



# ***Tasar Australia***

Newsletter of the Australian Tasar Council Inc



Cover Shot: Perfect Tasar Symmetry at the SA / Vic Challenge, Rivoli Bay SC November 2005

February 2006  
[www.tasar.com.au](http://www.tasar.com.au)

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Summer 2006

Tasar Australia Newsletter

## Tasar Major Events

**Victorian State Titles**

Yarrawonga YC, 11-13th March  
Entry / NOR – [click here](#)

**Queensland State Titles**

Whitsunday SC, Easter 2006

**Western Australian State Titles**

Royal Perth YC, 18/19th March

**New South Wales State Titles**

Wangi SC, Easter 2006  
Entry / NOR – [click here](#)

**34th Australian Tasar Championship**

Royal Perth YC, Christmas / New Year 2006/07

## President's Message

Welcome to the Summer 2006 Edition. Our class is certainly in the midst of a very interesting time and I think we can be relatively optimistic of our future prospects. A key goal of the ATC executive is to keep the class vital and viable into the foreseeable future. Whether we succeed or fail depends on each and every Tasar sailor being pro-active and making a contribution to support and promote the class. Please don't hesitate to come forward and do your bit to preserve what we all enjoy as Tasar sailors.

**New Tasar Brochure Available**

After what seemed an eternity of development time, the new Tasar brochure is now available for all associations, clubs and sailors to use for promotion of the class. It features profiles of Tasar sailors from around the country with a cross-section of abilities. Contact your association for copies and make sure your club always has a few copies on display. A softcopy version of the brochure will be available for download from the website soon.

A special thank you to Albury Tasar sailor, Donald Thomson and his firm GraphiPress, for donating the first run of 2000 DL brochures. Donald made the offer out of the blue and without seeking any acknowledgement. His generosity

will be a huge help to the class. Go to [www.graphipress.com.au](http://www.graphipress.com.au) for more information. He did a great job for us and I'm sure he can help you with any printing you might need.

**State Activity**

As you will read in the State reports, there is some healthy activity happening, particularly in SA and Queensland. Let's do all we can to convert the interest to more Tasars on the water.

**ATC is now an Incorporated Body**

In order to protect present and future members of the ATC against being personally sued in the event of mishap at an ATC event, it was vital that the ATC became an Incorporated Body. Thanks to the efforts of Bronwyn and Paul Ridgway, this has now been achieved. The old ATC was wound up at the Belmont Nationals AGM and the new ATC Inc was formed. There's nothing stopping any of you now standing for the ATC!

**World's Update**

With the Japanese not able to hold a Worlds until 2008, we have gone into overdrive trying to nail down an alternative venue for a 2007 event. Hawaii was originally a hot favorite but expense is probably going to rule this out. Either Pattaya or Phuket in Thailand are next in the line of betting with Sept 2007

**Inside this issue:**

Class Contact Details	2	Results from Lake Macquarie Nationals	21
State and Territory Reports	4-12	Go Fast Tips	22
Perth Nationals Preview	6	Mylar Jib Fitting Instructions	23,24
Nationals Reports	13- 20	Sail Number for Mylar Sails	25

## President's Report

being most likely. The Tasars roving Ambassador at Large, Alistair Murray, is visiting Phuket while you read this and will come back with either a stop or go recommendation based on discussions there. The WTC has set an April 2006 deadline to make a decision on this. Stay tuned.

### Major Events Guidelines

On the subject of major events, the ATC has been fortunate that Gary Hosie has gone to considerable time and effort to draft a document that will now form the template for conducting all major Tasar events from now on. The document is very comprehensive and covers items such as -

- Venue selection for both onshore and on water activities
- Sailing program and session durations
- Race management and responsibilities

After a final review, the finished document will be available for downloading and use from the ATC and WTC website.

### New WTC Website

The existing NATA/WTC website is being updated and replaced. In order to better promote the international nature of the class, the new WTC website will become the central repository for all things Tasar with information much easier to find and utilise. Each country / regional website will have its own link from this site.

### New Tasar Insignia

If you hadn't noticed already, the Tasar has a new class insignia. As well giving the "circles" a slightly more modern look, there will never be any more doubt as to what boat people are viewing.

### Discussions with Bethwaite Design

As mentioned, the ATC is looking at all avenues to ensure the long-term viability of the class. This has included informal discussions with Bethwaite Design over the past few months regarding Tasar sailors taking a larger role in the running of the class, including the commercial aspects. The discussions have been very positive with many scenarios put forward. The end result? The bottom line is it is not practical or advisable for a volunteer organisation such as the WTC to take over the role of Bethwaite Design. This does not rule a suitable, alternative commercial operator coming forward in the future though.

What has been decided is for the class to take a more formal role in promoting the Tasar. This will be done with Bethwaite Design's ongoing support and commitment to the Tasar class which has been reaffirmed. I would like to thank Julian Bethwaite, Paul Ridgway and Alistair Murray for their time and effort spent working through the options.

### Mylar Sails Introduction

Despite the delayed delivery of the new sails, all seems set for an orderly transition next season. Anticipation is

high and we are all keen to give these new toys a bit of a workout. Details on how to rig the new jib have been published in this news letter and show the "correct" and class legal way to do it. As an avid promoter of the one-design principle, I'm very disappointed there are two "approved" ways to do this. You can make your own choice but I know as a competitive Tasar sailor which method I will use. Let natural selection take its course I suppose.

The next order is about to happen so if you want sails for next season, make sure you place your order now. To further promote the class, the ATC has also organised the fitting of the web address [www.tasar.org](http://www.tasar.org) on all new jibs. Please contact Martyn Sly if your jib doesn't have the URL decal already applied.

### Belmont Nationals

Congratulations to Rob and Nicole on their maiden Na-



tional Title. Makes a nice bookend for the World title! Unfortunately business commitments kept us from attending but the feedback was the event was very well run and enjoyable both on and off the water. Just as a Tasar event should be!

Also, thanks to all those that contributed the many "nationals" articles for this newsletter. When it rains, it pours! Hope you all enjoy them. Makes you want to get organised for the next event, speaking of which.....

### Perth Nationals

While the recent Nationals event was enjoyed by those that attended, the numbers were disappointing considering a NSW state titles generally gets over 50 boats. Perhaps a big turnout was always going to be a big ask on the back of an event such as Darwin. To ensure we get the best attendance possible for the next nationals in Perth, now is the time to start factoring in your holiday. The WATA are already in organisational overdrive. They are super keen to stage a great event and host a wonderful time for all comers to WA so book your holiday now. More information will be posted on the website soon, particularly about accommodation options.

See you on the water soon.

Jonathan Ross  
SheepStations AUS2789

## State and Territory Reports

### South Australian News

#### State Heats

This season the State Heats are being run over 3 legs to enable as many boats as possible to compete. The first leg was held in conjunction with the SA/Vic challenge weekend at Rivoli Bay at the end of October. The second leg was held at Port Pirie and the third leg will be held at Largs Bay in February. Currently Craig McPhee and Gill Berry are leading the point score.



Touchy Feely enjoying a romp on Rivoli Bay

#### SA/Vic Challenge at Rivoli Bay

Once again the Challenge was held on the waters of Rivoli Bay at the end of October. The weather forecast for the weekend was not inviting and only two Vic crews made the trip over. The actual conditions turned out to be very pleasant and some 16 boats were on the water for the weekend.

Saturday was cloudy at first but soon brightened up with winds from 12 - 18 knots. The fleet was divided into two teams, green and yellow and several teams' races were held before sailing the state heat in the afternoon.

On Saturday night a seafood dinner was held at the clubhouse. The hi-light of the evening was the presentation of a group photo taken of the competitors at the Darwin Worlds to the Rivoli Bay Yacht Club by the Tasar Association of SA. A live crayfish was also raffled to add to the excitement.

On Sunday morning it was sunny and a relay race was held between the two teams. The wind increased and became gusty around 20 knots in the afternoon. Several crews were seen trying out their swimming skills however the flat water of the bay made for some spectacular reaches.

At the end of the weekend all felt it was a great weekend sailing in the mostly sunny south east of SA!

#### Somerton Yacht Club

The Tasar fleet in Adelaide is based at Somerton. Energy in the class has been high since Darwin where we had 12 boats sailing. We would be interested in finding out if that number of boats was exceeded by any other visiting club at the Darwin Worlds.



On the beach at RB, November 2005

We have had strong fleets all season with 12 - 14 boats racing every week. This season we have had several newcomers to the fleet. Grant Evans has been sailing 1874 "Abacus", Cameron Hall in 1883 "Smoke" and Chris Todd on 1954 "Cows with Guns". We have also welcomed Greg Orr who has moved down from Mildura with 1963 "Orrsum". Several other people are looking to get into the fleet before next season. When we get everyone on the water at once we may go close to 20 boats.

Racing has been close and we have been blessed with good weather. The Club Championship is a wide open affair as Craig McPhee has been in Melbourne on a fortnightly basis and has missed a couple of heats. Other performers have been 2782 "Hudwalloper", 2075 "Game On" and 2792 "Touchy Feely".

Discussions are underway for the Nationals in two years time. We will look forward to seeing some of you at the event.

David Ingleton  
Tasar Association of SA  
2792 Touchy Feely

**Go Fast Tip No 1 — Crew who makes the least mistakes wins!**

## State and Territory Reports cont.

### West Australian Report

#### WHO WILL BE THE FASTEST TASAR IN THE WEST?

Planning is well underway for the 34<sup>th</sup> National Championships to be held in Perth next Summer, including a number of innovations. Royal Perth Yacht Club will be the host club and the Swan River will be the venue for racing. An Invitation Race plus ten heats have been scheduled. A number of interstate Tasar sailors have already committed to making the journey to the Wild West and some State Associations are in the process of organising containers.

Full details of the regatta will shortly be placed on the "Major Events" section of the Australian Tasar Council website and this will be updated progressively during 2006. The website will also include information on tourist attractions and accommodation.

We would urge all sailors to book accommodation as soon as possible as there are other regattas and sporting events being held in Perth over the same period.

The Tasar Association of WA promises:

- First class facilities on the beautiful Swan River
- A traditional regatta with a strong focus on all sailors
- Experienced "On Water" Officials and Support Crews

- Perfect sailing conditions
- Great social events
- A range of accommodation options
- Lots to do in and around Perth
- Warm weather, and
- No tides!

It is hoped that each state will be well represented and we can assure all competitors and supporters that they will have a very enjoyable experience.

A number of people within the WA sailing fraternity have expressed interest in the class so we expect our numbers will be boosted as the result of the Nationals being held in Perth.

The local Tasars are heading for Bunbury in the State's South-West on the March long weekend for the Koombana Bay Regatta and in the lead up to the States on 18 / 19 March.

There is a rumour that the WA flag may well be flying at both the Victorian and NSW States as well.

Queries in relation to the Perth Nationals can be directed to Kayne Binks, Regatta Secretary (0411 699 822) or Kim Short, Chairman of the Organising Committee on 0417 172 909 (or email [kim@projectdirectors.com.au](mailto:kim@projectdirectors.com.au)).



Aerial photograph of Perth, the Swan River and Royal Perth Yacht Club in foreground

## State and Territory Reports cont.

### STOP PRESS!

Those sailors who competed at the Darwin Worlds will remember Sharon Thompson sailed with her husband Bart (Tasar 2131 "Mystic Rhythms") whilst five months pregnant.

The Tasar Association of WA is proud to announce the arrival of Jaymie Ella Thompson, born on 1st December 2005.



Future Tasar Sailor

### Victorian News

#### Westernport Y.C.

Tasars are still very active, although numbers have been down this season. The regulars, are Ron Anderson with Jacky Bange, Colin and Wendy Franke, Pat Pedicini with Rowena Cantley-Smith, juniors Will Scholes with Jesse Evans (father Ian Scholes was given notice by Will!) and myself with Moira until early January but now with John Ballard. Moira has had to give sailing away for the time being while she gets her new knee fully operative. Her doctor is very impressed with her rapid recovery, which she tells everyone is because of her fitness gained through sailing!

In Club events, competition has been close, but so far I have just managing to hold off the others. Although Will is currently trailing the fleet, each week he is improving and getting closer. We have yet to have an appearance from John Eriksson, usually a regular competitor.

#### Other News

Our Tasars have also been active other events. In early December the Port Phillip v. Westernport Challenge was held at Safety Beach. It was awful day - 25 kt on-shore winds and huge breaking waves. Only 5 boats

managed to get to the starting line, 3 of them from WYC. The overall winner was Colin Franke with son Daniel, with our other two boats 2<sup>nd</sup> and 3<sup>rd</sup>.

We had two entries in the Sail Melbourne Regatta at Sandringham Y C; Will Scholes with Tom Davies and myself with Ian Scholes (92kg) on the first day when we had light winds, and Jacky Bange (50+kg) when the winds came up. Despite the two WYC boats usually being at the back of the fleet, we thoroughly enjoyed the experience of participating in an important international event. It was most impressive the way Sandy was able to conduct racing for about 12 classes (mostly Olympic Classes) on three separate courses at the one time! And we were also impressed when ex-WYC Paul Ridgway won a heat in the Access Dinghy Challenge!

More recently WYC hosted the Westernport Challenge, the annual inter-club competition for the Clubs around our bay and our TAV President, Cary Pedicini (having his first sail for the season) with Pat not only won their division but were 1<sup>st</sup> monohull and 2<sup>nd</sup> overall.

Lastly a reminder - WYC sails on Sundays starting at 1330 hrs and other Tasars are always very welcome.

Bryan Hill  
Naiaid 2778

### Sail Melbourne Olympic and Invited Classes, January 2006

The Sail Melbourne regatta for Olympic and Invited Classes was held over six days from the 09 of Jan to the 14 of Jan at Sandringham Y.C. with invited classes (Tasar's and OK Dinghies) competing over the last three days of the regatta.

A total of 13 Tasar's attended from clubs including Western Port, McCrae, Chelsea, Geelong, Mordialloc, Sandringham and Lake Mokan. The race program was designed around the Olympic class and the expected light conditions in Beijing 2008. As such we had early starts so most of the racing was completed in light conditions before the sea breeze had a chance to build.

Apart from the excellent racing there were a number incidents that occurred on the water. The most memorable being Hugh Ridgway abandoning his boat AND his mum when they were involved a spectacular high speed crash with the female crew representing Singapore in the 470 class. Hugh managed to leave his boat and somehow ended up stepping aboard the stunned (but very impressed) young ladies boat.

Another Ridgway did the Tasar class proud, after a series of elimination heats Paul Ridgway made the final of the Access Dinghy challenge. Sailed in the marina pond, with 200 of the best dinghy sailors in the world watching, Paul took on a New Zealander 49er sailor, a

## State and Territory Reports cont.

Brazilian Laser champion and Dutch board sailor in 3 lap windward leeward race. Unfortunately Paul drew a dud boat and finished 4<sup>th</sup>.



1st place getters, Martyn and James Sly giving the plastic a workout

However the \$500 prize money is equivalent to six

months pay for an Olympic aspirant, so we were all happy to see the money go to someone who need it.

As usual the Tasar racing was extremely competitive with 4 different winners over the 6 races and only 3 points separating the top 3 boats at the end of the regatta. In the end Martyn Sly sailing with his son James took first place. Sporting the new Mylar sails they not only sailed consistently well throughout the series but looked good doing it. Second place went to Mr. consistent, Paul Ridgway with his stand in crew for the regatta, Andrea Chong. The result for Paul and Andrea is even more impressive as this was the first time Andrea had sailed a Tasar. Third place was taken out by the ever improving, Hugh Ridgway with his mum Bronwyn as crew.

Thanks must go to the Victorian Tasar committee for subsidizing the entry fee for all the Tasar competitors to the tune of \$50.

It was a buzz just to part of a regatta with so many top class sailors around, representing over 15 countries. I

would recommend attending Sail Melbourne if you get opportunity, its one regatta not to be missed.

Laino  
**Nothing Suss, 2579**

### Sail Melbourne Series Results for Tasar up to Race 6 (Drops = 1)

Place	Sail No	Skipper	Crew	Sers Score	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1	2777	Martyn Sly	James Sly	10.00	1.00	2.00	3.00	1.00	[5.00]	3.00
2	2742	<a href="#">Paul Ridgway</a>	Andrea Chong	12.00	2.00	1.00	4.00	4.00	1.00	[4.00]
3	2570	<a href="#">Hugh Ridgway</a>	<a href="#">Bronwyn Ridgway</a>	13.00	3.00	4.00	3.00G	[7.00]	2.00	1.00
4	2096	Gregory Shapcott	Malcolm Shapcott	20.00	6.00	[9.00]	6.00	3.00	3.00	2.00
5	2579	Mark Lanison	James Lanison	26.00	9.00	8.00	2.00	2.00	[9.00]	5.00
6	2779	Alistair Murray	Megan Ridgway	27.00	7.00	6.00	1.00	6.00	7.00	[7.00]
7	2076	Tony Creak	Julie Creak	34.00	8.00	[10.00]	5.00	5.00	8.00	8.00
8	2349	Christopher Johnson	Kerry Craig	39.00	[11.00]	5.00	9.00	9.00	10.00	6.00
9	2789	Jonathon Ross	Kyle Ross	42.00	5.00	3.00	14.00C	14.00C	6.00	[14.00F]
10	2747	John Eriksson	Ken Walters	42.00	[12.00]	7.00	7.00	8.00	11.00	9.00
11	2778	Bryan Hill	Jackie Bange	49.00	10.00	11.00	8.00	10.00	[12.00]	10.00
12	2659	Michael Paynter	Kim Paynter	50.00	4.00	14.00F	14.00C	14.00C	4.00	[14.00C]
13	1001	Will Scholes	Tomas Davies	63.00	13.00	12.00	14.00C	[14.00C]	13.00	11.00



## State and Territory Reports cont.

### Victorian Short Course Championships, Docklands - 11<sup>th</sup> & 12<sup>th</sup> February 2006

Fighting with ten year olds for dock space, winds that shift more than they stay constant, and a race course the size of a pocket handkerchief - who would sail this regatta?

#### THE TASARS WOULD!

Eleven intrepid Tasars jumped at the opportunity to be part of the Volvo Melbourne Stopover festival at the third annual Docklands regatta, and numerous other



SheepStations and Brasil 1 who wouldn't come out and play

Tasar sailors came without their boats to help at the display stand. I think the best effort at the stand was 15 contact names recorded for a 2 hour shift, but I don't believe anybody managed to sell a new boat.

On the water there were enormous swings and shifts both in the wind and in the place getters - there were 4 individual heat winners, and a lot of individual last



A different sort of sailing backdrop

place getters over the course of the weekend. Ray Martin with his new crew Pat Pedicini earned themselves the trophy and the title of Mr Consistency - al



Two Dry Martinis out in front of Ericsson

though there were questions about what sort of motor he fitted when he tipped over on the far dock on Sunday.

Jon Ross won the "wrong course award" for missing the gate mark whilst clearly in the lead, while Bruce & I won both the best start and worst start awards - both times on port tack, one very nicely judged and one very badly (sorry about that Laino).



Tight racing would be an understatement

With the Melbourne Boat show in full swing, Docklands was the place to be and on Saturday night after a magnificent BBQ - thanks Raymond! - the Tasar crowd wandered over to the carnival to listen to the Rogue Traders, have a try at the grinder challenge and watch the fireworks.

## State and Territory Reports cont.

Sunday morning saw most of the sleepy-eyed Tasar fleet back at the docks for a breakfast BBQ while watching the Volvos head out to start the next leg of their race. The manoeuvring to get a boat with a 31m mast under a bridge with a clearance of 29 metres made it well worth the early start.



Brasil 1 doing the Bolte Bridge shuffle

What a fantastic opportunity for the Tasars to showcase our class, and what a great event to be a part of. Thanks once again to the Docklands Yacht Club for hosting the event, to our OOD Gary Hosie, to all the volunteers and participants both on & off the water.

Alex  
Violet Femme 2656



Wotchamacallit and Hakuna Makata dicing with the boat show activity in the background



Saturday night fireworks over Docklands



How to get your Volvo Open70 under the Bolte Bridge. Cant the keel, winch your self over whilst attached to a heavy rubber duck and hoist a crew member to the top of the mast to make sure you don't hit whilst being walked under the bridge. Simple!

## State and Territory Reports

### Queensland News

#### A snapshot of what's happening on the Qld scene

- The Tasar scene is starting to expand in Qld in 2006.
- The Port Denison Sailing Club in Bowen has just purchased two Tasars that are to be used for sail training and promotion of a class suitable for families.
- There is a small fleet of Tasars sailing at Manly in Brisbane now thanks to the efforts of Wayne Sampson ("Rattle and Hum" Tasar 2793.)
- Uni students from Mission Beach have taken a Tasar to Brisbane and a Tasar to Townsville.
- A Tasar was purchased from Hervey Bay and taken to Mission Beach.
- Townsville are considering the Tasar as the recommended class for youths.
- Tinaroo enthusiast John Jacob has upgraded to a late model Tasar.
- The North Qld season is about to begin and looks to be a very promising year with past Tasar sailors re-emerging.

The Qld Tasar Championships will be held at Easter in Arlie Beach, Whitsundays, where there is increasing interest in Tasars. Whitsunday Sailing Club is hosting the NQ Easter Regatta and it is being conducted in conjunction with the Suncorp North Queensland Games. The club invites all classes, many of which hold their North Qld championships.

The WSC has been working on this regatta with the NQ Games Foundation since July last year to try to build the profile of sailing in NQ through the added promotional power of the foundation. During the weekend, they would like to get a forum of NQ Clubs together to discuss and hopefully agree on intermediate and senior class dinghies to be recommended to our club members for North Queensland. The Tasar will be recommended at this forum.

Greg Heath  
BeeBop 2134

#### Queensland State Titles Information

My name is Jim Hayes and I am the local organiser for the 2006 Qld Tasar Championships which will be hosted by Whitsunday Sailing Club over Easter, April 14-16. Whitsunday Sailing Club is in the centre of Airlie Beach and is an ideal racing venue with generally flat water and good offshore breeze for most of the year. The club has its own dinghy launching basin fronted by extensive rigging lawns and is a great place to camp for those on a budget. Within a few hundred metres' walk,

accommodation ranges from backpacker to five star apartments. All Welcome!

#### Queensland News cont.



Photo shows Judy Heath and Joanne Ross in "Beebop" and Greg and Trish Curnoe in "Crusader" racing around Dunk Island.



Erica Beattie and Tony Whittem having too much fun to pose for the camera properly!

#### Tasars Feature in "The Great Race"

"The Great Race" was held for its second year running in South East Queensland on 4 February 2006 as one of the feature endurance events across Australia for off-the-beach dinghies and multihulls. The 68 km race begins at Southport (Gold Coast) and heads north to Manly (Brisbane) weaving an incredibly scenic route through the winding waterways between the mainland and South Stradbroke Island and then through the beautiful Morton Bay.

Three Tasars entered the 80 boat fleet this year with a spark of enthusiasm and keen competition amongst the Class. The veteran of the squad was skipper Mick Dale,

## Odds and Sods

who competed in the Tasar World Championships in Darwin last year, and with crew Stephen Dale they fought out a tough challenge in the well travelled [M@D](#). Mick had competed in the inaugural Great Race in 2005 and his experience showed by taking advantage of the tidal run in light conditions early to get a clean start and lead the fleet around the first two marks of the course.

The Tasar Class line honours was taken out by *Rattle and Hum* (previously called Jacobs Creek in the 2005 World Championships) of RQYS in just under 7 hours and was skippered by a newcomer to the Tasar Class in Wayne Sampson with his very experienced crew Hugh Bekkers (skipper of *Hippocampus* in the 2005 Tasar World Championships). Murray Bucknall of SYC brought *Mr T* across the line approximately 15 minutes behind Rattle and Hum and about 3.5 minutes behind [M@D](#). Following a late start, Murray and his crew capitalised on their many years of experience racing keel boats to work their way back into a very competitive position and did the class proud.

The race was a huge success in its second consecutive year and with the impeccable planning and organisation by The Southport Yacht Club Hollywell it is expected to become a feature event in the calendar of many dinghies sailors for years to come. The Great Race 2007 already looks to be a winner with other Tasars throughout the South East Queensland region expressing interest in participating and a strong show of support by the organising committee with Hellen Alldice, Sailing Manager SYC, advising that they would love to see even more Tasars out next year.

For further information contact Wayne Sampson on 0402 070045 or email [sampsonw@connelhatch.com](mailto:sampsonw@connelhatch.com).

**Go Fast Tip No 2 – Sail the boat flat. It goes faster that way.....**

### WANTED – Somebody to take over the role of ATC Webmaster

The Tasar website is an invaluable tool for all existing and potential Tasar sailors but time constraints have meant I have not been able to keep the content as up to date as I would like. There is nothing worse than a website that hasn't been updated for 6 months, full of old and outdated news. It doesn't exactly encourage people to come back and use the site.

Having done the job for the past 5 years, the time has come for somebody else to take-over responsibility for maintaining the website. This is not a difficult job and doesn't require any "technical" experience. An hour or

two per week would be more than enough to keep things moving.

The website uses Yachting Australia's content management system which means anybody with admin access can create, edit and delete pages, add photos, keep the events calendar up to date and generally keep the site current and of interest to Tasar sailors.

If you can help with this very important position, please drop me a line using [president@tasar.com.au](mailto:president@tasar.com.au) or mobile 0419 33 6672.

Jonathan Ross

### ATC Newsletter

A word of thanks to Alexandra Almond who has volunteered to take on the role of ATC Newsletter Editor, starting with the next edition. Alex has never been backward in coming forward when asked to help out and I know she'll do a fantastic job. Please mark down her email address,

[Alexandra\\_Almond@national.com.au](mailto:Alexandra_Almond@national.com.au)

You will need this for all the articles and photos you'll be sending for the next addition— Ed

**Go Fast Tip No 3 – Do not enter a major Tasar event using the surname Ridgway unless you would like to suffer major misfortune and have opportunity to dream of what could have been.**



Don't forget the Vic State Titles are on 11-13 March at Yarrowonga YC

## 33rd Australian Tasar Championships

**A Collection of Articles Commemorating One "Hot" Event** (apologies for the lack of photos, apparently nobody in NSW owns a camera! – Ed)

### Some Days You Just Shouldn't Sign On....

Oh the previous day let us down badly. Nothing like the Black Flag to dampen your spirits... We were keen to make amends, to put the disappointment behind us and make our onslaught on the teens instead of languishing in the twenties. THIS time we weren't going to find ourselves sandwiched between the fast guys at the start (let them get the Black Flag under their own steam...) THIS time we were going to concentrate on a very flat boat. THIS time we were going to concentrate on smoother tacking. Just have to rig and go.

The halyard (Spectra) was showing signs of wear at the top, so in the name of preventative maintenance I reversed it. Feeling proud of my achievement (i.e. actually carrying out preventative maintenance) I lifted the mast onto the step and waited patiently while Lucille connected the shroud. Waiting, waiting... "what're you doing?" "It won't reach" "Whaddya mean it won't reach??" "It won't reach." What the...!?! After some continuing discussion in the same inconclusive vein, someone else points out the jammed mess at the hounds. Oh. Down with the mast. Up with the mast. Attach the halyard. Pull on halyard. Sort out tangle after halyard falls in heap on deck. What the...!?! The temporary knot apparently was just that. Down with the mast. Up with the mast. Attach halyard. Pull gingerly on the halyard. Yes - got past that critical part - phew!

Ready to go? Water, sunscreen, dressed? Excellent. Unfurl jib to set tension. Look bemusedly at the furler rope in my hand - decidedly not attached to the furler or in the shape of a loop... What the...!?! Throw furler rope disgustedly on ground - too late to do anything now. Lets go sailing - Damn the torpedoes - full speed ahead!!!

Well we achieved our target - conservative position on the line with clear air, excellent! Settled the boat quickly, flat, pointing nicely and good speed, ah those plans discussed over those bottles of wine are coming to fruition. First tack, lets do it smoothly, get that rotator across early, not too quick on shifting the body weight, here we go! Not too bad, settle it down quickly. Bang! What the...!?! We've capsized to windward?? Damn - bettcha the halyard has let go... (rapid diagnosis dredged up from my vast store in the what-has-gone-wrong-before knowledge bank) Quick - get the boat on its side and I'll swim to the mast and work it out.

Hah! Have you ever tried to carry out intricate jobs while in the water while wearing gloves, a life jacket and bobbing up and down in the water at a different rate to the object to which you wish to carry out afore-

said intricate job? Oh - you have. Well you know what it was like! You'll also know that the intricate job I did was nothing like the intricate solution that was really needed. But it got the sail up. Well it was a reef really, but we could still sail.

It's awfully lonely when you are the only boat left on the leg. Particularly when you're at the start of that leg... Ok we are now sailing for the honour, or just to finish within the time limit, whichever came first. However after a few legs we could actually SEE the back markers, so we set a target of catching one of them. Joy oh joy!! One of them capsized. One down - let's see if we can catch the next. And we did. Happy with that.

With no time to fix the now hopelessly tangled halyard we started the next race with the reef. It was a relief really - by the time we had fielded the 34 well meaning questions with "Yes we know - we can't do anything about it" we were feeling mentally drained. Still, nice to know you guys care!! But hey, we started in a good posy and got to the top mark around 20<sup>th</sup> or so. Lost a few places on the two reaches due to trim difficulties, but better than we expected. Round the bottom mark, settled down, hiking. Bang! What the...!?! We've capsized to windward?? Damn - bettcha the halyard has



The New Australian Junior Champions, Chris Darby and E. Avery

let go... (rapid diagnosis dredged up from my vast store in the what-has-gone-wrong-before knowledge bank) Quick - get the boat on its side and I'll swim to the mast and work it out. Sound familiar?

This time it was a hell tangle and I was lucky just to keep the sail up. So with heavy hearts we admitted defeat and retired. End of story? NO. On the way back the main quietly inched its way down. Now I now how those demented Finn sailors feel, because by the time we were in amongst the moorings the boom was scrapping across the stern and jamming the tiller and

## 33rd Australian Tasar Championships cont.

this forty plus year old body was struggling to fit under it. End of story? NOOO!! THEN the stitching in the jib sheets decided to part, leaving very little control of the jib with 300m of moored boats to negotiate...

I actually don't remember any of the above - we got a ninth the next day.

**Rosco**

Tasar 1885

### From "Out of the Mangroves" or a newcomers perspective on the Tasar class.

Whilst cruising around the start line of the recent 33<sup>rd</sup> Australian Titles Michael Sant called out to me "You are nominated for a newsletter article , "Out of the Mangroves" !".

The " ... Mangroves" is a reference to the mangroves that grow on the shore of the Paramatta River at Ryde in Sydney where our club, the Concord & Ryde Sailing Club is based.

I am not sure of the implication of the "Out of .. " , but I will take it as referring to the relatively low sightings of CRSC competitors in TT or major events over recent years. However , the class is very healthy at the club with the newer members such as ourselves , Ross Hyde-Smith , Noel Borel and families venturing beyond.

Sailing a Tasar at Concord & Ryde can be compared to sailing the largest of the new maxi's on Sydney Harbour , you quickly run out of room ! As an area to introduce children to sailing it's excellent with much lower traffic then area's east of us.

I have been a user of the WWW from very early but it never ceases to amaze me the resources available online. Both the ATC and Richard Spencers World and NA sites provided invaluable information from the comfort of my desk when it came time to purchasing a Tasar. Subsequent phone discussions with a number of class members and particularly contact with Tony Keevers ( our class captain at CRSC ) where extremely helpful.

The purchase of our Tasar ( The Tie Me Down ex Tsunami ) in August 2004 was as a result of being able to step back from the extensive ocean racing I had participated in over the previous 25+ years and a desire to introduce my children Victoria and Nicholas to sailing and September 4<sup>th</sup> , 2004 was my first dinghy race in over 25 years and I can't begin to describe how fantastic the feeling was !

For us the Tasar was a very logical choice. Weight wise we where just above the class minimum , Victoria and Nicholas had more growing to do and I wanted a strict

one design class where I knew that success would revolve around our skills. Lack of a spinnaker was seen as a bonus in keeping it simple.

Whilst sailing has been my passion over many years it's new for the children so it's been a relatively slow process, week and week about racing at the club and planning how to broaden our experience and skills. Their interest has grown and hopefully it will create a long term one. At least I can't be told that I never gave them the opportunity !

We where never going to be ready for the Worlds in Darwin so I set our sights on participating in the Nationals at Lake Macquarie. I am not sure if this is a just a reflection of the competitor in me or the need to set goals for activities that might otherwise fail for lack of motivation or interest !

Sailing preparation revolved around club racing and a number of TT races that would provide us comparable conditions to those anticipated for Lake Macquarie.



2nd placegetters, Paul and Bronwyn Ridgway.

The Callala Bay Regatta in October was ideal with a very fresh final race that raised the crew's confidence level a lot. Sailing a Tasar fully through a wave and filling the cockpit down one of the reach's was an eye opener for me but we got around the course without capsizing.

Additionally , some time spent using and coaching others on Frank Bethwaite's Virtual Sailing Simulator has been extremely worthwhile.

Maintenance has been easy but like any piece of equipment it's amazing how long the list can get when you set your mind to it ! However, I have found this time to be a good "time out" from the office and it's all pretty straight forward. If you have a problem you can be certain that someone else in the class has had the same experience and knows the solution !

## 33rd Australian Tasar Championships cont.

At the nationals we were assigned the rigging spot alongside Rob and Nicole Douglass so it was a good opportunity to observe how the champions go about it. Very noticeable was Rob's focus and the organised activity by both.

There is a natural friendliness and helpfulness in the class and it was evident at the nationals, on the water, around the launch ramp, in the rigging area and especially at the post race champagne and nibbles.

When I look back through some of the older class newsletters it's clear that there has been a long term involvement by many and it shows in a relaxed and friendly attitude.

The racing on the lake was excellent but our lack of experience on bottom marks rounding's in fleets of more than eleven Tasars showed on the first day. However, as the week progressed we got better and progressed from an initial position of 24<sup>th</sup> to 16<sup>th</sup>, just meeting my goal of 50% or forward with best results of 9<sup>th</sup> and 10<sup>th</sup>'s.

Our first season and a half has been a lot of fun, Victoria and Nicholas's skills are growing and it has been a welcome respite for me from the rigours of a company take-over and numerous overseas business trips!

Brad, Victoria and Nicholas Stephens

**Tie Me Down  
Tasar 2603**

### The Virgin Helm

May I firstly say, thank you all for your patience. Whilst I have crewed for a significant period of time, never was anyone game to hand me the helm, maybe that was for a good reason!

I was blessed to be sailing with a top notch tasar crew, thanks Nick, at the Nationals up at Lake Macquarie. Overjoyed when my 22 year old tasar still weighed just over minimum, we were all set for the invitation race to be held on December 28.

A moment, not to be glossed over, was peering under the boom and seeing the current world and national champions (sorry dougli) to leeward, very far to leeward as we approached the top mark. It then all fell apart, I should have attempted a mark rounding prior to my first race? My ability to stop the boat on the mark was unmatched, perhaps the kamikaze gybe and leaving the mark to starboard was interesting, thank goodness 'Clarebouyant' was able to pull out all stops to avoid us!!

We finished the race in reasonable shape. Our official start to the regatta however, was a little dampened by

the back hiking straps sheering straight through the metal eye, and another kamikaze gybe, an unfortunate DNF was the result.

Races 2, 3 & 4 saw variable breeze and variable ability from the Virgin Helm. My sincerest apologies to Heather and John who will never forget me when they round a leeward mark again. Race 5, as sailed on NYE has to be a highlight for any novice skipper, **BLACK FLAG!!!!!!** I was the only person to jump for joy, be

cause at least this means I was remotely near the line, if not 10 metres to windward of it and maybe a little out of control. Again, apologies to those I hit on line approach, you know who you are!

and ..... NYE, the Lake Macquarie Yacht Club was the place to be, how did you all end up in the water I wonder? Hmmm.....



The post lay-day racing saw a much needed improvement results-wise. Nick G did sustain a neck injury and I did hit the leeward mark in all subsequent races except for the last two, but all in all, it was happy days aboard 2092.

We ended up 27<sup>th</sup> overall, and luckily new to steering came with little expectation, so I was happy with the result. Finally by way of post racing wrap-up, a special mention must go out to Rosco and Parky - "remember you are only as good as your last race, and I beat you both".

Expect to see me on Sydney Harbour again very soon, I'll be in the yellow boat abandoning ship after having capsized in the ferry lane!!

Nicole Kidman  
**Hair of the Dog 2092**

## 33rd Australian Tasar Championships cont.

### (South East) Australian Championships - The Ferret Report

The Ferrets, having sailed twice together since Darwin, put in their usual intense preparation for a major championship. Arriving at the club in time to be the last boat measured, we at least had enough time to give the boat a polish in heatwave conditions. We received several requests from other sailors to do the same for their boats. These we referred to Roscoe MacDonald who in a master stroke pulled out an electrical buffer just after we had finished laboriously hand polishing "Feral Ferret".

After slotting the boat end start in the invitation race, we got a lucky wind shift on the first work to lead around the top mark. Winning the invitation race is considered an ill omen, so we were happy to relinquish the lead to Mark Lainson (Laino), whose crew was not Woodley but Mark's son James.

We drove down to the club the next day in a relaxed state, until we saw what looked to be a Tasar fleet out on the water. The sinking feeling deepened when we noted that ours was the only boat remaining in the



3rd placegetters, Derick and Gwen Warne

boat park. We realised we had misread the sailing instructions and turned up an hour late! We put in a world rigging speed effort and were soon on the water, counting on at least one general recall to enable us to get to the start on time. Alas for us the fleet got away cleanly and we were nowhere near making it. Chastened, we sailed back to the club. Soon we were joined by Paul and Bronwyn Ridgeway who needed a tow in after busting their mast step. They fitted a spare and were soon rigged up again. We noticed Rob and Nicole Douglass leading comfortably while Alistair and Clare Murray were putting in a gallant effort to hang on to second place from Derek and Gwen Warne. The Dougli's win seemed to confirm the regatta seedings. In the absence of a few well known Tasar legends they were the warm favourites. Likewise, Nic Kidman

(crewed by Nick Grey) was favoured to win the Lady Skipper's division while Chris Darby and Erin Avery had the junior division under control.

We managed to grab the boat end position again at the next start after Chris Darby showed he didn't quite have the same mortgage on it as his father does. Success bred complacency, however, and we missed a shift favouring the right. The Dougli, Wilsons and Warnes got through to finish in that order. At the traditional champagne session afterwards, Michael Sant introduced an excellent raffle system whereby it was inevitable that any competitor who made the effort to sample the Tasar sparkling wine, crackers and cheese combo on a daily basis would eventually win something. Most of the competitors were able to make the sacrifices necessary to achieve this.

Race 3 was held on another sunny seabreezy day with the starboard course setting making for some "interesting" top mark rounding situations. The Ferrets went right after a mediocre start. This was not the way to go and we spent the rest of the race attempting to dig ourselves out of midfleet. We shadowed the tenacious Graham Hanna and Liz Kemmis around the course, who were able to hang in there even as the wind built. The smooth water meant that light weight crews could afford to pinch a bit upwind and still keep going.

The next race witnessed the unaccustomed sight of Ken Pearson, crewed for on this occasion by Matthew Fitzgerald, leading up the first work after a perfect pin end start. Ken was putting a huge effort in, but erred in going for the jib pole on the first reach when it wasn't on. The Ferrets put in a better race with some semi competitive downwind speed and Trish inspired upwind grunt allowing us to pass several boats. Up front the Dougli and Ridgways had pulled out a handy break on the rest of the fleet and were staging an America's Cup style match race. The Mexicans prevailed for their second win of the day, which was starting to make things interesting for the regatta standings.

New Years Eve saw Principal Race Officer Russell Cummings in a black mood as he pulled out the black flag after the first general recall. At the next attempt Ken Pearson got a rush of blood going for the pin end of the line again and was gone, along with about a third of the fleet, for an early shower. Significantly, this included the Ridgways. The Ferrets had escaped narrowly and next time made a conservative start. The Dougli started from somewhere near Toronto and took several tacks to get clear air but then jagged a shift from the right and were level with us at the top mark. Of course they then took off down the reaches and were in the lead by mid race. We made somewhat more gradual progress to finish behind the aforementioned Dougli, Lainsons and Warnes.

New Year's Day was a lay day, which was just as well



## 33rd Australian Tasar Championships cont.

because it was over 40 degrees. The southerly duly arrived at 11pm that night so the 2<sup>nd</sup> was much more temperate with a veering south easterly breeze. The Ferrets got the start they wanted near the boat end in Race 6. Meanwhile the Dougli attempted to sit on the Ridgways at the start but instead got spat off the front row and had to duck several sterns to get clear air. The Dougli even took most of the race to get past the Ferrets, despite our request to Rob and Nicole to keep it quick and painless as they went past. The Ridgways went on to win from Peter and Gillian Wilson. Michael Sant had a glamour (and it wasn't just his newly wedded Fiona Darling) to finish third.

By race 7 everyone was getting used to the starboard roundings. Except aboard "Feral Ferret" where Trish had to loudly point out where I could tack at the top mark. She then further distinguished herself by pulling off a magnificent last second gybe drop at the last leeward mark which enabled us to finish fourth just ahead of a group of boats we had been trailing for most of the race. The Ridgways won another race to make things even more interesting at the top of the leader board.



John Balass and Heather Forton in their first Tasar regatta were popular winners on handicap

The Dougli were second with Alistair and Clare Murray third.

On the penultimate day our goals were to stay ahead of Laino and pick up a couple of places on Alistair. Laino proceeded to have a blinder of a day while Alistair got away from us in race 8 just when we thought he had him covered. He did a tack inside us at the top mark with such skill that I felt like a rank amateur racing against him, the true maestro. To make matters worse we then tacked a bit too close to Hugh Ridgway and Carrie Collett near the finish line. It was marginal but we had no desire to go to the room and so decided to do our turns, losing eight places in the process. Up front the Dougli and Ridgways got through Laino to fin-

ish in that order.

No matter we thought, we could redeem ourselves with a good race 9. We then proceeded to have an absolute shocker. I had absolutely no idea of where to go on the first work. I found out after the race that Rob Gilpin and Jacqui Isaacs had gone hard left and led at the top mark. Graham Hanna and Liz Kemmis later scooted past the Dougli on a reach to get to second. Rob Gilpin made a slight navigational error on the short leg to the finish to hand the race to Graham and Liz, much to Graham's audible delight. The Ferrets rounded the top mark with the tail of the fleet and could make no headway upwind. The breeze was difficult to read but certainly sorted out the champs from the chumps, us. We managed to pick up a few places on the downwind legs to finish midfleet.

Later the Dougli successfully defended a protest from Hugh Ridgway after an incident similar to the one we had been involved in. With that decision they had the Australian Championship sewn up with a race to spare. They came out for the last race anyway dressed up in "port and starboard" Santa hats. We thanked our club-mates the Dougli for their Christmas spirit when they tacked on top of us half way up the first work. No problem, for we were able to put in a short clearing tack. The Dougli went on to win from the Ridgways and the Warnes, which was the final order in overall placings. We cost the Wilsons third overall by overtaking them close to the finish. "Sorry Peter", we said because we knew Gillian wanted him to win some new boots. Professor Rick Day and the charming Barbara put in a learned performance in race 10 for sixth.

All in all it was a national championship whose intimate scale led to friendly racing and socialising. John Balass and Heather Forton in their first Tasar regatta were popular winners on handicap. Rob and Nicole Douglass had put in the hard yards prior to Darwin and were deserving winners. Rob can now put the candelabra back on the piano and practice his Liberace impersonations while awaiting the next nationals in Perth.

### Feral Ferret 2734

### 2005 / 2006 Tasar Nationals – A Mexican Perspective

Eleven Victorian crews headed to Lake Macquarie for the 33<sup>rd</sup> National Titles. Being out numbered by the team from NSW we were all determined to give a good account of ourselves.

Most of the Vic's set up camp at the Spinnakers tourist park just over the road from the yacht club. This ensured that a good time was going to be had no matter what happen on the water. With the hot weather and when not out on the beautiful Lake Macquarie, we

## 33rd Australian Tasar Championships cont.

spent our time lounging around the pool or sharing a few drinks under the shade of the trees.

Out on the race course the Vic's results showed that the strong competition we have at our various clubs back home had prepared us well and ensured a strong showing in the overall results. This was highlighted by four boats finishing in the top six and a total of five boats finishing in the top ten. Paul and Bronwyn Ridgeway (SBD) pushed Rob and Nicole all the way through the series and even after a dismasting in the first race and being black flagged in race five, were still good enough to finish second overall. Derek and Gwen Warne (Wotchamacallit) put in very consistent results to finish third overall.

Congratulations to Rob and Nicole on their traffic effort in backing up their Worlds win with the National title. Congratulations also to the NSW association for their efforts in putting on a fantastic Nationals. Although the numbers were down the quality of the racing across the whole fleet was, as always, very high.

The Laino's  
Nothing Suss 2579

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### Fat and Friendly

Were you at Darwin? Hundreds of boats, crewed by fierce competitors, bent on beating the world. They had spent months training, sweating away the kilos, and were intently focussed on the ultimate prize. What a contrast it was to compete in the recent Australian National Titles, held on Lake Macquarie, NSW.

Many of the usual suspects were there, but I was bemused at how many of them had packed on a few kilos since July. And the mood of the regatta, "the vibe" was completely different. You could feel it on the start line, in the rare visits to the protest room, the socialising between races, the sportsmanship on the water, the friendly assistance ashore.

By comparison with Darwin, this was an intimate, friendly regatta. 35 boats from around Australia, sailing together to decide who should be our Australian champion.

Don't get me wrong. I am not criticising Darwin. If I had the chance to sail in a fleet of 130 plus boats at this great sailing venue, I'd be off like shot. And it was just as hard in the recent nationals to get near the top places as in any competitive Tasar fleet. You have to earn your points (or lack of) the hard way. But this regatta certainly restored my confidence that these events can be a great deal of fun.

If you weren't there, now is the time to feel strong pangs of regret. And to twist the knife, here's a few personal observations of the regatta:

### Driving there

The Craigieburn Bypass providing a traffic light free run for northbound traffic out of Melbourne to bypass the old Hume Highway was opened on 20 December (I should know, I was VicRoads Project Manager for the opening). And the M7 tollway around Sydney was not only open, but it was FREE for traffic until after the regatta. Special thanks to the Australian Tasar Council for exerting pressure to make sure these valuable road improvements were ready on time for the regatta.

My only concern is that, now that the main roads bypass the former bustling town of Sydney, will it fall into decay, like other bypassed towns along route 31?

### The venue

Lake Macquarie Yacht Club sits on a small peninsula jutting out into the lake from the narrow spit of land dividing the lake from the Pacific Ocean at Belmont, a short distance south of Newcastle (pronounced New-car-sul). The club had kindly divided the carpark into half, reserving one half as a rigging area for the Tasars, just a short trolley walk from the ramp into the water for launching.

The club has a licensed bistro, bar, excellent outdoor eating area with shade and view across the sparkling waters of the lake. Expensive properties with exclusive swinging moorings line the shores of the lake. This beautiful part of the world with its nearby hinterland, wineries, beaches and huge water playground is a well kept secret.

### The sailing conditions

My thanks to the NSW committee for organising quite a civilised program - 10 races over 7 days with a layday in the middle. No more than two races a day, keeping time on the water to a reasonable limit. (As sailors grow older and bladders become weaker, this is seen as a real plus.)

And the weather, how does breezes generally 8 to 15 knots sound. I can't recall a time during the series where my crew was forced to sit inboard for long periods. The breezes were tricky at times in terms of variable pressure across the course, changes in direction and strength, but at all times it kept blowing, making sailing a pleasure

There was minimal tide. The water was generally flat, with a slight chop as the breeze strengthened. It only took about 15 to 20 minutes to sail to the starting area.

There was a mixture of short and long races. In this context, a short race was still about one and half hours long, with the longer races nearer two hours.

The Principal Race Officer did not brook any nonsense at all. Starts times were punctual, making it important to sail to the race area on time. After the first general recall, the black flag was raised, and any miscreants

## 33rd Australian Tasar Championships cont.

were appropriately penalised. You may grumble about the discipline, but this approach ensured that most races away cleanly first time, and with very few general recalls on the remainder.

My only gripe - why did we have those starboard hand courses? Luckily there were few incidents, but a starboard rounding makes the windward mark approach very "interesting" (if not a lottery) and requires some cooperation between competitors to avoid frequent visits to the protest room. Please, ATC, specify port hand courses as mandatory for our nationals!

### Dining

Apart from BBQ's at the camping ground, and al fresco meals at the club, most sailors and pit crews eventually made it to the Gunyah pub only a short walk from the club. This pub served some of the best meals I've ever tasted, including steaks to die for - 100 day aged Angus beef. Mmmm - sorry, my mouth is watering just thinking about it.

But the highlight was a meal at the Squid's Ink motel on the shore of the lake. Imagine eating delicious spicy squid, watching the bright orange orb of the setting sun sink slowly over the western shore of the lake. As it grew dark, a screen was erected so we eat the remains of our meal and watching a movie outdoors - "Spanglish". Mind you, Penelope Cruz had to compete with the remains of my barramundi fillets. (Penelope won - delicious).

Enough of food.

### The lay day

Think hot. No hotter than that. Sizzling, bloody hot. 45 degrees. Too hot to do anything.

To escape the hot northerlies, many of us drove north to Nelson Bay, Port Stephens. Here the northerly wind came from across the sea, causing the temperature locally to drop to drop to around 33 degrees. Quite comfortable for just resting on the beach, reading a good book punctuated by the occasional cooling swim, while the rest of Australia sweltered in unbearable heat.

Back in Belmont, it was still around 40 degrees that evening as darkness fell, and the air smelt strongly of the ash from the bushfires nearby.

### Tradition

As usual, there were some minor niggles about measurement. But the local committee did a great job measuring all the boats in the hot humid conditions of the first two days. And there were no casualties.

Champagne, cheese and biscuits. What other major sporting event plies its competitors and their supporters with bubbly and nibbles after each day's racing? Long may this tradition continue. (Yeah, I know - it's food again.)

### The racing

There was only one boat which seriously challenged the I Like Chukkel Douglass team during the regatta. That was Paul and Bronwyn Ridgeway from Victoria, who won two of the earlier heats, and stopped the event from being a one horse race.

At the presentation, it was good of Rob to thank Paul and Brown for one of the best day's racing he had ever taken part in - the only downside being that he and Nicole come second in those heats.

Rob also magnanimously (OK it's a big word, but I thought it was apt. Look it up if you're in doubt) acknowledged the part that their absent rivals, Craig and Kevin, had played in lifting their performance to a top level.

Paul and Bronwyn were blackflagged in the big black flag incident on day two, in which about 12 boats were "pinged". That, along with gear failure, made their task of beating the Douglass's even harder, and was reminiscent of the bitter bad luck which soured their Darwin campaign. By the way, those of you who feeling like spitting the dummy when confronted by those unfair setbacks which seem to dog our own sailing campaigns, would do well to emulate the quiet determination of this pair.

Most of you are probably not aware of what happened to them at Darwin, because Paul tends to be the silent, but deadly type (well, his boat is called SBD). They were black-flagged in Darwin when a boat collided into their transom and pushed them over at the start. (A later protest for redress was unsuccessful.) In the next heat (back-to-back), their rudder fell off just after the start, the result of damage from the earlier collision. To rub salt into their wounds, they were left drifting rudderless by the "rescue" boats for the entire next heat before finally being towed back to shore, too late to fit their spare rudder and compete in the third back-to-back heat of the day. Three races blown in a series with a max of two drops - kind of buggers up your day, in my view. They still went on to post some very good results and but for this mishap, would have finished among the top places.

Rob was also kind enough to acknowledge that Jacqui and I led the fleet for almost the entire race in heat nine, only to miss the finish line, giving the sweet taste of single malt victory to Graham and Liz. It was their first National Title Heat win - well done Graham and Liz!

Rob was third in that heat, despite Nicole's conservatism. Having an unbeatable points lead for the series after a win in heat eight, Rob acquiesced to Nicole's pleas on the start line before heat nine of avoiding being black-flagged. (I know this for certain, I heard her skipper on the start line copping an earful from his crew about the dangers of going for the line too early.)

## 33rd Australian Tasar Championships cont.

His solution probably wouldn't suit us mere mortals - sit back, relax, let the fleet get away, then start. By the way, he still came a close second in that heat.

### New Years Eve

This was held on 31 December. A good idea.

It was another typical balmy evening, perfect for sitting outside under the stars and enjoying some wine and each other's company as the hours ticked on until midnight.

Unfortunately, words cannot describe the unusual noises made by Nicole Kidman and Katie Douglass as the evening wore on. I am told that it was their interpretation of the noise made by a deaf "beat boxer". (You know, those guys with baggy pants and their caps on backwards who use their vocal chords, lips and tongues to make rhythmic duff duff noises). Anyhow, I'm sure that in return for a few free cocktails, the girls would be only too please to give you a rendition.

However, the noises they manage to extract from those party blowers (you know, things which uncurl and make a whistle sound when they are blown into) sounded more to me like like the noise that would be made by a rhinoceros during a difficult birth, and would I for one, would not be too down hearted if I never heard that noise again (I would be even happier if I could remember what those stupid party blower things are called).

PS what's with hanging mistletoe from the belt of your trousers. Am I missing something here?

### New Faces, Old Faces

It was good to catch up with old friends. People like Ken Pearson who showed some glimpses of great speed. Some really young crews, some pretty old ones too.

I note that Derick and Gwen who won the Grand Masters came third overall, just shading the Pyes. In fact it is interesting to reflect on the skipper-crew relationships of our top boats: 1 - Father/daughter, 2 Husband/wife, 3 Husband/wife, 4 Husband/wife, 5 Father/daughter. What other highly competitive international class could boast that?

(And congratulations to Derick and Gwen who came from South Africa just a few short years ago for achieving permanent Aussie status!)

There were lots of new faces, and young faces amongst the prize winners. And you could tell looking around the room at the presentation night held at the club, that everyone had had a good time.

The friendly attitude which characterised this regatta was most noticeable in the coming together of the fleet on the start line, which was much quieter and less stressful than the last big worlds. And with a 35

boat fleet, achieving clear air upwind was not just an exclusive luxury for the leading boats.

### Finale

Congratulations to the organisers of the event - the NSW committee, all their helpers, club people and so on - for an event well run.

We get the chance to experience it all over again next year in Perth.

I recall the last time I did the Nationals there, the sailing conditions on the Swan River were not too dissimilar to Lake Macquarie. Maybe the "Freemantle Doctor" sea-breezes are a bit stiffer, but the water is mostly flat, which make these conditions much easier to handle.

The club has excellent facilities, and if you can get accommodation in the nearby university area, there are lots of interesting cheap restaurants and heaps of things for pit crews and sailors alike to see and do.

Remember it's a holiday. If you've never been to WA before, give yourself at least enough time to do the



Team Tallis collecting their trophies

tourist thing around the southwest corner of the state before returning home. And if you like getting away from it all, camping in a place where azure blue waters lap on a beach of fine white sand which looks and feels like talcum powder, take a detour to the Cape Le Grand National park (about 50 km east of Esperance).

### See you in Perth!

(Was that meant to be an anonymous contribution Rob? - Ed)

# 33rd Australian Tasar Championship Results

Place	Sail No	Boat Name	Skipper	Crew	Sers Score	Race 10	Race 9	Race 8	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1	2710	Chukkel	R Douglass	N Douglass	11.0	1.0	2.0	1.0	2.0	[5.0]	1.0	2.0	[2.0]	1.0	1.0
2	2742	SBD	P Ridgway	B Ridgway	23.0	3.0	8.0	2.0	1.0	1.0	[35.00]	1.0	1.0	6.0	[35.0F]
3	2601	Wot-chamacallit	D Warne	G Warne	28.0	2.0	5.0	5.0	[7.0]	4.0	3.0	3.0	[13.0]	3.0	3.0
4	2714	Magic Pye	P Wilson	G Wilson	29.0	5.0	[11.0]	4.0	5.0	2.0	[35.00]	4.0	3.0	2.0	4.0
5	2779	Clare Bouyant	A Murray	C Murray	41.0	[15.0]	4.0	7.0	3.0	7.0	[35.00]	8.0	5.0	5.0	2.0
6	2579	Nothing Suss	M Lainsion	J Lainsion	46.0	[16.0]	7.0	3.0	6.0	8.0	2.0	[10.0]	8.0	7.0	5.0
7	2734	Feral Ferret	L Brown	T Collocott	51.0	4.0	15.0	[16.0]	4.0	6.0	4.0	5.0	9.0	4.0	[35.0C]
8	2672	To The Max	M Sant	F Darling	58.0	7.0	6.0	[13.0]	11.0	3.0	10.0	11.0	4.0	[11.0]	6.0
9	2727	Single Malt	G Hanna	L Kemmis	66.0	11.0	1.0	[17.0]	12.0	10.0	8.0	7.0	7.0	[17.0]	10.0
10	2608	True Blue	R Gilpin	J Isaacs	69.0	12.0	3.0	10.0	9.0	13.0	5.0	9.0	[15.0]	[15.0]	8.0
11	2570	BPR Consulting	H Ridgway	C Collett	71.0	9.0	12.0	8.0	[14.0]	11.0	[35.00]	6.0	6.0	12.0	7.0
12	2578	Southern Stars	D Hadwen	T McVeagh	87.0	[25.0]	10.0	11.0	10.0	[21.0]	12.0	15.0	12.0	8.0	9.0
13	2786	U & P	I Shand	F Shand	97.0	17.0	14.0	6.0	8.0	12.0	9.0	[19.0]	14.0	[20.0]	17.0
14	170	Ultralite	C Darby	E Avery	105.0	8.0	18.0	12.0	16.0	16.0	7.0	14.0	[20.0]	14.0	[19.0]
15	2237	Dodgy Element	D Bentley	A Foulkes	107.0	18.0	17.0	14.0	[20.0]	15.0	6.0	17.0	11.0	9.0	[20.0]
16	2603	Tie Me Down	B Stephens	V Stephens	113.0	10.0	[23.0]	9.0	15.0	14.0	13.0	[24.0]	10.0	21.0	21.0
17	2665	Agamemnon	C Parkinson	B Parkinson	122.0	[22.0]	20.0	18.0	13.0	9.0	11.0	[21.0]	18.0	18.0	15.0
18	2140	Richard Cranium	R Day	B Day	125.0	6.0	22.0	15.0	18.0	17.0	[35.00]	16.0	17.0	[22.0]	14.0
19	2673	Liquid Asset	C Allen	L Allen	132.5	19.0	[21.0]	19.0	17.0	18.0	14.5	18.0	[22.0]	16.0	11.0
20	2567	Sea Ferret	G Foley	K Douglass	143.0	[26.0]	16.0	22.0	21.0	20.0	16.0	[23.0]	16.0	10.0	22.0
21	2076	That's Cool	T Creak	J Creak	147.0	13.0	13.0	25.0	35.0C	[35.0F]	[35.00]	13.0	19.0	13.0	16.0
22	2650	Akatonbo	K Pearson	M Fitzgerald	151.0	[28.0]	19.0	20.0	19.0	19.0	[35.00]	12.0	25.0	24.0	13.0
23	1885	Storm-bringer	R MacDonald	L Taulelei	164.0	21.0	9.0	21.0	[35.0F]	29.0	[35.00]	20.0	23.0	23.0	18.0
24	2618	Talisman on Tour	B Tallis	T Tallis	184.0	14.0	26.0	24.0	26.0	23.0	19.0	[29.0]	[27.0]	26.0	26.0
25	2763	More Edge	J Balass	H Forton	188.0	24.0	24.0	26.0	22.0	25.0	17.0	27.0	[32.0]	[29.0]	23.0
26	2493	Force 5	R Hyde-Smith	N Borel	201.5	29.0	[35.0C]	[29.0]	27.0	27.0	14.5	26.0	28.0	25.0	25.0
27	2092	Hair of the Dog	N Kidman	N Grey	204.0	20.0	25.0	23.0	25.0	24.0	[35.00]	30.0	29.0	28.0	[35.0F]
28	2181	Jude	R Stratton	A Jacob	208.0	27.0	[35.0F]	27.0	24.0	22.0	[35.0F]	25.0	26.0	30.0	27.0
29	2539	Blaze of Glory	M Tallis	C Tallis	213.0	31.0	27.0	31.0	23.0	26.0	20.0	[32.0]	31.0	[31.0]	24.0
30	1908	Slippery when Wet	C Pedicini	P Pedicini	214.0	35.0C	35.0C	35.0C	35.0C	[35.0C]	[35.00]	22.0	21.0	19.0	12.0
31	1886	Raspberry	K Roper	C Jorn	228.0	30.0	29.0	28.0	[35.0F]	28.0	18.0	33.0	33.0	[33.0]	29.0
32	2492	ADFSA	D Drummond	M Campbell	237.0	23.0	28.0	30.0	35.0C	31.0	35.0C	[35.0Q]	[35.0Q]	27.0	28.0
33	2797	Tugela	D Savage	J Winship	248.0	35.0C	35.0C	35.0C	35.0C	35.0C	21.0	28.0	24.0	[35.0Q]	[35.0Q]
34	2036	Lanalau	M Handel	D Handel	255.0	35.0Q	35.0F	32.0	[35.0F]	30.0	[35.0F]	31.0	30.0	32.0	30.0

## More Odds and Sods

### Real Go Fast Tips and Tricks

#### Question

Put simply, can anybody list the key factors in "switching gears" to make the Tasar point higher? It seems some of our more experienced colleagues have the ability to eke out another couple of degrees when circumstances require.

#### Answer No1

The key factors for high mode are :- flat main and flat jib. To achieve this, you need 1. vang tension or main sheet tension - depending on the strength of breeze - vang if blowing; mainsheet if not and 2. In order to flatten the jib, you need to slide out a couple of holes so that when you increase the jib sheet tension, you don't shut the gap. Hope this helps.

#### SBD

#### Answer No2

'Normal' mode to 'high' involves paying close attention to a couple of things. Height comes from straightening but not stalling the leech on main and jib. Put some large idiot ribbons on your main leech that are impossible to miss - aim to just have the top ones sucking back a little. Minimal cunningham on the main and c/board most of the way in. The height comes thru maximising power in the sails as long as you possibly can. As long as you can - mainsheet tension only and no vang. This will give you height but can be hard to maintain. As your speed drops slightly your leeway increases and can defeat the purpose of the whole exercise if you're not careful. I will often try it at the start if someone is close to leeward and the opportunity exists to leebow the next boat to windward. Keeping flat also helps. Otherwise into normal mode.

Generally useful on the startline and flat water only. The preference in Aus is to sail a bit lower and faster with less leeway and achieve height this way. However it caught a lot of us out in Canada. Over there they point much higher but go a bit slower. It is important to understand the differences in these two techniques. Point to point we are much the same but if you can develop the ability to squeeze a few degrees higher at times by using the above and without dropping too much pace it can be a useful weapon occasionally.

#### More Small Things

#### Hello – Is There Anybody Out There?

Are there any clubs sailing Tasars around Australia other than Westernport YC? You'll notice a distinct lack of club reports in this newsletter. The next newsletter is due to be published by Alexandra in April / May. To all those club reps and local club sailors, please make an effort to file your reports with her.

### When the Volvo Circus Came to Town



This keelboat came through the race course one recent Saturday at McCrae. Tried calling "starboard" but they didn't take much notice!



From Melbourne InPort race-- bloody spectator boats!



movistar in Melbourne

NB Took over 300 shots while they were in town. Will post selection on gallery when time permits.

## rigging the New Mylar Jib – Version 1

Detailed below are the recommended parts required with the fitting instructions. This method is as prescribed by builder, Martyn Sly and has been endorsed by Chief Measurer, Graham Hanna. Martyn can supply the kits as described and can be contacted on 03 9580 2446.

### Option A:-

1 x Forestay Length 4030m (rolled swage eye top / rolled swage fork bottom end, length to suit RM124 UBolt)

- 1 x Stay Adjuster Holt Allen 4272
- 1 x Shackle RF616
- 1 x Pulley RF663 or sheave RF90707012F(special order)
- 1 x Hooked block Riley 421
- 1 x Clam Cleat CLM236A
- 1 x Parrel Bead RF1318
- 1 x RF628 (Jib attachment to UBolt)
- 3.7m x 4mm Dyneema pro (Halyard)
- 4.00m x 2mm Excel Racing (Halyard Fall)
- 800mm x 4mm Excel Racing (Halyard Purchase)

### Fitting Instructions

1. The above parts and wire length are to be used with a RM 124 UBolt.
2. The fork on the lower end attaches straight on to the UBolt.
3. Top end of forestay into centre holes of the stay adjuster
4. Pulley/ Sheave top aft hole in stay adjuster
5. Stay adjuster attaches to hounds shackle with RF 616
6. Clam cleat attached to aft face of mast. (Base of mast to bottom of cleat 140mm.)
7. Thread halyard purchase line under vang attachment with knot in end up through hook block back down to clam cleat.
8. Attach jib to UBolt with twist shackle(RF628)

### Cost

Kit A:- \$145 plus postage.

### Option B:-

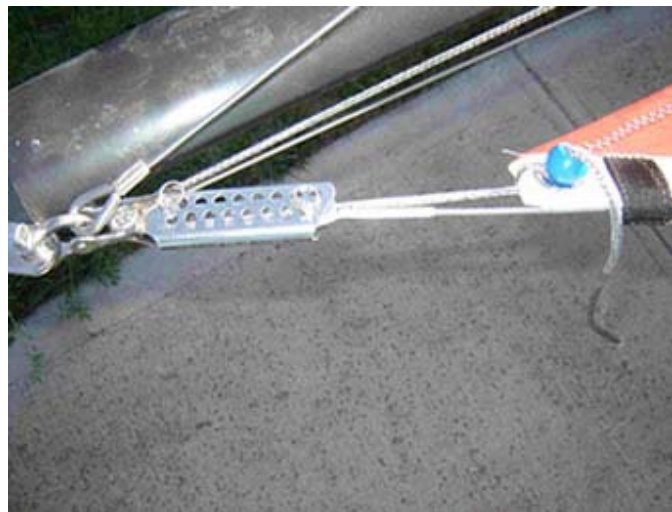
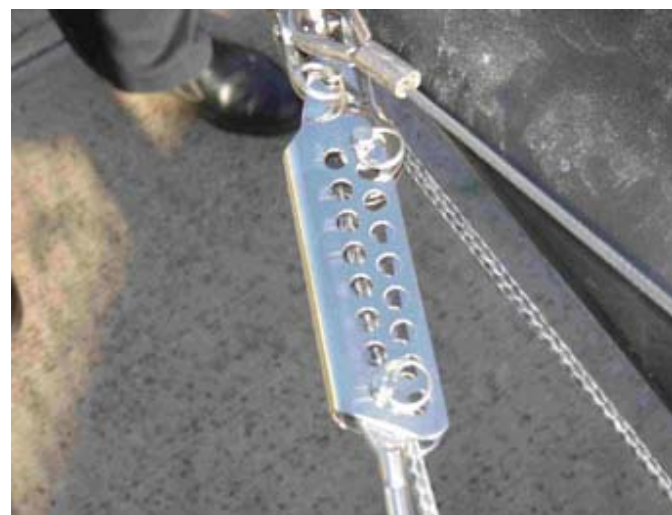
Supply the RF20175 (new Cunningham swivel cleat) in stead of the CLM236A and *then the old Cunningham clam cleat (CLM236A) can be used for the jib halyard cleat.*

### Cost

Kit B:- \$180 plus postage.



NB: Its preferable to place the halyard cleat on the aft face of the mast. Extra holes in the leading edge or side of the mast can lead to premature failure through fatigue.



Go Fast Tip No 4 – P.P.P.P.P!

## Rigging the New Mylar Jib – Version 2

### Tasar Jib Halyard Kit for Mylar Jib

1	Forestay, 3/32" x 1:19, length 4077mm		
1	Halyard, 2.5mm spectra	"	4000
1	Halyard fall, 2mm rope	"	5000
1	Purchase rope, 4mm	"	600
1	CL704 cleat		
2	3/4" x 10g PK Csk screws		
1	RM421 single Hooked block		
1	RF20100 Swivel top block		
1	RF1318 small Parel bead		
1	RF616 Std Dee shackle		

Note 4077mm + 25mm (RM124 U-bolt) + 17mm RF616 Dee shackle at tack) + 21mm (RM635 1/4" bow shackle at hounds) = 4140mm.

Screw cleat to aft face of mast, either side, in lowest convenient position.

Pass purchase rope through hollow rivet of hooked block and deadend with knot.

Pass other end through slot under cleat, then around sheave of hooked block, then through cleat.

Shackle RF20100 swivel top block into upper thimble of forestay, or around the 1/4" bow shackle. Both equally good, but stow differently.

Pass halyard end through parel bead, deadend with knot.

Attach halyard to jib by doubling end of halyard, pass loop through cringle in head of jib, capture loop by passing parel bead through loop, draw tight.

Adjust halyard length with knot in parel bead. Cut off surplus.

Tie halyard fall into loop in halyard.

For those owners who wish to pull the head of the lowered jib down positively to the bow U-bolt from the cockpit, I approve -

Tie one end of about 8m of 1mm or 1.5mm line (suggest VB cord) to the jib head cringle.

Run the line down the forestay inside the jib hanks, back through the bow U-bolt, back along the foredeck, and secure neatly by tying it to a swing strap saddle,

No extra cleat is needed nor approved.

Frank Bethwaite  
Designer.

21<sup>st</sup> February 2006





## Sail Numbers for the New Mylar Sails

Your new Mylar sails are not supplied with any sail numbers and the question is what do I do now? Can I get numbers of any type or colour?

Strictly speaking there has been no change to the class rules with regards to this so as long as your sail numbers comply with the class rules and ISAF regulations, you can use any colour or font. It is the preferred position of the WTC and ATC to have the mainsail sail numbers of a uniform style and colour.

The new Tasar insignia uses a font called Prototype which is freely available for download from the Internet. A link has also been created on the website so you can download and give it to your local sail maker if required. You are encouraged to use this font for your sail numbers in a red stickyback cloth to match the class insignia.

Interestingly, the issue of customising your sails takes

on a new slant with these plastic sails. Rohan Veal, the current World Moth Champion, has a Mylar sail with a rather different treatment. What has made it unique is the application of a computer cut, vinyl pattern applied over the sail. (It looks better in real life!) Anyone game to match this effort?



DL 01231 ©IMMarine MELBOURNE AUSTRALIA 8 Feb 2006  
2005 World Champion (Moth International) Rohan Veal (AUS) sailing at Black Rock Yacht Club near Melbourne.



***tasar***

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