would ideally like to obtain around \$15000 to cover shipping of 2 containers. We can offer naming rights for the Aussie Tasar Team with sponsors logo's displayed on boats, shirts etc.etc. similar to what we did for Japan. Shipping costs, delivery etc. will probably end up costing around \$1000 per boat, less with some decent sponsorship. If anyone has contacts with companies that operate in both

Australia and the UK these would be worthwhile approaching. Nicola Howe has volunteered to help with co-ordinating sponsorship possibilities, thanks Nicola.

I have contacted TAUk to confirm dates, but as they don't plan ahead as far as we do, and it is still the middle of winter over there, I don't expect any confirmation for a few months until they thaw out, but this should not stop our planning.

We will probably be asking for non refundable deposits for those intending to go before Christmas this year so that we can firm up numbers for shipping etc. To be fair to everyone container space will be allocated on a first come, first served basis. Boats will have to be packed and shipped by mid May, as we don't want a repeat of the delays experienced before the Brixham worlds.

I will endeavour to provide regular e-mail updates to everyone who intends to go, in a similar fashion to Japan, but unfortunately I will not be attending the UK Nationals the year before, as I did for Japan, unless someone pays my airfare !

Regards
Ian Guanaria
aldus@aldus.com.au
aldus.com.au/~aldus

Position Statement from the Continental Tasar Europe

This article has been taken from the World Tasar Council web page which can be found at www.tasar.org

At this moment Egbert Gerlich and I have had contact to get the TASAR fleet going again in both Germany and Holland. We have located 4 TASARS in Northern Italy and Switzerland. There is also a growing number of Belgian boats now known to us. They found us through the Internet and some of them are enthusiastic. Most of them are NOT!

It is difficult to get the TASAR owners to sail their boat, let alone to get them racing it. The culture in Continental Europe seems to be very different from the rest of the TASAR world. Only one known couple sails, and do so reasonably well, the TASAR in Holland. They are Roel and Jolanda Ballieux. For most others finding a crew seems to be the biggest problem. Young crews are not very interested in a boat without spinnaker and/or trapeze. This we will have to tackle and deal with, as we all know the contrary is the case!

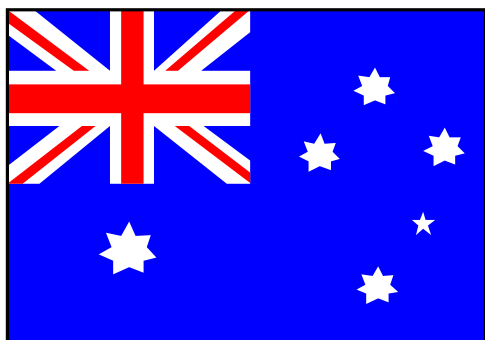
We are going to prepare ourselves for the 2006 worlds, different style, and test the venue the way I have spoken about at Mikkabi, Japan. Results will be published on our website. Already 10 Australian entries can be expected!

Finding the financial means for the event is the biggest problem, as there is nothing in our cashbox or bank account, if we had one. Plans for next year are:

- 1 - establish a committee for CTE, which will act for all 3 countries.
- 2 - make a plan of action for:
 - a - how to find/locate TASARS, 45 astray in Holland, approx 40 in Belgium, 30 in Germany;
 - b- promotion of the boat, finding locations to do so;
 - c- organising practice or training days.
- 3 - Preparation of yearly championships on National level NED/GER/BEL.
- 4 - Open to suggestions for more items.

Any help from anyone for the above problems is very welcome.

Regards,
Constantine Udo,
Vice President
TASAR Europe



Frank Bethwaite Honoured

In the Australia Day Honours List Frank was awarded the Medal of the Order of Australia.

The honour was recognition of his service to sailing, particularly as a boat designer and as initiator of technical and experimental projects.

We all congratulate Frank on this award.

Achilles heel ??

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

To me the *Achilles Heel* of the Tasar is its desire to turtle when capsized. This is disastrous to top sections when sailing in shallow water as many found out at Whitstable last year. I find that when capsized I can only just reach up to get my fingertips on the edge of the plate, sometimes clambering onto the hull can be rather tricky. Quite a lot of time seems to spent then on trying to get the boat onto its side. Once the mast breaks water then the boat is easy to right. It would be a real boon to design out this desire of the boat to turtle.

Lionel Rigby T2576

To Lionel Rigby
From Frank Bethwaite

You may not realise it, but you are taking the convenience and outdated traditional side and ignoring safety. Don't worry. The RYA and US Sailing are on your side. Against you are the AYF (Australian Yachting Federation), logic, and safety. When dinghies were made of timber planks and spars were of wood, a boat which capsized swamped and the mast floated and the boat lay on its side with little windage. In those years a righting procedure was developed which is still recommended in some countries to this day - swim the boat head to wind, right it head to wind, and board over the transom. One crew member holds the bow as a sea anchor to keep the boat head to wind while the other bails. At some point boats with closed decks were developed. Moths were among the first. Masts were still of wood, but now hollow. These boats, when capsized, still lay on their sides. But their closed hulls floated high with considerable windage, and it was this change which proved to be their Achilles heel because in winds stronger than some relatively modest strength the boat on its side blew downwind faster than a sailor could swim. There was at least one, and I think two disasters in which a Moth capsized in an offshore wind in a big bay (Port Phillip). They picked up the mangled Moths from the leeward shore 30 miles downwind the next morning, and recovered the sailors' bodies later. Ever since then Australian designers have designed their boats to invert, and invert fast, as a safety measure. With the sails deep in the water, a boat drifts only slowly. I am proud that no Tasar crew has ever got into trouble because their boat blew away from them. Exactly this argument has recently been voiced re the 29er. The safety officers of the RYA and the AYF each had their say, and no logical argument in favour of designing a boat to lay on its side emerged. **The fact that the Tasar inverts fast is a tremendous safety strength, not an Achilles heel.**

This subject has further ramifications. About 1983 the Australian Navy purchased the first eighty of what are now about 160 Tasars, and I worked with their coaches to develop safety drills specifically for the Tasar. This took the form of sailing in extreme conditions (25 to 30 knots) and deliberately capsizing and recovering to prove what worked, and to learn what didn't work., when the chips were down.

We learned that in strong winds even a strong young man cannot swim an Inverted Tasar head to wind. The windage force is too great, and all the crew does is to exhaust himself or herself.

So lesson one is to accept that the boat will lie crosswind, and don't try to do anything about it.

Lesson two was that in winds exceeding about 20 knots even two strong men could not right a Tasar "to windward" ie. with the mast downwind. The windage on the inverted hull and the two crew drove the boat downwind at about ¼ to ½ a knot, and the force of this flow of water onto the sails was simply too great for the crew to oppose. Conversely, the slightest righting effort the other way, ie. With the mast breaking out to windward, rolled the boat upright very quickly.

Obviously, any boat righted with the mast to windward in strong winds will flip straight over the other way as soon as the wind gets under the sails unless you do something about it. What to do about it is that in extreme conditions one crew mounts the hull and, when ready, pulls the centreboard to leeward. The other goes first to the bow; then as the mast approaches horizontal moves aft under the jib and grasps the shrouds, and hangs on. As the boat rights this crew member is lifted out of the water outside the hull, and this weight prevents the boat from capsizing again. This crew member then acts as a sea anchor and the boat is stable even in extreme conditions for as long as he/she hangs on. This gives time for the other crew member to board. He/she can ride the centreboard under the hull and emerge to windward, or board over the low gunwale from leeward, or swim around to windward and get in from there. The trap here is that when you are on the leeward side in extreme conditions the drift speed of the boat drags your legs and lower body under the boat. Even young sailors proud of their strength could not get in from the lee side in winds stronger than about 20 kts, so in the interests of avoiding exhaustion we recommended swimming around the transom and mounting from the windward side. The person in the boat cleans up as necessary. When ready, the boat can be rolled to windward to lower the windward gunwale for easy boarding of the second crew member.

My final tip comes from Air Force training with inflatable dinghies. The easiest way to board any raft is to kick your legs horizontal, lunge, and go in head down like a fish. If you try to get in with your spine vertical all that happens is that your legs go under the raft, and you become exhausted.

Frank Bethwaite



Tasars for Sale

TASAR # 2061

(Fastest Tasar in W.A.)

Top State / Club boat. Excellent condition.

2 top mast sections, new bottom mast section, fibreglass centreboard. Registered road trailer c/w stone guard.

\$4000 ono

Contact Bill Quinn (08) 9381 3816h 0414 462 244m

TASAR #2236

New galvanized beach trailer.

Galvanized road trailer (N28677).

Spare rudder blade.

Very good condition. Sailed mostly in Wodonga.

\$2850 ono.

Contact Robert Minato at robertm@dragnet.com.au

TASAR #2237

New galvanized beach trailer.

Galvanized road trailer (N35150).

Deck cover. Near new sails, sheets. Harken ratchet block.

Spare centreboard (a bit rough).

Spare main and jib (good cond).

Spare rudder blade, box and tiller extension.

Mostly sailed in Wodonga. Excellent condition.

\$4950 ono.

Contact Robert Minato at robertm@dragnet.com.au

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

From: Bob Wright

Subject: More help wanted

Hi!

I am seeking further wisdom from Tasar sailors. Last November I experienced severe instances of my mast flipping out of rotation on starboard tack only while racing in 20 knots and waves. Frank Bethwaite and others explained some general reasons why this occurs, for which I am most thankful. However, yesterday it all came back to haunt me with conditions at 22 knots and lumpy seas and gusts. The mast flipped out on starboard, never on port. The other boats in the fleets including the current National Champion had no such trouble. I used increasing vang pressure, but when one reaches the inevitable S-bend distortion of the battens, there is not much more the vang can do.

If as Frank Bethwaite suggested, 'that any bend in the top mast or bottom section would promote 'out of rotation' on one tack before the other', how does one measure and quantify such a bend and more importantly what is the fix?

I have checked the following,
Top mast dead straight
Bottom section dead straight
Stays exactly same length
Diamonds press together at gooseneck with medium pressure (not a very scientific measure).
Fixture on boom is of the newer type as described by John Rischmiller.
Mast lever is firm and has shock cord exerting pressure on it.

Many thanks in anticipation.

Bob Wright
Tasar 160

To Bob Wright
From Frank Bethwaite

Dear Bob,

I understand your problem perfectly. But you will have more fun if you don't take rotation too seriously. The rotation handle and yoke we put on the Tasar works simply and conveniently in winds up to about 15 kts, but can and will flip out both ways when the wind becomes too strong

and the sheet is eased. Sometimes the boat goes faster.

Three notes: -

In the NS14 days when all masts were of wood and with balsa fairings, we controlled rotation with an adjustable loop of rope through an eye on the end of an arm which stuck out from the back of the mast. In winds up to 12 to 15 kts we used about 45 degrees of rotation to windward, because that was the fastest setting. In stronger winds we pulled the string tight and got on with sailing, and found we went as fast as those who persevered with rotation.

Lesson - rotation is wonderful if you are looking for power, but is of only marginal advantage when you have more power than you need, which is why it is not used on skiffs.

A few years ago Zig Burzycki of Seattle slotted a rotation stop to capture the cage, I recalled the NS14 usage and widened the slot to accept the handle to lock rotation central for hassle-free downwind sailing (I used a strong shock-cord loop to hold it up into the slot.) One day a few years ago I was sailing with a very light forward hand and at the start of a race a southerly squall of about 20 to 27kts blew for some minutes. We locked the rotation central and cleared out from the fleet for a few hundred metres. The topmast bending sideways to leeward twisted and de-powered the mainsail nicely, and the boat flew. But as the wind dropped through about 17 kts the pointing became disastrous and we reverted to normal rotation.

For the spinnaker trialing I filed out the sides of the slot in the rotation stop to better capture the cage when tacking downwind. The spinnaker is now off the boat, but the modified rotation stop remains. At the Australian Championships two weeks ago we sailed four particular races over two days, the first in wind close to the strong-wind limit, and the following three each one or two knots less than the one before. I am losing my strength due to age and was sailing with a very young woman, and considered not sailing on safety grounds, but enthusiasm won so we set out to sail carefully and finish without incident, even if we finished last. For safety I set the jib slide out with seven holes showing. We sailed long legs with few tacks. On the long tacks Sophie locked the rotation with the cage in the notch, ie. with the mast rotated about 50 to 55 degrees, and the filed cusps held it perfectly. When short tacks were needed, near the mark, we ignored rotation and let the mast do what it wished. In the first race we used extreme vang in the lulls (say 17 to 18 kts) and eased it a bit to allow the mainsail to twist in the 20 to 25 kt stuff (Eighteen footer survival technique.) Set up like this the mainsail stayed clean and free from backwind, the boat sliced through the waves smoothly and we pointed at least as high as those around us. To my amazement and that of many others, in the strongest wind race, about two thirds of the fleet were behind us at the finish. Most of the sailors were twenty to sixty years my junior. So in the strong stuff, either lock the rotation in the extreme position so it can't flip out, or forget it and sail. You will go about equally fast either way above twenty knots.

Frank Bethwaite.

Position Statement from the Japan Tasar Association

Dear my friends,

Happy New Year!

Several months have passed since I met friends at Lake Hamana-ko. As echoes of the event had gotten off into the distance, Japanese Tasar sailors had been back to their routine already. We have a lot of thanks to overseas sailors for their coming. I hope that days that you spent with us at the lake will stay with you as a happy memory.

Ben and Thomas were really amazing! New heroes have come to our class. In the past Tasar Worlds, we also had heroes; the McKee brothers, Mr & Mrs Renahan, Mr Young and so forth. In spite of their skill or records, they were modest and intent on sailing. They gave us a good stimulus for improving our sailing skill and a delight of being a challenger. They would keep being loved by many Tasar sailors. Not only the heroes but people who enjoy sailing Tasar are very important to make a great event. Many couple teams and parent-children teams bring our class a unique atmosphere; consideration, warm heart, cooperation and etc. This reminds me of a sense of family. I love it and hope for the continued success of our class.

I wish to introduce Mr Yasuzawa, my successor as President of JTA. All of our officer change to new faces. I hope that you will give them the same support and friendship as I have received.

So, this is my last position statement. Thank you for your effort and patience. Have a good sailing in this wonderful millennium!

Hope see you again soon!

Takumi Ozawa
Past President of JTA and
World Tasar Council



28th AUSTRALIAN TASAR CHAMPIONSHIP DARWIN 8th - 14th July 2000

The Tasar Association of the Northern Territory in conjunction with the Darwin Sailing Club wishes to advise all Tasar Sailors of the forthcoming regatta.

The sailing is to be of one week's duration during neap tides. The racing area will be conducted on Darwin Harbour, a short sail from the Darwin Sailing Club. There is large paved rigging area adjacent to the boat ramps which will cater for all competitors. Darwin Sailing Club has a full menu bistro providing lunch and evening meals 7 days a week.

Members of the Tasar Association of the NT will once again offer billeting for our visitors. This was extremely popular in 1993 and will be offered on a first come first served basis. Whilst Darwin has an ample supply of accommodation in all categories, July is the peak of the Top End tourist season and bookings are essential (the two motels opposite the sailing club have gone).

Darwin Sailing Club is approximately 3 kims from the city centre and a commercially operated shuttle bus provides a service for \$2 per person.

July is the middle of Top End's dry season with blue skies, no rain, daytime temperatures of approximately 30° C, down to a chilly 16° C at night.

Litchfield National Park is one hour drive from Darwin and is famous for its magnificent waterfalls (swimming is possible). The World Heritage Listed Kakadu National Park is two and half hour drive from Darwin and offers experiences unattainable elsewhere.

Darwin City and surrounds offers a wide variety of entertainment and things to do which will keep all non sailing visitors occupied for the duration of the regatta.

For further information on accommodation and things to do in the Territory visit the NT Tourist Commission web site; www.nttc.com.au For personal service including brochures and a free booking service please contact;

*Anita or Michelle at the
Darwin Region Tourism Association
Tel: 08 8981 4300
Fax: 08 8981 0653
E-mail drtainfo@ozemail.com.au*

The Darwin Sailing Club has successfully conducted the 1993 Australian Tasar Championships, the 1997 Australian Minnow Championships and the 1999 Arafura Games (Tasars & Lasers).

For further information please contact the regatta organisers

Hugh Bekkers h 08 8981 2829
w 08 8981 9051
airesearch@octa4.net.au

David Seccafien h 08 8981 0111
w 08 8981 7499
fax 08 8981 7201
seccafien@octa4.net.au

Neil Rankin h 08 8931 2393
neil.rankin@hotmail.com

Marty Latham h 08 8985 3534
w 08 8924 4504
fax 08 8985 6362
marty.latham@nt.gov.au

The postal address for the regatta is:
Australasian Tasar Championship
c/- **Marty Latham**
PO Box 42835
Casuarina NT 0811

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	
	Heat 1	1000hrs
	Heat 2	1500hrs
Monday	10 July	
	Heat 3	1000hrs
	Heat 4	1500hrs
Tuesday	11 July	
	Heat 5	1500hrs
Wednesday	12 July	Lay Day
Thursday	13 July	
	Heat 6	1000hrs
	Heat 7	1500hrs
Friday	14 July	
	Heat 8	1000hrs

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.

Further Information

For further information please contact the regatta organisers

Hugh Bekkers
H 08 8981 2829
W 08 8981 9051 airsearch@octa4.net.au

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

Neil Rankin
H 09 8931 2393 neil.rankin@hotmail.com

Tasar 2000 Lake Macquarie

Organizing a National Championship is no small task. Planning for this Regatta commenced at Easter 1998 and continued with regular meetings held in either Sydney or Newcastle at approximately monthly intervals. A final meeting is to be held in the near future to record lessons learned and produce a document that can be used by others organizing similar events.

The result of all these meetings was a successful regatta with a good mix of sailing and social activities.

The only disappointment to the Committee was the number of entries and this coursed a few financial worries as we had budgeted on 65 boats. However I am sure that those who attended enjoyed themselves.

The income for the Regatta was in excess of \$60,000 with expenditure slightly less. The major expenditure was for accommodation and facilities at Point Wolstoncroft. The profit was mainly due to the auction night and I thank those who contributed to its success, particular the sponsors who donated items and Richard Furneaux, the actioneer.

There are many people who contributed to the success on these Championships. Firstly the Committee;

Chris & Nicky Howe –	sponsorship
Sue & Phil Darby –	social and menus
Jane & Geoff Klein –	kids club and media liaison
Jeff Mephram & John Tyrrell –	finance
Ian Guanaria -	measurement
Graham Hanna –	secretary

Then there are those who had a active part in the running of the Regatta;

Ken Bolton –	Principal Race Officer
Kristina Highfield, June Bolton & Sue Darby –	Committee boat staff driver of 'Striker'
Wal Wilmott –	
Speers Point rescue boat crews	
Sandy Linsley –	on shore coord

I would also like to thank all the sailors and their families who attended the Regatta for without them the event would not have been the success it was.

Finally I would like to thank my wife, Beryl, who put up with me during all this time particularly the last month or so when things became a little hectic.

Chris Parkinson



Start of Racing Day 3 Tasar Nationals 2000

NSW Members Infomation Update

We have received a good response from NSW sailors who are interested in sailing in the Nationals in Darwin. To date we have 8 people who intend to attend:

Chris Parkinson, John Tyrell, Duncan Robertson, Geoff Klein, Michael Sant, Lachlan Brown, Rob Douglass, and Ian Guanaria.

We can fit 5 boats in a 20ft container which will cost \$5500, or \$1100 each. Alternatively we can fit 11 in a 40ft container which will cost about \$8600 or about \$750 each. For the current 8 people in a 40ft container, cost's would be about \$1075 each.

Obviously a 40ft container will be more economical for all concerned so if anyone else wants to go to Darwin please contact me as soon as possible.

Regards
Ian Guanaria
aldus@aldus.com.au
aldus.com.au/~aldus

TASAR 2000 REPORT of NATIONAL CHAMPIONSHIP

Saturday 8 Jan 00

As unseasonable rain showers cleared, competitors congregated at the Point Woolstonroft Sport and Recreation Camp, on Lake Macquarie, for Tasar 2000. From Northern Territory, Queensland, South Australia, Victoria and the ACT, as well as the home state, the competitors, families and friends moved in to the Camp's cabins, registered in the mess hall and rigged on the grass covered banks of the lake. A total of 45 boats had entered the championship, fewer than anticipated, but including a mixture of top-class and other levels of experience.

As President of the host state association, Chris Parkinson led the opening brief. He introduced Ken Bolton as the Principal Race Officer, the team from Speers Point SC who were to run the rescue boats and, most importantly, the social coordinator, Sue Darby.

After lunch rigging preparations were completed and the boats launched for the invitation race. The sun shone and, combined with a variable SE breeze of between 10 and 15 knots ensured pleasant and interesting conditions. Unusually for Tasars, the fleet started correctly first time, with no recalls. As with all the beats, crews needed to gauge the extent and duration of the near continuously shifting breeze whilst keeping their boats flat and fast.

As the race progressed all the states and territories represented at the Championship were represented at or near the front of the fleet. Early leaders from Victoria were Wayne Hale and Tony White (2718) closely followed by current International and National champions from NT, Ben Nicholas and Tom Winters (2674). The ACT's Martin Linsley and Nick Grey (2604) were close behind, followed by NSW's Phil Darby and Ben Howe (170), South Australia's Craig McPhee and then Victoria's Dave and Doris Bretherton. With little difference in the boat speed of this group, picking of shifts on the beats determined place changes and positions. At the finish Craig/Tony crossed the line just in front of the Brethertons, with Wayne/Tony third.

Sunday 9 Jan 00

A lighter wind from the same SE direction prevailed for the first race of the Championship, and it both oscillated in

direction and varied in strength. The course was a long one, perfectly set, with the race lasting just over two hours.

The conditions were such that cunning and experience overcame youth and exuberance. Phil Darby and Ben picked a shift in the final countdown and made the perfect pin-end start. They were never to be headed. Close behind them Hale, Linsley and Nicholas were in contention, but it was Rob and Nicole Douglass who steadily passed the three of them to present the major challenge for the lead during the last two laps. Behind them, a penalty caused Nicholas to fall back. Hale was passed by Linsley, who then began to close on the leaders. At the front Douglass's efforts to break the close cover imposed by Darby slowed them both, such that Linsley almost took the lead. But Darby held on to win by seconds from Douglass, with Linsley third and Nicholas fourth. Frank Bethwaite and Sophie Callander won the silver division with their 18th placing. (Gold and Silver Divisions were determined by the results of the first four races.)

One of the pleasant features of the regatta was the company of visitors who came to renew old friendships at the Championship. Thus it was good to see Peter Caldwell, John Hibberd, Mark Bromelow, Darren Bolton, Allen Downs and Phil Thomson (who also served well as chairman of the protest committee).

On the Sunday evening a crew versus skipper cricket match was played on the Camp tennis courts. The competition was at least as intense as that on the water. For the crews Tom Winter proved a dynamic bowler, while Richard Furneaux's wicket keeping was spectacular for the skippers. The crews were declared victorious, but as the umpire (Phil Crome) was one, the result could be subject to protest!

Monday 10 Jan 00

The day's organised activities began with a mini-Olympics for which sailors were grouped by club background into six teams. Following a couple of events involving balloons, locomotion and dummy spitting the major event involved a tug-of-war eventually won by a miscellaneous/mixed lot.

In the afternoon the variable SE breeze was back as before with an average strength of 9-10kts. Three short races were held, each with a windward-return, triangle, windward-return course. With shorter legs, the starts proved all important, and with the oscillating wind, picking the favored end the key element. In the first two races Nicholas and Linsley clearly made the correct choices for they were first and second respectively at the first mark and they held those positions through to the finish. Behind them some boats sailed through the finish line prematurely, leading to their disqualification. Third in the first race was Lachlan Brown and Trish Collacott (2619), and in the second race Ian and Lyndell Shand (1843) won the position. In the silver division Graham and Nicole Hannah (2583) finishing 16th for the first race honours, with Ray Hale and Sean Hackett (1929) finishing 16th for second race success.

The start of the third race of the day brought change to the front of the fleet. McPhee waited at the pin-end for a hole in the line of starboard tackers and then started on port tack.

The tactic worked, for at the first mark he held a small lead from Hale and Linsley, with 'the pack' not far behind. Then followed some close and thoughtful racing, with the leading positions never safe from attack by competitors or the variability of the breeze. Around the last mark Hale was just centimeters from McPhee's transom, but the South Australian's covered closely on the short work to the finish to claim their first win. Nicholas overtook Linsley in the final meters of the race to finish third, but when it was announced that he was OCS at the start, and Hale had crossed the finish line prematurely, Linsley was awarded second place and the Douglass' third. Silver division winners were Derek Hadwen and David Hardy (2588).

Being the 'champagne class', after each race competitors gathered with glasses to drink the wine and taste some cheese. At this time the all important sponsors responsible for the success of the Championship were repeatedly hailed as mini prizes were awarded on the results of a barrel-draw. Health Care of Australia, the principal sponsor, featured prominently, but the NRMA, Ronstan and Goodgear Clothing also earned the appreciation of the competitors, organizers, families and friends.

On the Monday evening a meeting of people interested in sailing in the 2001 Tasar International Championship in Whitstable was chaired by Ian Guanaria. Forty-four individuals representing approximately 26 boats attended, boding well for a strong Australian representation. The meeting's purpose of starting a list for communication purposes was achieved. Others interested in being added to that list should contact Ian (guanaria@ozemail.com.au).

Tuesday 11 Jan 00

The long race on Tuesday morning (Race 5) was sailed in slightly stronger breezes, averaging 14 kts, and still in the same SE direction. The fleet started on the first attempt, although a pin-end bias caused problems that resulted in an OCS. The first beat was tricky to pick, but by hitting the left-hand corner Peter Hibberd and Nicole Kidman reached the windward mark with a lead that they held for the first triangle. On the second lap Nicholas took the lead, with Linsley just behind. The Darwin boys maintained that position throughout, but towards the end of the race Linsley was overtaken first by McPhee, then by Darby and Douglass. Darby and Douglass had a keen duel up the final leg, with Darby holding-on for third place. Many red flags were displayed during the race but resulted in just one completed protest. In the Silver division the Hannas won again.

That afternoon Draytons, a Hunter Valley winery, presented a tasting of their approximately thirteen different white, red and fortified products. For Luke Owen the occasion was particularly special, as he celebrated his eighteenth birthday, with more than a little help from his pals.

Wednesday 12 Jan 00

Stronger winds, still from the SE, faced competitors for the two short races on Wednesday afternoon. They allowed the leading bunch to sail clear of the rest of the fleet, and resulted in a different pair of winners. During the first race, breezes of between 18-22 kts favored both the heavier crews and those experienced in such conditions. Mcphee and Hale were both quick, and the Brethertons made steady gains through the group. The finishing order was Mcphee, Nicholas and Bretherton in the Gold Division, with Hadwen beating Ray Hale and Sean Hackett (1929) in the Silver.

For the second race the average wind strength reduced by a couple of knots. In the final minute before the start of the second race the wind oscillated to the East, making the pin end difficult to fetch. Darby spotted the change early, ensuring what would have been a perfect start had his mainsheet not run free on the all-important tack onto port. By the first mark the 'Darwin boys' had the lead, but only just from Mcphee and Linsley. On the run the fleet closed, so that racing was close on the subsequent beat. Linsley caught the best shifts and opened a good lead at the windward mark. Thereafter he was challenged by Nicholas and the Brethertons, but held on to take his first win of the series, with Nicholas beating the Victorians for second place. The drama was not limited to the water though, for that evening a protest hearing took place between Mcphee and Nicholas, with the latter being disqualified. Silver Division winner was, for the third time, Hadwen, with a strong 9th place.

At least equally dramatic was the evening's "T" Night social, for which appropriate fancy dress was desired. The imagination and ingenuity displayed was commendable, with star efforts from the Howe family's 'T'itanic theme (complete with iceberg), the 'T'hree Musketeers, a mini-'T'arantula and a simple but effective pair of 'T'est....les!

Thursday 13 Jan 00

Two more short races were sailed on the regatta's penultimate day, with the wind emaining in the SE around 14-18 kts. A big shift to the left of the course again favored those that started at the pin end of the line. Nicholas rounded the windward mark first, with Linsley close behind. The downwind leg closed the fleet, and on the second windward leg the leaders remained close. Around the top mark Nicholas led narrowly from Mcphee and Linsley. Mcphee overtook to leeward and Linsley to weather, and the two then opened a large lead before finishing in that order. However, both Linsley and Nicholas were OCS at the start, so the final finishing result was Mcphee, Hale and Darby, with Hadwen winning the Silver Division.

The day's second race started cleanly, with Darby picking the shifts to establish a lead which was never to be seriously challenged. Behind him some of the proven boats had to

battle their way through the fleet, but Hale did just that to take second place, as did Nicholas to finish third. Within the Silver Division Frank Bethwaite sailed well to finish 15th overall and almost win, but was narrowly beaten by the Hannas, who were 12th.

With one race to sail Australia was to have a new Tasar champion. Ben Nicholas and Tom Winter's three penalties had effectively taken them from contention. Consistent results at the top of the fleet meant that Craig Mcphee and Kevin Kellow could not be beaten. A significant contest was still to be had for second place, with Darby and Linsley on equal points, seven clear of - but not unbeatable by Hale. At the top of the Silver Division Hadwen was holding a just two points clear of Hanna, and so another interesting encounter was imminent.

An auction of sponsor's gifts was held that evening, well sustained by copious amounts of port and chocolate. A splendidly attired Richard Furneaux of Wannabees (substituting for Southeby's), ably assisted by glamorous gals Emily and Samantha, auctioned a new jib (thanks to Starboard Products) and other sails, a weekend houseboat charter (thanks to Luxury Afloat) and numerous other bits and pieces (thanks to Ace Trailers, Fred Williams Water Sports, Ford Communications and Rafferty's Resort. It was entertaining, fun, and rewarding!

Friday 14 Jan 00

More SE winds of between 10-14 kts and more oscillations faced the fleet for the last race of the series. On the first leg a rain squall drenched the fleet and favored boats that had chosen the right-hand side of the course. Nicholas rounded first, in front of Andrew Parkinson and Bronwyn Milgate (2133), and Hale. The following reaches were long, and the offshore gusts enabled places to be gained or lost. Darby was in what seemed a safe fourth position, but Linsley caught-up by the end of the run, and then passed him going up-wind. Racing at the front of the fleet was intense, with opportunities/threats continually arising in the variable conditions. But time was running-out, so that the race was shortened to miss the final run/beat. Hale won, with Nicholas second, Brown third and Linsley fourth. Victors of the Silver Division were Andrew Parkinson and Bronwyn Milgate (2133), who finished in eleventh place.

The Championship prize-giving was held at Rafferty's, a luxury resort on the east side of the lake. The food was splendid, and the formal activities, ably conducted under the guidance of Richard Day took place with heaps of good-humored crowd involvement.

All the many individuals and sponsors that contributed to the success of the event were

given the praise and appreciation sincerely felt by the whole group. Above all, the work of Chris and Beryl Parkinson – as chief coordinators, organisers and also competitors - was applauded and honored.

Thus ended Tasar 2000. Competitors packed their gear thinking, perhaps, of their next major championships: the nationals in Darwin (8-15 Jul 00), the next World Championship in Whitstable (July 01) or possibly the 01-02 nationals in South Australia. Not only was the sailing excellent, but the company and social interaction was superb. In all, a thoroughly enjoyable and memorable regatta.

Prize Winners

Juniors Skipper

2148 Scrooge U2
D.Gough L.Owen 12th NT

Lady Skipper

1670 Screaming Green Lizards
H.Gannan H.Bekkers 23rd QLD/NT

Grand Masters

2581 Afternoon Delight
I.Guanania T.McVeagh 9th NSW

Masters

2608 True Blue
R & P Gilpin 13th VIC

Silver Fleet

1st 2583 Shaken Not Stirred
G. & N. Hanna 19th NSW

2nd 2588 One Crowded Hour
D.Hadwen D.Hardy 20th NSW

3rd 1929 Ace 2
R.Hale S.Hackett 22nd VIC/SA

Australian Championship 2000

1st 2666 More Small Things
Craig Mcphee & Kevin Kellow SA

2nd 2604 Coco
Martin Linsley & Nick Grey Aus Def Fcrce

3rd 170 Ultralite
Phil Darby & Ben Howe NSW

TASAR 2000 NATIONALS - NOT POSSIBLE WITHOUT OUR SPONSORS

There can be no doubt that the Tasar 2000 National Championships held at Lake Macquarie in January were a great success. This was in no small part due to a broad range of generous sponsors who are deserving of our thanks:-

The major sponsor was the **Health Care of Australia (HCOA)** who have thirty nine private hospitals throughout Australia and who are the largest private hospital owners in Australia and Indonesia. HCOA are a part of the Mayne Nickless Group. The company were represented by the Executive Officer **Shona Grimshaw**, of Christo Road Private Hospital in Newcastle who thoroughly enjoyed her day out on the committee boat watching day 4 of the racing. Unfortunately Shona wasn't available to present the trophies on that day but sent her regards to all competitors and said that after a few hours on the committee boat she came away with the impression of a highly competitive, thoroughly professional and well organised regatta.

HCOA were also represented by **John Henderson and his wife Sue** from Lindgard Private Hospita, who spoke at the presentation dinner and presented the trophies. In speaking to John after the event he agreed that Tasars and the National Championships looked like a pretty fun and healthy lifestyle and he was pleased that HCOA had been able to be a part of it. John and Sue both commented on the feeling of camaraderie amongst the competitors and were not surprised to hear that some members of the association had been around for donkeys!



I think Geoff Mephram, the financial whiz who kept the regatta on track financially, is going to provide an article on the total costs of running the regatta for this publication. When you have a view of the big picture it is easier to appreciate the significance of a major sponsor such as HCOA, who pitched in with cash, a marquee, stickers and give away trophies an amount in the vicinity of \$8000.00.

We had two Race Day Sponsors, **NIB** and **NRMA** who sponsored the event to the amount of \$1000 each.

NIB is the major private health fund in the Hunter and one of the largest health funds throughout Australia. The Chief Executive Officer of NIB **Ron Denison**, represented the group on the final race day and said he was keen to stick to golf - sailing looked too much like hard work!



NRMA were only there to see one of their regional managers initiate an on the spot claim on the start line. His boat was undamaged but was mysteriously sold a few hours later.

In addition to the \$1000 sponsorship investment NRMA provided boom stickers, key rings and other useful trinkets to add to the spoils. Thanks also to Graham Hanna who was no doubt instrumental in convincing NRMA that the Tasar Nationals were a worthy cause.



Fred

Water Ski and Wet Suit fame, donated two custom made wet suits with in-built buoyancy to S2 regulations. These wet suits have proved particularly popular with skiff sailors since regulations have recently changed requiring them to wear buoyancy vests. Fred designed the wet suit to incorporate the buoyancy vest and Geoff Klein and Trish McVeagh were the two smart purchasers of these items at the auction and will be the first Tasar sailors to experiment with this concept. AN ORDER FORM FOR THE WETSUITS IS ENCLOSED WITH THIS EDITION OF THE TASAR NEWSLETTER AND FRED WILLIAMS AND THE CONCEPT DESERVES OUT SUPPORT.

Williams of

Williams of Water Ski and Wet Suit fame, donated two custom made wet suits with in-built buoyancy to S2 regulations. These wet suits have proved particularly popular with skiff sailors since regulations have recently changed requiring them to wear buoyancy vests. Fred designed the wet suit to incorporate the buoyancy vest and Geoff Klein and Trish McVeagh were the two smart purchasers of these items at the auction and will be the first Tasar sailors to experiment with this concept. AN ORDER FORM FOR THE WETSUITS IS ENCLOSED WITH THIS EDITION OF THE TASAR NEWSLETTER AND FRED WILLIAMS AND THE CONCEPT DESERVES OUT SUPPORT.



Trevor Drayton from the **Drayton Family Wine Group** at Pokolbin in the Hunter Valley, arranged an excellent wine tasting afternoon which involved Draytons providing a wonderful variety of red and white wines for tasting. Tasting was enjoyed under the marquee and proved a most popular event - it seems that the sponsor enjoyed the afternoon as much as the competitors and we wouldn't be surprised if we see Draytons at Point Wolstoncroft again.

Peter Hibbard of **ACE Trailer Hire** provided four charter boats which meant four additional entries. Peter personally delivered the boats to the venue and looked after the visitors with his usual efficiency. Peter also generously donated a boat cover for auction which proved a valuable item.



We are also **CLOTHING** grateful for the support of Marc Gunasinghe of **Good Gear Clothing**, the manufacturers of the popular regatta shirts, which also contributed a drink bottle to each competitor as well as some extra bottles, caps and various gifts for trophies. Good Gear Clothing is a local sports clothing manufacturer situated at West Gosford.



The item that initiated the idea of the auction - which proved more successful than the organising committee had dared to dream - was the generous donation of a jib by **Starbord Products**. The auction turned out to be an exciting and certainly profitable evening for everyone involved.



LUXURY AFLOAT
LAKE MACQUARIE HOUSEBOATS

Luxury

Afloat Cruises is becoming a regular contributor to Tasar events. Chris Howe again arranged for "Striker" to be made available as the Race Committee start boat and for Wal Wilmott to be available to assist. In addition, Luxury Afloat contributed a day out on Lake Macquarie for up to 30 friends and/or employees of the major sponsor and a Houseboat holiday on Lake Macquarie to be auctioned - as a result of the auction purchase, Chris may shortly be approaching a certain regional manager about additional insurance cover!



Ronstan who were also sponsors of the Melbourne Worlds, again came good with the provision of a variety of items for trophies.



Hunter Institute of Technology loaned us a marquee, provided a variety of give aways and authorised three of their students to gain work experience by running a Kids Club, which was a great success with both kids and parents.



Raffertys

being the **Resort** as well as venue for the Presentation Dinner provided two dinner vouchers that were sold at the auction.

Ford Communications in addition to providing media

coverage donated a painting that John Tyrrell purchased at the auction.



C Shirts another local business in Newcastle, donated a sun protection shirt as a trophy or to be auctioned. C Shirts specialize in sun protection sports clothing and make quality, affordable products which are worth a look.

Trophies

The wonderful framed photographs of Lake Macquarie which served as trophies were not donated but Glenn and Shirley Cook of Wide Horizons Gallery, went to a lot of time and effort to give the organizing committee a special slide show of Glenn's most recent photographs of Lake Macquarie so that we could choose the shots we wanted. Glenn is a photographer for NBN and he and Shirley have just opened the Wide Horizons Gallery in Darby Street, Newcastle. Glenn took time out over the very busy Christmas/New Year period to help out with framing and I have passed onto him that the trophies were received with some delight.



Media Coverage

At last at last! Great media coverage and all owed to Ford Communications, the proprietor Chris Ford and to Jai McDermott who arranged fantastic Media coverage -

Ford Communications is a highly professional and diverse media company based in Newcastle but with clever ideas Australia wide - the Woolworths/Coles Shopping Trolley Reward Retrieval System is Chris Ford.....

Putting together a local/Sydney and Australia wide Tasar Championship is routine stuff - excellent pre race coverage on television and in the local press - plus all boats on footage and identified for television grabs from the Invitation Race for the week and for the final video for sale to

all Tasar sailors (the profits from which will go to pay for the professional News Video covering the series).

Behind the Scenes

As any of you who have been involved with organising a championship would be aware, sponsors don't just fall out of the sky - they have to be pursued with equal amounts of tact and determination, as do free wine tastings, media coverage - the lot. Our thanks in this regard is owed well and truly to **Chris Howe**, who spent a great deal of time patiently working towards procuring the financial support the regatta was clearly going to need to make it a success. All of the sponsors took a calculated risk with their investment as did Chris, in giving his word that the Tasar Association and the Nationals were worth the sponsor's time and money - future organisers can take heart that from a sponsorship point of view the Tasar 2000 Nationals was a thoroughly rewarding experience for everyone involved.

Nicky Howe

Tricky questions asked by potential sponsors:-

For all of you who went on the "Shrines and Temple Tour" at the Japan Worlds, I thought of you when the HR/Marketing guy from Rio Tinto explained to me that Rio Tinto had two tests for sponsorship - the "worthiness" test and the "what's in it for us" test and then asked me to tell him what the Tasar Association had to offer in terms of "worthiness". As you can imagine, I was just dying to tell him what a pious lot we were and that we had all meditated and been beaten for our unworthiness and were now surely worthy but I noticed the glint in his eye and the longish stick lying across his white board and decided to tell him what was in it for them instead.

Needless to say - we failed both tests!

Nicky Howe



Rafferty's Resort

**The Tasar Nationals
Our First Regatta
But Not Our Last!!
Grand Masters
David Hulme and Liz Greenwell
Plane Sailing 1676
Balmoral S. C.**

We entered this regatta with a certain amount of trepidation. This is my third year of sailing Tasars, with my only prior sailing experience being 5 years in keelboats. I race regularly at Balmoral, and over the last three years have worked myself up from dismal last to somewhere in the middle of the fleet. My regular crew was forced to withdraw from the regatta just before Christmas and while my stand-in crew, Liz Greenwell, sailed dinghies a lot many years ago, she had only sailed in Tasars three or four times prior to this event. So we had some fears that we might end up somewhat discouraged at the Nationals if we were regularly "tail end Charlies". Also I find that after the Saturday races at Balmoral I am pretty weary the next day, so I wondered how the aging body was going to cope with seven days straight. To add to our fears about what might happen on the water I hoped that we would not find ourselves with a group of people who could think and talk of nothing else but sailing.

Despite these fears we set out, determined to achieve three objectives:

1. **to learn heaps** about sailing Tasars
2. **to have fun**, both on and off the water
3. **to come somewhere like three quarters of the way through the fleet**

In the final analysis all of our fears proved to be totally unfounded and we had a wonderful week in all of its many dimensions.

We over-achieved objectives 1 and 2; and we felt that we achieved the third objective too, though the records will show otherwise, thanks to a couple of well-earned DSQs for sailing through the finish line early in two of the short races.

The racing seemed to be good and competitive throughout the fleet. After each start we did not see too much of the front runners but we had our own group of ten or so regulars whom we found in almost every race competing with us for the breeze and buoy room. It was pretty competitive but also very friendly with plenty of banter both during and after the race. Tadpole's cry of "know your place" any time they crossed

in front of us typifies the exchanges. By the start of the last race there were a few of us who had no chance of winning anything (except perhaps the wooden spoon) so we organised our own competition within the race, with Rosamunde winning and sailing off with the beers.

The learning process was terrific. Most of us towards the rear of the fleet managed to find some hot shot sailors willing to help us improve our boat set-up and our Tasar skills. Because all of us were staying at Point Wolstoncroft there was plenty of opportunity between races to seek advice. Liz and I had assistance from a number of people, but we must give special thanks to Paul Robertson (crew on Slam Dunc) who was always there to help us think through the latest challenge. At the end of the week we felt that we had obtained the experience that would otherwise have taken us about three months of weekly sailing. Hopefully this will lead to an improved performance at Balmoral, but at the very least we now have a feel for what we have to master in order to get to the next level.

So the racing and the learning experience was terrific. However equally as good were all the other aspects of the week. The accommodation was comfortable, though we were probably lucky to have a room with just the two of us so we did not have to contend with a heap of snorers. The food was plentiful and healthy; and while you could not rate it as "gourmet" it was terrific value for only \$5 per meal. The social calendar was comprehensive and well thought through. Drinks at the prize giving after the racing each day provided a great opportunity to meet everyone. The cricket match, the "come as a T" night, and the "Olympics" event were all good fun ... and the auction evening was a riot thanks to the skills Richard Furneaux displayed as an auctioneer.

But in many ways perhaps the best part of the week relates to the diverse group of decent, fun-loving and interesting sailors who were there. Far from being a week where sailing was the only topic of conversation, the range of interests covered was varied and interesting. During the week we started friendships with delightful people we had not met before, and cemented latent friendships with people we had met only fleetingly at inter-club events over the last few years.

So in summary it was a wonderful week. We learned heaps, we had lots of fun and (if we ignore the DSQs) we sailed somewhere near our aspirations. All of our pre-regatta fears proved to be groundless, and we could not have found a better group of individuals with whom to share a holiday week.

This may have been our first regatta but it will certainly not be our last. The Victorian and NSW titles are now firmly in our sights and I would be surprised if neither of us made it to Darwin in July. We look forward to seeing you all there.

Tasar 2000 Results

Results by TopYacht Software and Speers Point Amateur Sailing Club

Printed on : 15/01/00 6:54:44

27th Australian Tasar Championships HEALTH CARE OF AUSTRALIA

(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 for FLEET Race No 10 on 14/01/00 Ties Breaking to Stage 1 & 2
(Drops = 2)

Place	TiB	Sail No	Boat Name	Skipper	Crew	Cat	Agg Score
1		2666	More Small Things	CRAIG MCPHEE	KEVIN KELLOW		21
2		2604	Coco	MARTIN LINSLEY	NICK GREY		26
3		170	Ultralite	PHIL DARBY	BEN HOWE		29
4		2718	Loaded Dice	WAYNE HALE	TONY WHITE		30
5	2	2087	Scribbel	ROBERT DOUGLASS	NICOLE DOUGLASS		46
6		2619	Flying Ferret	LACHLAN BROWN	TRISH COLLACOTT		46
7		2674	Darwin Shipstores	BEN NICHOLAS	THOMAS WINTER		59
8		2658	The Edge	DAVID BRETHERTON	DORIS BRETHERTON		61
9		2581	Afternoon Delight	IAN GUANARIA	TRISH MCVEAGH	GM	68
10		787	Radiant	CHRIS THOMPSON	SARAH KENNEDY		69
11		2098	Vortex	JEFF MEPHAM	ADRIAN BLACK		89
12		2148	Scrooge U 2	DAMIAN GOUGH	LUKE OWEN	Jnr	104
13	7	2608	True Blue	ROB GILPIN	PAM GILPIN	M	105
14		2590	Slam Dunc	DUNCAN ROBERTSON	PAUL ROBERTSON	M	105
15		1895	Serendipity	RAYMOND MARTIN	ANNALEIS MARTIN		116
16		2613	DoubtfulCircumstance	PETER HIBBERD	NICOLE KIDMAN		120
17		2140	Richard Cranium	RIC DAY	BARBARA DAY	GM	122
18		2665	Agamemnon	CHRIS PARKINSON	BERYL PARKINSON	GM	123
19		2583	Shaken Not Stirred	GRAHAM HANNA	NICOLE HANNA		132
20		2588	One Crowded Hour	DEREK HADWEN	DAVID HARDY		135
21		1843	Chauvinist	IAN SHAND	LYNDEL SHAND		137
22		1929	Ace 2	RAY HALE	SEAN HACKETT	M	148
23	8	1670	ScreamingGreenLizard	HELEN GANNAN	HUGH BECKERS	Lady	150
24		2672	To The Max	MICHAEL SANT	ANDREW MCWHINNEY		150
25		2650	Akatonbo	KEN PEARSON	ALEX LUCHETTI		161
26		2714	Merlin	FRANK BETHWAITE	SOPHIE CALLANDER	M	164
27		2133	Penquins On Safari	ANDREW PARKINSON	BRONWYN MILGATE		187
28		2617	Waimukabout	WARREN STAHEL	JACQUI ISAACS	M	197
29		2532	Encore	DAVID GINTY	DAVID COWLING		199
30		1768	Tadpole	CHRIS CARDEN	PETER COHEN	M	206
31		2016	Itch n Star	ROSS MACDONALD	PHIL CROME		210
32		1911	Limelight	ROBERT SHARP	CAROL SHARP		217.5
33		2578	Rosamunde	JOHN TYRELL	ALLISON DEITZ	M	245
34		2606	Query	CHRIS HOWE	NICOLA HOWE	M	252
35		1945	Eidotter	GEOFF KLEIN	JANE KLEIN	GM	256
36		1853	Followon 2	TIM PARAMORE	CIARA PARAMORE		260
37		780	Ms Adventure	SANDI ALMOND	MARIE RALPH	Lady	268
38		1946	Psnapod	FRANK KATERS	EMILY FURNEAUX		280
39	28	2551	Magic Moments	BRYAN HILL	MOIRA HILL	GM	288
40		1767	Plane Sailing	DAVID HULME	LIZ GREENWELL	GM	288
41		2135	Avant Garde	RICHARD FURNEAUX	LESLEY FURNEAUX	M	291
42		2090	True North	HARRY JAKOB	ANDREW BUTCHER	M	295
43		1986	Ace 3	TANYA KELLY	ANGLEA HAYNES	Lady	308
44		2100	Amaroo	PETER KALIN	ALEX KALIN		317

Tasar 2000 Results

Race 10	Race 9	Race 8	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
5	4	1	3	1	2	1	4	-7	-7
4	-14 (45.00O)		1	7	5	2	2	2	3
7	1	3 (45.00F)		5	3	4	5	-14	1
1	2	2	4	4	6 (45.00Q)		-7	6	5
6	9	-14	8	6	4	3	-9	8	2
3	7	4	6	11	-15	6	3	-18	6
2	3	45.00O (45.00Q)		2	1 (45.00Q)		1	1	4
15	8	7	2	3	7	11 (45.00F)		-19	8
12	5	11	-14	-20	8	5	6	12	9
-16	6	6	5	14	11	-14	12	5	10
13	10	5	13	8	-19	13	15	-21	12
14	19	9	-38	-32	9	16	17	4	16
(45.00F)	21	20	7	15	10	8	13	-25	11
10	-26	16	11	13	17	10	-19	13	15
22	11	8	-22	10	18	7	20	-23	20
28	18	12	10	9 (45.00O)		18	14	11	-30
18 (45.00Q)		15	12	-25	14	20	10	20	13
9	13	-27	17	18	16	-28	21	15	14
17	12	17	16	22	13	-29	-25.5	16	19
23	23	10	9	12 (45.00R)		9	-28	22	27
20	-30	29	15	-30	22	19	8	3	21
19	-29	13	19	16	24	17	16	24	-25
8	24	-28	25	24	12	25	-31	9	23
21	22	19	-23	21	20	12	18	-26	17
30	20	21	26	19	-36	24	11	10	-34
-27	15	23	20	17	25	22	24	-31	18
11	17 (45.00F)		18	27	-34	30	32	28	24
25	25	18	29	23	28	-34	27 (45.00Q)		22
24	28	24	-33	-34	30	21	23	17	32
-34	16	22	24	29	23	31	30	-34	31
26	27	25	31	26	26	23 (45.00Q)	(45.00Q)		26
32	-33	26	30	-37	31	15	25.5	29	29
29	-42	35	28	33	29	26	-36	32	33
(45.00F)	36	33	27	28 (45.00F)		27	33	30	38
(45.00F)	35	34	35	-36	33	35	22	27	35
33	31	32	21	35	35	-39	35	38	-42
31	34	31	34	38 (45.00F)		36	29	35	-39
37	-40	30	32	31	37	37	39	37	-43
38	39	38	-41	40	38	33	34 (45.00Q)		28
35	32	36	37	39	32	40 (45.00Q)	(45.00Q)		37
39	37	39 (45.00C)	(45.00F)		21	42	38	39	36
45.00C (45.00C)	(45.00C)	(45.00S)	36	41	27	32	37	36	41
(45.00C)	38	37	39	42	40	38	41	33	-44
36	41	40	40 (45.00F)		39	41	40 (45.00Q)		40



How I Won

Our preparation for this regatta was less than ideal, we had only sailed a handful of races in the 12 months leading up to it. This to some extent dictated how we approached the racing and tactics. The boat required very little- just a check of all fittings, rivets etc and a tidy up of the boards.

Good crew work is essential especially under pressure in tight situations. Both skipper and crew need to work together knowing who does what and when automatically. After 4 years ours was good allowing us both to concentrate more on what else was going on. Despite some effort prior to the series our crew weight was 141kg (rising to 145kg at series end!!). We fiddled with the diamond tension a little prior to the series but couldn't pick what seemed better, it ended up around the pole hook.

Rake is right in the middle of tolerance. A short luffwire allows us to go from min-middle-max with the addition of two shackles if required. Having said that it has not been changed for 2 years.

One thing we noted that seems different from what the majority do is the board position. Our board is always at least 20cm up even in light airs. Once both on deck it is almost up to deck level and when overpowered even higher. Have not played with raking the board so it's straight up and down, a texta mark makes that easy. We lose height but seem to gain enough speed to counter this with the benefits of a boat that is easier to steer and keep flat.

Battens are unshaped and standard except for a rouge stiff one in the centre only discovered halfway through the series which we had to leave. It may have been the result of early experimenting with what I feel is a quite full sail when compared to others. They are given just enough tension to remove the wrinkles. As a result of the fullness the foot is pulled out tight all the time and more cunningham used to pull some of this shape forward. It certainly seemed to reduce the staggers I felt we suffered since using this sail.

Our upwind speed was fairly average but ok if allowed to crack off slightly and go for speed. It seemed much more important this regatta to look for pressure and shifts than for outright speed or height so this didn't penalise us much. However it meant we had to be careful who we were next to on the start line. Our starts were conservative to say the least through lack of practice, rarely did we push right at the favoured

end. Unfortunately 8 out of 10 races this forced us to play catch up by not being in the first few at the first mark. However we did work particularly hard to maintain clear air on the first leg and to hit the first shifts which often got us back in touch. Our aim I guess was simply to get off the line with no aggro, trouble free with clear air and stay as flat as possible. Being back a bit from the hot end also prevented us being locked in and allowed the option to tack early.

Before each start we would do a couple of short beats to set the boat up so it feels right. Also to establish wind readings so immediately after the start we would know what was the best tack to be on. A run along the line each way with the main cleated soon shows which end the wind favours. On one of the really biased starts where the port tack nearly layed the first mark we took a punt and waited until after the gun luffing on port below the line. When a gap appeared we dived through and layed the first mark rounding second. Not recommended!! Generally we avoided hitting corners or laylines except on a couple of occasions. Usually this is the way to go but in this regatta we probably handicapped ourselves by doing so. You could see the shifts out on the edges and more often than not we lost boats on both sides prepared to take a chance. As far as rig tension goes we use just enough to stop the leeward stay wobbling upwind and the jib luff swaying downwind.

Jib sliders upwind are always fully in regardless of the wind strength as I prefer to ease the jib instead. They are only moved out for the reaches to control twist. At the first mark it was important in the close fleet to get moving first then adjust later. Rig, vang, cunningham and jib cars, all are eased but the foot is left. The board is raised to 15cm above the deck or as high as stability allows and almost out on the runs.

Careful steering was required downwind to use what waves there were and to head for puffs then ride low when in them. Several times this allowed us to sail over other boats but it's never wise to sail too much of a curve to the next mark. Luffing duels need to be avoided in close fleets/short courses but under limited circumstances can be useful. We were forced to do this a few times due to the closeness of the boats. Dead square our speed was good with the boat often heeled to windward to neutralise the steering. The spanner was left in the central position to project the maximum area and stays both forward. This was one of the few times I've ever had to gybe around the runs looking for pressure but there were some big gains to be made by doing so. The vang is constantly adjusted off wind to just maintain a very slight twist and leech ribbons watched for sheeting angles-two out of three flowing on the reaches is what I aim for. There seem many styles used on sheeting, vanging. Ours is fairly simple and probably the most commonly used-until overpowered no vang is used instead mainsheet tension controls twist, mast bend and the traveller is played. When getting overpowered the sheet is eased enough to allow the traveller to be played about the central position with vang then used to control twist and power.

It was gratifying for the one design concept to note that despite all the variations in boat setups, techniques, age of sails, crew weight etc that there really was very little



between boats on the water.

A more aggressive approach in some areas (starting/upwind tactics) may have improved some early results for us but due to a lack of fleet practice we started the regatta with the aim to play safe and sail conservatively. Avoiding mistakes was a priority and this more than anything else decided the final results.

**Good sailing
Craig Mcphee 2666**

NOTICE OF RACE

23RD NEW SOUTH WALES TASAR STATE CHAMPIONSHIP 1999-2000

The Tasar Association of New South Wales Incorporated invites entries for the 23rd New South Wales Championship for Tasar class yachts to be held from Friday, April 21st, 2000 to Monday, April 24th, 2000, on Lake Macquarie to the south and south-east of Pulbar Island near Point Wolstoncroft, NSW. The regatta will be conducted by the Speers Point Amateur Sailing Club in conjunction with the Tasar Association of New South Wales Incorporated, under the authority of the Yachting Association of N.S.W. and operating from the Department Of Sport And Recreation Camp at Point Wolstoncroft, northwest of Gwandalan.

Race Headquarters will be located at the eastern entrance to the dining hall at the Department of Sport and Recreation Centre at Pt. Wolstoncroft.

1. Rules
The Regatta will be governed by the Racing Rules Of Sailing 1997-2000 (RRS), the prescriptions of the Australian Yachting Federation (AYF), the rules of the Tasar Class and the Sailing Instructions. Boats shall comply with the Part 2 regulations of the AYF Special Regulations, AYF Addendum 'A'.

2. Alterations of Racing Rules
The Racing Rules will be modified in accordance with Rule 86 as follows;

2.1 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.

2.2 The time limit for the first boat will be 3 hours, except for Heats 4 & 5 when it will be 2¼ hours. Boats finishing more than 45 minutes after the first boat will be scored 'Did not finish'. This modifies racing rule 35.

3. Advertising
The regatta is designated a Category A event in accordance with Appendix G of the RRS.

4. Eligibility and Entry
Entries will only be accepted for Tasar class yachts, whose skipper or crew is a member of a YANSW affiliated club or similar interstate club and is a financial member of a Tasar Association which is a constituent of the World Tasar Council.

5. Fees
Entries on the prescribed entry form attached, are to be lodged with The Race Secretary, Chris Parkinson of 12 Asquith Ave, Windermere Park, NSW, 2264, by Friday, March 24th, 2000, accompanied by a fee of \$80. Late entries will be accepted up to 1100 hours on Friday, April 21st, 2000, with an additional fee of \$25.

6. Schedule of Events

6.1 Registration
Registration will be at Race Headquarters on Friday, 21st April, 2000 between 0900 and 1100 hours.

Races	Day	Date	Warning Signal
Heat 1	Friday	April 21	1354
Heat 2	Saturday	April 22	0924
Heat 3	Saturday	April 22	1354
***	Sunday	April 23	0924
Heat 4	Sunday	April 23	1324
Heat 5	Sunday	April 23	ASAP after heat 4
Heat 6	Monday	April 24	0924

***** = provision for resail

6.3 Competitor Briefing (Official Opening)
A welcome and briefing for all competitors will be held in conjunction with the Official Opening on Friday, 21st April, 2000.

7. Registration and Measurement

7.1. Entrants must register for the regatta at Race Headquarters on Friday, 21st April, 2000 between 0900 and 1100 hours.

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

7.3. Each entrant must ensure that the boat entered complies with the provisions of the Tasar class rules and the relevant AYF requirements. Boats may be inspected for safety equipment and measurement compliance at any time during the regatta. Measurement checks may be obtained before the regatta by making arrangements with the official Measurer, Ian Guanaria who can be contacted on 02-9631 5814 after hours.

7.4. 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 must be secured as near as possible to the centre-line of the boat and the middle of the boat and must not be moved during racing. Weight belts and jackets are not permitted to be worn.

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

8. Sailing Instructions

Sailing Instructions will be available at registration.

9. Regatta Site

The regatta site will be as shown in illustration 'A' attached.

10. Racing Area

The racing area is the shaded area in illustration 'A' attached.

11. Courses

The courses will consist of an equilateral triangle with sides a maximum of one (1) nautical mile long, with a total length of approximately eleven (11) nautical miles, except for heats 4 and 5 which will be two shorter races of approximately seven (7)

nautical miles.

12. Scoring System

The Low Point Scoring System, RRS Rule A2 will apply, with 6 races scheduled of which 3 shall be completed to constitute a series. When only 3 races are able to be completed the points scored for all races will count.

13. Prize List

i) The NSW Tasar Champion Scratch Trophy and the NSW Tasar Champion Handicap Trophy will be awarded to the overall winners.

ii) Prizes will be awarded to the skipper and crew of the first 5 boats in the fleet on scratch and handicap.

iii) Best junior skipper and crew who are both 20 years and under on overall scratch pointscore, provided that the skipper helms in every race counted and there are at least five entries in this category.

iv) The Best Club performance on handicap based on the total points of the best 5 Club members from each Club. A Club must have a minimum of 5 yachts entered to be eligible for this trophy.

v) Masters Perpetual Trophy (aggregate crew age 80 to 99 yrs).

vi) Grand Masters Perpetual Trophy (aggregate crew age 100 years and over).

Overall prize winners are not eligible to receive handicap prizes. Other trophies may be awarded at the discretion of the Race Committee.

The presentation of trophies will take place at Race Headquarters on Monday, April 24th, as soon as possible after results have been calculated (2pm approx).

Presentation of trophies will be subject to amendment and review in the event of appeals being lodged and upheld.

14. Further Information

For further information, please contact Chris Parkinson on 0249-734 859 or email at parkys@ozemail.com.au.

REGATTA INFORMATION

Official Opening

There will be a meeting of competitors at 1130 hrs on Friday April, 21st 2000 outside Race Headquarters.

Race Committee

Ken Bolton	Race Director
Chris Parkinson	President NSWTA & Race Secretary
Graham Hanna	Secretary, NSWTA
John Tyrrell	Treasurer NSWTA
Ian Guanaria	State Measurer
TBA	Protest Chairman

Accommodation

It is with pleasure that your committee invites you to make application for accommodation at the Point Wolstoncroft Sport and Recreation Centre at Lake Macquarie.

The accommodation is in cabins which sleep 4/6 people and we will try to group families with young children together. Please indicate if you wish to share a cabin with particular friends.

The Camp will be open after 4.00 pm on Thursday, April 20th 2000. Accommodation includes Thursday, Friday, Saturday, and Sunday nights and all meals from breakfast Friday until and including lunch on Monday. Blankets are supplied but you must bring your own bed linen and towels.

A minimum accommodation booking is two days & two nights including meals paid one month in advance. Adults \$180, School children \$140. Pre-school and infants are free, however would you please indicate on your entry form if you have any in your group so that bed space can be allocated.

A limited number of casual meals will be available for people not staying at the camp. If you need meals fill out your requirements on the entry form, showing which meals, which days and for how many people you need them.

To comply with the Department of Sport and Recreation requirements, it is necessary to pay for accommodation and casual meals **ONE MONTH** in advance, **AND WE HAVE TO COMMIT TO NUMBERS STAYING AT THE CAMP ONE MONTH IN ADVANCE.**

So we can know the numbers well in advance, please phone Chris Parkinson on 02 4973 4859 and send your entry **AS SOON AS POSSIBLE!** and not try a late entry and expect accommodation.

WARNING !!!!! Accommodation for only 95 people has been reserved at the Camp, so

make sure you get your bookings in early for what is always a good Easter of sailing and socialising.

Charter Boats

A limited number of boats will be available for charter. Anybody wishing to charter a boat should contact Peter Hibberd on 0428 670 414.

How to get to the venue

It takes about an one hour from the Wahroonga entry to the Sydney-Newcastle freeway. Proceed North and take the Doyalson-Swansea exit, pass through the Doyalson cross-roads, then approx. 11 km further on you will pass under a pedestrian bridge with the turnoff to Point Wolstoncroft about 1.5 km on the left. The road is called Kanangra Drive and you follow it to the end where you will find the camp.

As the sailing will be to the east of Point Wolstoncroft, boats should be rigged & launched to the east of the camp, using rigging boards or trailers.

SPEERS POINT AMATEUR SAILING CLUB

Speers Point Amateur Sailing Club is one of the oldest sailing clubs on Lake Macquarie. It was founded in the 1920s as a 16 footer sailing club, although it became better known later as one of the Lake's strongholds for VJs. The clubhouse is magnificently situated at the northern end of the lake and makes the most of the view – ideal for relaxing after races and enjoying the sunset. The clubhouse is surrounded by the green spaces of Speers Point Park.

The Club sails Tasars as well as other dinghies and sailing craft. Tasars started there with two boats in 1983, and are currently the strongest class. In recent years the club has produced State Champions such as Phil Darby and Phil Thompson, and a contingent of members travels regularly to Tasar Association interclub events through NSW, National Championships in Australia, and World Titles in Australia and overseas.

The Club's champion sailors share their expertise amongst the Tasar fleet, from the Club and the Association, with talks and training sessions. The Club also offers learn-to-sail classes throughout the season, and training programs such as the TL3 course.

The Club hosts Tasar Association interclub events and regattas on a regular basis, as well as coaching sessions, and welcomes all Tasar sailors to these.

- The Speers Point Amateur Sailing Club regatta, open to all comers, takes place in mid-November.
- We run a marathon race down Lake Macquarie in mid-January. For this Pulbah Island counts as one of the marks.
- Mid-February is the Speers Point Tasar weekend, usually with a mix of short and long races and an interclub event.
- The Anzac Day regatta is always a great way to finish up the sailing season. Many other sailing clubs have already wound up at this time, so there's always a good fleet of boats.
- We are also happy to welcome Tasar sailors to participate in club races and become members!

Speers Point Amateur Sailing Club runs races on Saturday afternoons, with briefing usually at 12.30 pm for a 2 pm start.

The Club is situated on Lake Macquarie, just south of Newcastle, and 1½ hours' drive north of Sydney via the F3 freeway (turn off at Toronto exit). The Club is right at the northern end of the lake, at Speers Point, between Warners Bay and Teralba. The two-storey building is in Speers Point Park next to the swimming pool, and is surrounded by a terrific grassed rigging area with easy access to the water.

Contact: Chris Parkinson,
President 02 4973 4859



Excellent conditions at the 2000 Nationals



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.

"Invitation to Tasar Owners" Concord & Ryde Sailing Club

For those Tasar sailors who would like to experience friendly racing at a family orientated sailing club, feel free to try sailing with the Tasar fleet from the Concord and Ryde Sailing Club. The Club is located off Waterview Street, Putney (UBD Map Reference 213 J8).

The Clubhouse is located on piers over the Parramatta River and has shower and toilet facilities, canteen and undercover area. A deck overlooking the Parramatta River is proposed for next season.

Sailing courses operate along the Parramatta River from between the Concord Ryde Road Bridge and Kissing Point Bay near the Mortlake Punt.

Races are held most Saturday afternoons during summer.

Boats arrive to rig by about 1.00pm with races commencing at 2.20pm and finishing about 4.20pm.

Cost for visitors to sign on and race is \$5.00.

For further details contact Tony Keevers on 9743.1719 (ah) or email on "tkeevers@landcom.nsw.gov.au".

Thanks,
Tony Keevers

Canberra A.C.T Tasar Titles

The A.C.T Titles were held in a typical extreme of Canberra weather. The Tasars were division 1 of 3 divisions and was a mix of Fireballs, NS14s, and a 505. Other boats included Lasers, Mirrors, Flying Elevens, Spirals and Contenders. This made for one heck of a busy lake!

The first race started at 10 am Saturday, far too early for us Novacastrians, and started off at about 8-12 knots. Chris Parkinson went hard left and led around the first mark. What a magician! Phil and I then took the lead on the reach and led at the bottom mark. A three way battle was then started between Phil and I, Rob Douglass and Martin Linsley. This continued until Rob Douglass broke a boom which marked a series of disasters for Rob and Nicole. Strengthening winds later in the race made for interesting conditions further back in the fleet and a private battle arose between the Japanese Couple {Yabe and Miyako}, Chris Parkinson, and Peter Hibberd.

With bullets funneling down around Black Mountain it became a competition of picking the shifts to advantage. Martin Linsley took advantage of his eagle eyed crew, Trish McVeagh, and swapped lead with Phil half way through the race and did not look back, winning the race one convincingly. Phil then followed second and third place went to Yabe and Miyako

Lunch time was spent scrambling for bits and pieces missing from their boats due to the difficult conditions in the race beforehand .

Saturday afternoon brought stronger winds 15-18 knots, gusting to 25. This breeze was always going to challenge the lighter of crews, for example the Japanese. A last minute decision not to sail by Peter Hibberd's crew brought back up in the form of Stewy Shimeld. An executive decision put Shimeld at the helm and shortly after the exciting start the result was already decided. With a combined weight of 190 kg, the boys literally flew around the course.

There followed a contest for second between Rob Douglass, Phil Darby and Martin Linsley. The degree of difficulty can best be understood when an experienced team like Parko took the occasional swim, not to mention Rob Douglass who lost second place due to a capsize, {also the lost rudder added to his problems} Its interesting that Phil and I took out second place weighing in at a mere 130 kg -albeit a far

distance behind the 190 kg combo of Stewy Shimeld and Peter Hibberd. Second place was battled between Martin Linsley and Phil Darby, with Phil being the eventual victor.

As well as the exciting time on the water, there was also a great social scene with a barbecue provided on the Saturday night. I and others were thoroughly entertained by the wonderful stories of races won and lost in regattas past.

Racing on Sunday morning started with blue skies and temperatures beginning to climb. This race belonged to Rob and Nicole Douglass and was well deserved given that they broke their boom in the first race, lost their rudder in the second and what happened to them in the fourth, I am yet to tell?

The wind was already beginning to build in the morning and the conditions were set for great sailing with 15-18 knots W. Conditions at the start varied, with sailors getting good start from both ends of the line. Rob Douglass proved impossible to catch. The fleet fell into two distinctive packs with Rob Douglass, Martin Linsley and Phil Darby in front and the other half of the fleet giving themselves strong competition further back. The race ended with Rob and Nicole first, Phil Darby second and Martin third.

The afternoon race proved the most exciting and challenging of all, with everybody learning and preparing for the difficult conditions we might encounter at the Nationals on Lake Macquarie in January. The wind remained a north-westerly with gusts building towards or over 25 knots at the end of the race. The best way Phil and I found to keep the boat going fast is to keep it as flat as possible by taking our jib leads out three holes, easing the jib, raising the centre board slightly and working the jib and the main through the gusts.

With this Phil and I gained a convincing lead over Martin Linsley, Rob Douglass and the rest of the fleet. If Rob Douglass had not already had a difficult time, his situation worsened when during a capsize he tore a large gash in his upper leg. He heroically finished the race only to be rushed to Canberra hospital as soon as he was ashore. This would have been fortunate for Phil and I except we decided to do an extra lap when we should have finished leaving first place firmly in the grasp of Martin Linsley. Phil and I enjoyed our extra sausage before finishing second in front of the battered and bleeding Rob Douglass.

To finish up the race was competitive right throughout the fleet. Anyone who finished well deserved the points they were awarded!!!

Ben Howe



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.....

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

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

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

Skipper.....

Crew.....

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 DinnerAdults \$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

ENTRY FORM
23RD NEW SOUTH WALES TASAR CHAMPIONSHIP, 1999/2000
21st - 24th April, 2000

To the Regatta Secretary, Tasar Association of New South Wales Incorporated,
 Chris Parkinson, 12 Asquith Ave, Windermere Park NSW 2264. Tel.: 0249-734 859.

In accordance with the terms set out below and with the Notice of Race, please enter
 TASAR No
 in the 23RD N.S.W. TASAR STATE CHAMPIONSHIPS from 21/04/00 to 24/04/00.

Name
 Address
 I am [my representative (.....) is] a member of
 Club which is affiliated with..... (State/Territory yachting authority).
 Name of Helmsman Name of Crew
 Telephone: Home Business
 Email

Entry Fee Details. (Have you paid your Association membership this year?)
 Please tick the appropriate space if you are eligible for any of the following trophies and enter
 your dates-of-birth:-

Masters[] 80-99 years, Grand Masters[] over 100 years, Junior Skipper []
 Dates-of-Birth...Skipper [/ /], Crew [/ /]
 Entry fee: \$80.00

Note: A late entry fee of \$25 applies to
 entries received after 24th March, 2000.

Accommodation fees (including meals)
 Infants and pre school children are free.

Quantity		
Adults and Tertiary Students	\$180 each	\$
School children	\$140 each	\$
Meals (Only if not living in)... Fri, Sat Sun, Mon,		
All casual meals are \$7.00 each		
No. of breakfasts		\$
No. of lunches		\$
No. of dinners		\$
	TOTAL	\$

Please make cheques payable to "TASAR ASSOCIATION OF N.S.W. INC."

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 Point Wolstoncroft Camp.

Signed: Date:
 (Owner or Representative)