

# Tasar Australia



**Newsletter of the Australian Tasar Council**



**March 2004**

**[www.tasar.org.au](http://www.tasar.org.au)**

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March 2004

# Tasar Australia Newsletter

Tasars at Docklands for the Victorian Short Course Championships

## Tasar Major Events

**27th NSW Tasar State Titles**  
**Wangi Wangi RSL Amateur Sailing Club**  
Friday 9, April 2004 to Monday 12, April 2004

**31st Australian Tasar Championships**  
**Mission Beach Sailing Club, Queensland**  
Saturday 3 July 2004 to Saturday 10 July 2004

**2005 Tasar World Championships**  
**and**  
**32nd Australian Tasar Championships**  
**Darwin, Northern Territory**  
Friday 1 July 2005 to Friday 8 July 2005

## President's Message

Doesn't time fly, the season in the southern states is drawing to a close with the Victorian Titles already held and the NSW ones only weeks away.

The Victorian Titles were a great event with 39 boats attending and a great social atmosphere. All who attended had a great time.

The NSW Titles are shaping up as a great event with a good selection of interstate boats planning to attend. This will be the first year for a long time that the titles have not been held at Point Wolstoncroft and many are looking forward to the change of venue.

A new event on the calendar this year was the Bethwaite Series. While it was a bit slow getting off the ground it was a success. Particularly the January event at Woollahra that attracted 30 Tasars with some very close racing over the weekend. It is planned that the Series will be on again next season bigger and better.

While the season is nearly finished down south it is just about to start up north. The Queensland Association is into full swing with the Nationals and have got Mission Beach Real Estate on board as sponsors of the event. There is great interest in the event with 40 ft containers being shipped from both Sydney

and Melbourne and a 20 ft container from Perth. This means up to 25 boats plus those being towed and the 5 to 8 boats from Darwin so I am sure that this will be a great event.

In Darwin activities have really got underway with the preparations for the 2005 Worlds. The dates have been set and are 1 to 8 July. The organizing committee has been formed, details of it can be found in the newsletter. The web site should be online in the near future. It is hoped that the NOR will be published in the next edition of the newsletter.

Eight new boats have been ordered by the Victorian agent, Martyn Sly. As most of these are for existing Tasar owners this is putting quality boats on the secondhand market. Also 5 new boats are in the process of being shipped to Japan. This is the best production for a number of years and shows there is still plenty of life in the class.

I plan to publish the next edition of the newsletter in early June before I leave for Mission Beach and therefore I would like to receive your contributions by the end of May.

Good sailing,  
Chris Parkinson

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## Proposed Changes in the Class Rules

The World Council in Victoria, Canada, agreed to propose five changes in the class rules. All State Associations are reminded that they are to vote on these changes over the next few months. If we want to have these changes decided, and in force if they are approved, before the next worlds in 2005, we need to have

the voting process completed by September 2004 at the latest. The wording for the proposed changes in the Tasar rules was detailed in the last edition of Tasar Australia. There is discussion and explanation of these proposals on the World and North American web site at: [www.tasar.org](http://www.tasar.org)

## ATC Web Site and Forum

The ATC web site at [www.tasar.org.au](http://www.tasar.org.au) has been completely redesigned by Jonathan Ross and his firm Halcyon Daze Web-design. For this we offer Jon a huge thank you. The site is now more user friendly and much easier to navigate your way through.

There are areas where all State can display information on their Association and it's activities. There are a number of ways the Associations can do this;

Firstly - just email everything to either me or Jonathan as Word documents or for results in Excel spreadsheets and we will update it.

Secondly - if you have somebody in your Association who is a little Web savvy, Jonathan would be able to set them up with access to the website so they can upload your own content. If somebody has Macromedia's Dreamweaver program, it is relatively straightforward to get this organised. (Alternatively, your Association could buy Macromedia's Contribute program for \$170 to do the job).

A new feature is an interactive Boat Register where you can update all the details regarding your Tasar. This initiative is a result of the Tasar Marketing Workshop run by the TAV last year where it was agreed that to undertake many of the

activities suggested it was essential that there be an up to date Boat Register of all Tasar owners in Australia. Can I ask you all to please go online and update the details, not only your own boat but of all the Tasars that sail at your club.

As part of the redesign process the Tasar Forum has also been updated and can be accessed from the ATC site. The Forum allows anyone to post items from news, events, Tasar classifieds to general Tasar issues. You can even ask questions on sailing your Tasar and you are sure to get some worthwhile answers.

At the recent TAV AGM it was agreed that the Forum would be the Official Notice Board of their Association.

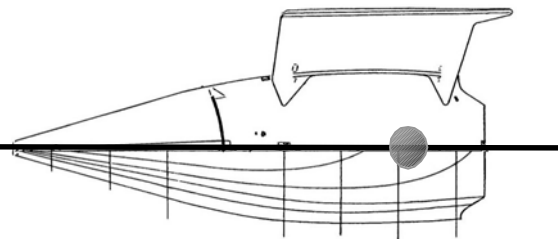
The best way to use the Forum is to visit the site, bookmark it's address, add it to your favorites and register as a user. Each time you visit the site log on and select the 'View posts since last visit'. This will then display any new postings that you can then read and you will not have to search the whole Forum for new postings. When finished, do not forget to log-out.

If you have any queries regarding the web site or the forum contact Jonathan or myself.

Chris Parkinson

## Bethwaite Skiff Series

2003/2004



On behalf of Bethwaite Design, I would like to thank the Tasar class for their support throughout the Bethwaite Series and congratulate the winners.

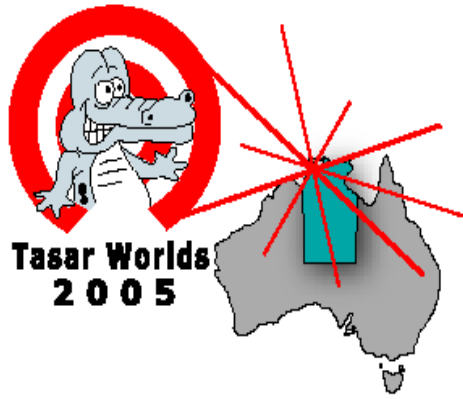
I would also like to thank the sponsors of the Bethwaite Series for their support Ronstan, Gill, North Sails and Macdiarmid

Sails

We hope to make next years Bethwaite Series bigger and better, and look forward to seeing you all on the water.

Clynton





## 2005 Tasar Worlds Darwin Northern Territory

The 2005 Tasar World Championships, which will be the 14<sup>th</sup> Worlds in the Tasar's 29 year history, will be held from 1-8 July, 2005 on the magnificent Darwin Harbour. Our splendid harbour, combined with our tropical 'Dry' season at that time of year, will provide near perfect conditions for such an event.

A fleet of 90 or more Tasars is expected with participants (both professional and amateur) coming from Canada, United States, United Kingdom, Japan, Netherlands and from all states of Australia. This will be a spectacular sight from the Darwin Sailing Club at Fannie Bay.

The recently formed Organising Committee are as follows:

Peter Chilman	Chairperson
Danny McManus	Secretary
Fiona McManus	Treasurer
Race Co-ordinator	John Simondson
Web Master	Sally Jones
Promotions, etc	Fiona Smith
Media Liason Officer	John Plummer
Social	Lucille Taulelei
Charter Boats & Freight Co-ord	Simon Cruickshank
Measurer	Damien Ford
General Committee	Sue Chilman
	Jenny Simondson
	Rosemary Butler
	Jeff Swan

Sally Jones has been working hard at getting the web site up and running. This site will have an abundance of information regarding all aspects of the 2005 Worlds as well as links to accommodation, tourist, weather and Darwin information sites. This site will be operational before the end of March. Peter Chilman will advertise the address via his extensive and ever-growing list of email addresses of interested Tasar World participants.

If you would like to be added to this list or have any queries please contact Peter direct on:  
[chilman@ozemail.com.au](mailto:chilman@ozemail.com.au) or [pchilman@kpmg.com.au](mailto:pchilman@kpmg.com.au)  
 phone: (08) 8941 3392

or contact either Danny and Fiona McManus on:  
[mcmanus@octa4.net.au](mailto:mcmanus@octa4.net.au) phone: (08) 8948 0720

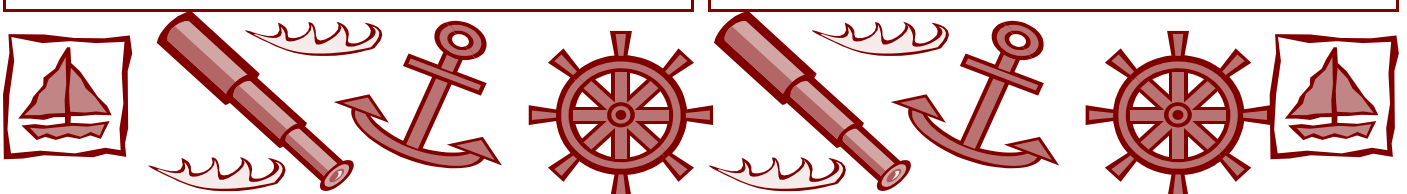
The photo below may look vaguely familiar to some of you because it currently features on the ATC web-site. To those who may not already know, it just seems fitting to bring these two young lads to your attention, as they are **Thomas Winter and Ben Nicholas**, both bred Darwinites, who won the World Tasar Championships in Japan in 1999.

We're not sure if Ben and Thomas will be competing again in 2005, however the rest of the Darwin fleet are getting into



practice and looking forward to the beginning of the Darwin 2004 sailing season which starts in April. We also have five yachts and crews participating in the Mission Beach Nationals this July, which as well as being an excellent 'hoot', will be a terrific venue to promote the 2005 World Tasar Championships in Darwin.

*See you there ..... Fiona McManus*



**MISSION BEACH REAL ESTATE  
31<sup>ST</sup> AUSTRALIAN TASAR  
CHAMPIONSHIPS  
Mission Beach, NQ  
3-10 July, 2004**



Interest is mounting in the Nationals at Mission Beach in July. We now have a major sponsor in MB Real Estate as well as lots of support from the local Council and local businesses.

Vicki and Steve Wiltshire from MB Real Estate also run MB Holiday and Rentals so are happy to help with any accommodation needs for the Championship. Their contact details are on our new Website [www.tasarqld.yachting.org.au](http://www.tasarqld.yachting.org.au)

The nomination forms and Notice of Race is available on the website also.

The sailing instructions will be available on the website soon. Please let us know if your State or district is bringing a container of boats as we have to keep our Council informed. We know of 2 containers so far and they will be housed on the beachfront about 100m from the venue for the duration of the event.

On water preparations are being finalized. We have a National Jury in place and a very experienced PRO. The venue is South Mission Beach which is one of 4 beaches that are commonly referred to as Mission Beach. Each of the beaches is only about 5 km apart. The boats will be stored in the park just above highwater mark and the trailers will be housed across the road from the park.

Many have asked about the weather during July. A regular cycle does exist but it depends what place in the cycle we are in on the 3 July. It could be cold (22\*) and a blistering 20 knot south easterly or a slight 5 knot northeasterly or anything in between. That is the joy of sailing.

Please don't hesitate to contact us should you need any further information.

See you in July.

## NQ Tasar News

The season is just getting underway for 2004 with Mission Beach Club the first to start sailing. In true MB style the first day of sailing consisted of a leisurely sail to Dunk Is to enjoy a picnic lunch while having a club meeting under the shade trees. We only just finished the meeting and the lunch when a keen sailor noticed the black storm clouds above. In a mad rush to beat the storm back to the mainland we sent off the sabots with instructions for a very quick, no messing around, sail home. They usually practise their capsizing on the way home. The tasars quickly departed expecting a very quick ride home only to get 100m off shore to find the wind had died. The storm passed and sucked everything with it. Our usual 20 min sail home took over 2 hours with some sailors wishing they hadn't had the wine with lunch.

Our only racing day saw only 5 tasars take to the water but interest is mounting. The local University students have returned to their studies but are keen to be home for the Nationals in July. Our newest sailors, Greg and Trish Curnoe, in *Crusader* are improving every race and are looking forward to the Nationals also.

Tinaroo Sailing Club has been out of action for a few months due to the low level of the Dam. However, recent good rains have increased the dam to about 50% capacity so they are due to start their racing this weekend.



*Our photo shows Trish and Greg with the Nationals Venue in the background*

The Qld Tasar Championships will be held in conjunction with the NQ Games at Yorkey's Knob in Cairns over Easter. Please visit our website for more information. [www.tasarqld.yachting.org.au](http://www.tasarqld.yachting.org.au)

# MISSION BEACH REAL ESTATE

## 31<sup>st</sup> Australian Tasar Championships

Mission Beach Sailing Club Inc.

### Queensland Tasar Association & The Australian Tasar Council

## Notice of Race

#### 1. Date, Venue & Organising Authority

The 31st Australian Tasar Championships will be held from 3-10 th July 2004 inclusive. The organising authority for this regatta is the Tasar Association of Queensland. Mission Beach Sailing Club Inc. will conduct the regatta on behalf of the Tasar Association of Queensland and the Australian Tasar Council.

#### 2. Rules

The event will be governed by the current ISAF Racing Rules of Sailing 2001-2004 (RRS), the International Tasar Class Rules and the Prescriptions and Special Regulations of the Yachting Australia (YA), (except as any of these are changed by this Notice of Race and the Sailing Instructions.) and by the Sailing Instructions. YA Special Regulations, Part 2, Off The Beach Boats will apply.

#### Advertising

Competitors may be required to display sponsors name(s) / logo(s). If required these will be supplied and shall be affixed as prescribed in the sailing instructions.

#### 3. Eligibility and Entry

3.1 Entries will only be accepted for Tasar class yachts, whose skipper and crew are members of an YA affiliated club and one of whom is a financial member of a Tasar Association which is a constituent of the World Tasar Council. All competitors shall comply with ISAF Eligibility Rules (RRS Appendix 2 Regulation 21.1) and will be required to provide their YA membership number as a part of the registration process.

3.2 Eligible boats may enter by Friday 4th June with the race Secretary at email [jgheath@bigpond.com](mailto:jgheath@bigpond.com) or at

Race Secretary  
Mission Beach Sailing Club Inc.  
P.O. Box 327  
Mission Beach  
FNQ 4852

Entries will be accepted in the following categories:

- Open
  - Masters (combined age 80 - 99 years)
  - Grand Masters (combined age 100 - 119 years)
  - Super GM (combined age 120+ years)
  - Junior Helm (Under 19 years)
  - Lady Helm (Open age)
- All ages as at Saturday 3<sup>rd</sup> July 2004

#### 4. Fees

The Entry Fee for the regatta is \$250 (including GST) and includes race entry and tickets for helmsperson and crewmem-

bers to Welcome Night and Presentation Dinner functions. Late entries will be accepted from Saturday 5<sup>th</sup> June until 1100 hrs on the Saturday 3<sup>rd</sup> July 2004, and are subject to the payment of a late entry fee of \$50 (including GST). Cheques should be made payable to " Mission Beach Sailing Club Inc".

#### 5. Schedule Of Events:

5.1 Registrations and Measurement

Saturday 3<sup>rd</sup> July 2004 0900-1600 hrs

Competitors Meeting - 0930 hrs Sunday 4th July

5.2 Races

DAY	DATE	RACE	WARNING SIGNAL
			not before
Sunday	4th July 2004	Invitation	1100 hrs
Sunday	4th July 2004	Heat 1	1400 hrs
Monday	5th July 2004	Heat 2	1100 hrs
Monday	5th July 2004	Heat 3	1400 hrs
Tuesday	6th July 2004	Heat 4	1300 hrs
Tuesday	6th July 2004	Heat 5	ASAP after Heat 4
Wednesday	7th July 2004	Lay Day	Lay Day
Thursday	8th July 2004	Heat 6	1100 hrs
Thursday	8th July 2004	Heat 7	1400 hrs
Friday	9th July 2004	Heat 8	1300 hrs
Friday	9th July 2004	Heat 9	ASAP. after Heat 8
Saturday	10th July 2004	Heat 10	1100 hrs

Resails will be scheduled at the discretion of the Race Committee.

5.3 Social

Saturdays	3rd July 2004	Welcome Night	1800 hrs,
Sunday	4th July 2004	Measurers Conference	2000 hrs
Thursday	8th July 2004	ATC AGM	2000 hrs
Saturday	10th July 2004	Presentation Dinner	1830 hrs,

#### 6. Measurement

6.1 All competing yachts shall conform to the measurement requirements specified in the International Tasar Class Rules.

6.2 Competing boats shall be available for inspection or measurement by the Official Measurer or his/her representative at any time during the Regatta.

#### 7. Sailing Instructions

Sailing Instructions will be available from the Race Secretary of Mission Beach Sailing Club at registration.

#### 8. Regatta Site

The Regatta site will be at the shelter shed at South Mission Beach.

#### 9. Racing Area

The racing area will be on the waters between South Mission Beach and Dunk Is.

## MISSION BEACH REAL ESTATE

### 31<sup>st</sup> Australian Tasar Championships

### Notice of Race (Continued)

#### 10. Courses

The format and courses to be sailed will be detailed in the Sailing Instructions.

#### 11. Scoring

The Low Points Scoring System specified in Appendix A will apply as modified below. 10 races are scheduled, of which 4 races shall be completed to constitute a series. If 5 or more heats are completed each boat's worst single result will be excluded. If 8 or more heats are completed each boat's worst two results will be excluded.

#### 12 Jury

A suitably qualified National Jury may be appointed in accordance with RRS 70.4 and Addendum B. If and when such a National Jury is appointed, the decisions of the National Jury will be final. Approval to deny the right of appeal will be posted on the Official Notice Board.

#### 13 Buoyancy

All competitors shall wear personal flotation devices, which are in good condition and are in accordance with the specifications issued or approved by a national authority affiliated to the International Sailing federation, or a standards organisation, or certification authority, recognised for the purpose by its respective government.

Attention is drawn to Fundamental Rule 1.2.

#### 14. Support Boats

Team managers, coaches, and other support personnel shall stay outside areas where boats are racing, from the time of the preparatory signal until the finish of the last boat in a race, except when asked to assist by the Race Committee.

#### 15 Radio Communications

A boat shall neither make radio transmissions whilst racing nor receive communications not available to all boats for the purpose of obtaining outside assistance. This requirement also applies to mobile telephone communications.

#### 16 Prizes

Trophies and prizes will be awarded at the Presentation Dinner and will include: Perpetual trophies for the Championship, Masters, Grand Masters, Super Grand Masters, First Lady Helm and First Junior Helm.

Other prizes may be awarded at the discretion of the race organisers. (E.g. Gold, Silver and Bronze divisions)

#### 17 Rights To Use Name & Likeness

In participating in this Event, a competitor automatically grants to the Organising Authorities and the sponsors of this Event, the right in perpetuity, to make, use and show, from time to time and at their discretion, any motion pictures, still pictures and live, taped or film television and other reproductions of him/her during the period of the competition for the said Event in which the competitor participates and in all material related to the said Event without compensation.

#### 18 Entry Disclaimer

Attention is drawn to Fundamental Rule 4. It is the competitor's decision to enter the Events or to start and continue in any race. Competitors shall accept that their participation in the Events is at their exclusive risk in every respect.

By way of entry in the Events competitors shall indemnify the Organisers and Mission Beach Sailing Club, their officers, members, and servants and agents in respect to all claims and demands of whatever nature, which may be made upon them in connection with or howsoever arising from their participation or intended participation in the Regatta.

The Organising Authority, the Mission Beach Sailing Club, their officers, members, servants and agents accept no responsibility in respect of loss of life, personal injury or loss or damage to property, which may be sustained by reason of their participation or intended participation in the Events or howsoever arising in connection with the Events.

#### 19 Insurance

All boats shall have third party insurance cover of not less than \$AUD5,000,000 for any accident. All owners/competitors who sign the entry forms are deemed to have made a declaration that they hold such cover. Owner/competitors not holding this cover shall withdraw their entry.

#### 20 Further Information

Further information may be obtained from

Greg Heath

President

Queensland Tasar Association

[jgheath@bigpond.com](mailto:jgheath@bigpond.com)

Ph 07 4068 8201

HAGAR THE HORRIBLE BY CHRIS BROWNE





## MISSION BEACH REAL ESTATE

### 31<sup>st</sup> Australian Tasar Championships Entry Form

To be conducted by Mission Beach Sailing Club Inc. on behalf of the Queensland Tasar Association and the Australian Tasar Council., on the waters between South Mission Beach and Dunk Is. The 31<sup>st</sup> Australian Tasar Championships will be held from 3 -10<sup>th</sup> July, 2004, inclusive.

**Return To:** Race Secretary  
Mission Beach Sailing Club Inc.  
P.O. Box 327  
Mission Beach 4852

**or** Race Secretary  
[jgheath@bigpond.com](mailto:jgheath@bigpond.com)

**by Friday 4th June 2004**

**Entry Fee:        \$250.00            Late Entry        \$300**    Make cheques payable to : Mission Beach Sailing Club

Yacht Name: \_\_\_\_\_ Sail No: \_\_\_\_\_ Club: \_\_\_\_\_

Helmsperson: \_\_\_\_\_ YA Membership No: \_\_\_\_\_

Email: \_\_\_\_\_ Date of Birth: \_\_\_\_\_

Address: \_\_\_\_\_

Crew.. \_\_\_\_\_ YA Membership No: \_\_\_\_\_

Email: \_\_\_\_\_ Date of Birth: \_\_\_\_\_

**Category:**        Circle as appropriate:

Open	Masters	Grand Masters
Super Grand Masters	Junior Helm	Lady Helm

*Also if applicable* : ADF

Please indicate numbers of **extra** people ,other than competitors for Social functions        (    )

**Emergency Contact:**..... **Phone**.....

**Medical Conditions we should know about?**.....

**Competitors Declaration:** I agree to be bound by the *Racing Rules of Sailing* (RRS 2001 - 2004), the prescriptions of the YA, including Addendum A Part 2 (Small Boat Safety), the International Tasar Class Rules, (except as any of these are altered by the Sailing Instructions) and by the Sailing Instructions. I further acknowledge and agree that in consideration of my entry into this regatta being accepted (without any obligation on your part to so accept it) my participation and participation of my crew is at our own risk.

I am solely responsible for the seaworthiness, sufficiency and adequacy of my boat and its equipment, and any decision to sail in any race or in the Regatta waters between races shall be my own and I hereby indemnify and hold harmless the members, officers, servants or agents of the Mission Beach Sailing Club Inc, Tasar Association of Queensland and the Australian Tasar Council from all claims, costs, demands whatsoever and howsoever arising from acceptance of this entry and the participation of myself and my crew whether it be for personal injury or damage to boat and equipment and whether during rescue operations or otherwise.

**Signed:** ..... **Date:**.....

**Consent For Junior Skippers (Under 18):**

I..... of..... being Parent / Legal Guardian/

of.....consent to him/her to participating in the 31<sup>st</sup> Australian Tasar Championships and upon the terms and conditions set out in the entry form hereby release organisers and officers and any representatives thereof, from any claim or demand that I may have or deem myself to have on my or anyone else's behalf arising out of this regatta.

(PARENT / GUARDIAN)

Signed ..... Date:.....

## The Sailing Simulator

Frank Bethwaite has recently unveiled the latest incarnation of one of his greatest passions - the sailing simulator.

Working closely with Professor Norman Saunders of the University of Melbourne and programmer Jonathon Binns of the Australian Maritime College, the original concept has evolved into a remarkably compact and user-friendly assemblage, which can be transported easily and which sets up in quick time.

### Simulators features

The movement of the 'cockpit' is controlled by a series of pneumatic rams.

The screen graphics are complete with accompanying sound track of water and waves.

At first glance they seem similar to many other proprietary sailing games available for computer use but closer inspection reveals a depth of detailed simplicity ideal for teaching use.

Dark 'gusts' approaching across the water, set against a realistic coastal background, really do create the feeling that the sailor is out there on the water. Turning marks add to the realism.

The programme offers a number of boat options for the different skill levels and body weights of the sailors. Optimist, Byte and three Laser configurations cater for most variables. By also 'dialling in' the appropriate weight of the sailor and the selected wind strength - as well as a choice of course configurations the simulator can realistically provide an appropriate learning environment for anyone.

It even allows for the saving of a sailor's last performance to be used as a yardstick so that the student can sail 'against themselves' in a race format.



Sailing Simulator Use and Results - Progress notes  
Edited from Frank's notes on the Simulator

"The prototype of the fast-response, realistic simulator came on stream late 2003. Since then, it has been trialed in three institutional environments, a school sailing program, a sailing school, and a sailing club intensive training week. A trial in individual coaching is underway. The results are beginning to

form a consistent pattern.

### Institutional

- The goals of the institutions differed widely, (This was a surprise).
- The higher the sailing goals the better was the result from the simulator.

### Individual Coaching.

In February Frank offered to share a new coaching technology with those of the Sydney Tasar community. This was for a month while he worked out how best to handle mature sailors, and was at no cost to participants. Individuals were welcome but it was felt that two sailors together would probably learn more because they could alternate, watch each other and compete

To date six sailors of widely differing skill have accepted the invitation to use the simulator. At the end of the session the participants were asked to let Frank have their comments, but not until they had sailed for a week or two so they could give not only their considered impressions of the simulator but also their subsequent on the water experience as well.

The broad overview seems to be pointing to three new realisations –

- The simulator is more efficient with time. In the past truly effective help has cost the earth and even then has been limited by the wind on the day. In the simulator you select your conditions and waste no time.
- The simulator teaches faster. Its invaluable feature is the ability to pause at any point, look at the situation frozen on the screen, discuss the error, discuss what to do about it, and then repeat that exercise as often and as quickly as desired. This way you improve fast.
- The third realisation is surprising. If a few hours on the simulator can lead to a big gain in fleet position, there cannot have been too much wrong with that sailor's overall ability in the first place. It looks as if many sailors may be capable of sailing better than they think except that they are not good in one or two critical areas. These can be identified quickly on the simulator.

Summed up –

- All who accepted my invitation have had fun.
- Some are already sailing significantly faster.
- The February offer still stands."



## The Sailing Simulator (continued)

Edited comments from two Tasar sailors who took up the offer.

Derek Hadwen

Thank you for the opportunity to use your simulator. Overall I think that you have developed something which is of real value to dingy sailors and sailability sailors. Clearly the simulator could be further developed for uses in different specific situations.

Familiarization took time for me. I needed time to adjust to the concepts because the screen was abstract (I don't play simulated computer games). So for me, one session is not quite enough to really examine my sailing technique. In this first session I was distracted too much in interpreting the concepts on the screen and not concentrating enough on sailing the simulator well. I feel that the possibility to gain would occur at a second and subsequent sessions.

The tiller and the main sheet have a good feel to them and they felt realistic  
The cockpit heeling angle simulation was good, responsive and a great idea.

The display is where you had to appreciate the data in a new form

Once familiarized, coaching appears to be easy, quick and efficient. This appears to be a key purpose of the simulator. One can increase or decrease the degree of difficulty by changing the simulated conditions with a couple of buttons. Therefore you can look at any number of aspects of sailing either individually or in combination e.g.

- approach to the start line marks etc
- handling technique of mainsheet, tiller
- balance
- coming up to speed
- tacking technique
- it can also promote discussion of many other aspects of sailing

- it can make you aware of problems of which you were ignorant

Who can benefit? Anybody who wants to examine with any of the above. This includes

- those who have never sailed
- those who are at the back of the fleet being lapped
- those in the middle of the club fleet
- for those aiming to win I cannot comment- I am still working on it!!

Graham Hanna

Frank has spent a lot of time and effort in developing his sailing simulator and when he made his generous offer to come down and give it a go, I was intrigued to see how close he'd come to transferring dinghy racing from the waterways to the class room.

The answer is that I was pleasantly surprised to find how close to the real thing sailing the simulator can be. Sure there's a few things missing – like no 16 footers or other traffic that one usually has to worry about on Middle Harbour. Nor are there any of the intricacies of the RRS to complicate things.

My overall impression after just one sail of the simulator was that it's got something to offer sailors at all levels of competition – from the rank beginner to fleet front runners.

I found the common elements of successful dinghy sailing, that is, balance and trim, timing and placement on the course, etc, were all readily transferable to the simulator.

I also found the simulator to be a very good tool that would readily generate discussion with an experienced coach about such topics as smooth mark roundings, the importance of sailing rhumb lines and lay lines, start timing and positioning, the need to execute smooth roll tacks, fitness and tactics.

I've already started to implement some of the little gems of advice that Frank offered me to improve my game. Well done, Frank for your efforts in developing such a great initiative.

More details on the Simulator can be found on the Bethwaite Design web site at <http://www.bethwaite.com/>

### Hog's Breath Regatta Batemans Bay Sailing Club Saturday April 24th and Sunday April 25th

There are two races scheduled for each day.

This event is open to dinghies, multihulls and trailerable yachts and always attracts a good Tasar fleet. As usual, there will be heaps of prizes.

With Monday April 26th being a public holiday, there will be plenty of time to get home. Find out where to stay and what to do in Batemans Bay at [www.naturecoast-tourism.com.au](http://www.naturecoast-tourism.com.au)  
Download the Notice of Race from the BBSC website [www.bbsc.netspeed.com.au](http://www.bbsc.netspeed.com.au)  
Best wishes,

Lachlan Brown



Tasars at Yarrowonga



## Victorian President's Report

It has taken me quite a while to work out what was reported in the last newsletter, and what needs to be commented on this time. Things have been so busy that Christmas seems a long time ago.

At the recent AGM at the Yarrowonga State Titles, the existing committee was largely returned. The exception was our secretary, Chris Allen, who has decided to step down from the committee to tackle part time course. I thank Chris on behalf of the entire association for his efforts over the last few seasons. He has been a great asset, and I for one have been grateful for his quiet competence, and well reasoned contributions to the running of the association. Thank you Chris.

Chris will be replaced by John Eriksson who may regret the rush of blood which made him put his hand up when we asked for nominations for the position of secretary, but I am confident that John will do the task well. The remainder of the committee remains unchanged, for which I would like to thank each and every one, but particularly:

Jon Ross who has done so much work to develop:

The "Future Directions" programme

The Short Course championship

The new web site (for which all Tasar sailors should be grateful)

Martyn Sly who has organized most of our the racing events which included:

Traveller's series

Southern States Champs

State titles

And probably a few other events that I have been remiss in recalling.

Brian Hill

Who has kept our finances in check, and kept our feet on the ground when sometimes we have perhaps been a little slack with the details of our financial situation.

Thanks to you all, and with your help, I am looking forward to the TAV achieving even greater success next year.

We held the Southern States championships in early January, at Mordialloc, and despite the suspicions of our interstate friends, the weather was good, and the sailing was pleasant. (for those north of the border who think that Port Phillip sailors only go out when the wind exceeds 25 knots, and the seas are larger than six feet, speak to Kevin and Laura

In late January, we held the first Victorian Short course championship. at Docklands. For those who don't know, this is a new development in the heart of the city, in the shadow of the CBD. It was held as part of the Boating Industry Association's Summer boat show. The water was confined, the winds were shifty, the launching was appalling, and the change facilities were non-existent – We had a Ball!!!. A full report is in-

cluded elsewhere in this newsletter, and look at the new photo gallery on the web site under the ATC section – Photo Gallery.

The State titles were held again at Yarrowonga this year, with 39 boats competing. The series was won in great style by Wayne Hale with Liam Goodall as crew. Against such good competition, the results they achieved were extra-ordinary. Second place went to last year's champions, Greg and Mal Shapcott, who were equally impressive, with a string of second places. Third place went to Craig McPhee, with ??? up front.

A full report of the series is also contained elsewhere in this magazine.

Despite the great racing events that we have held, for myself, the highlight of the season was our training day held at Westernport YC on 15 Feb. We had 10 inexperienced crews turn up, and another 6 crews turned up for a demonstration sail with the intention of deciding if the Tasar was the boat for them. That is 16 new crews!! These numbers make it hard to argue that the Tasar is a class which is not vibrant and appealing to a wide range of sailors. Of the ten who came with their boats, seven turned up at our state titles. New members add new blood, new interest, and a new perspective on Tasar sailing. Welcome to them all, and I hope to see you all again many times over the coming season.

Further proof of the health of the association is the recent order which has been placed with the builder for 5 new boats to be delivered over the winter season. This will release a number of good second hand boats onto the market which will allow the class to grow further. Our experience is that the lack of good second hand boats is currently a significant hurdle to the growth of the class. This order of 5 boats will release 2-3 boats to new members to get into the class.

Our experience this season has led me to strongly believe that a part of the future of the Tasar class will be to get less experienced sailors on the water in our class. While this may be a challenging concept for some, it must be asked, what choices does a new sailor have in today's sailing market? Next season, the TAV will be experimenting with the practicalities of the "S" rig for our junior, and less experienced sailors.

Anyway, however you look at it, it has been a great season, which is not over yet. In the run up to the Mission Beach Nationals, look for some TAV input to assist our top sailors to upset the established pecking order at the top of the National Standings. Bring it on!!

Have fun, and keep sailing.

Ray Martin

757

2 Dry Martinis





## Victorian Short Course Championships

For those who didn't get to the Short Course Championships on the 31 Jan/1 Feb, you missed a great experience.

I know that some people thought that the winds are flukey, and that the waters are too small to have a real race. Well, maybe that's true to an extent, but in the end it was a fantastic experience, and every single person had a ball. (Except maybe when we were launching or coming in.)

For those who don't know, the event was created to promote Sailing in general, and the Tasars in particular at the BIA's summer boat show. The BIA has quite a problem in that the vast majority of it's members are associated with speed boats, and they have problems getting a sailing representation. Further, they have a great venue for a boat show, at the Docklands, but the water is so small that they can't use their boats on it. So the whole thing might look totally passive and boring.



On the other hand, the water area is perfect for sailing boats the size and configuration of the Tasar. We are fast enough to look exciting, while being small enough to fit onto the water perfectly. On paper, it was a perfect match. In practice it came close to it.

Being the first time the event was run, and none of us knowing what facilities were available there was a lot of behind the scenes organization, and frantic phone calls to get everything happening. In the event, some facilities were so bad as to be non-existent, (Changing rooms, toilets Showers, and Launching facilities) Other things worked so well as to be sensational (The racing water, the wind – believe it or not - the crowds, the commentary) But the best thing was the fun and relaxed attitude of the sailors, who took the problems in their stride, and enjoyed the experience we were given.

The racing was run by the Docklands YC, which is a fairly unusual organization that consists of about 6-8 members. Their operation is based on a totally different approach to any other yacht club, and it's future will be interesting to watch. Nevertheless, the racing was run very well by Peter Donaldson, who got lots of starts away, with no fuss.

During the racing sessions, Peter Tardrew (an ex Tasar sailor,

and member of the YV rules committee) volunteered to conduct a commentary over the PA system. And while the commentary persisted, the crowds were thick on the bank watching us. A huge thank you is due to Peter's sacrifice on the weekend.



As well as some sponsorship, the BIA donated an exhibition site in a prize area where our boat was in immediate view of the entrance to the show. George John very kindly donated his time on both the Saturday and Sunday to run the stand while we were out sailing, and ended up with over a dozen very good leads for us to follow up. Without George's contribution, the weekend would have been almost a wasted effort as far as promoting our class to the public goes. Thank you George.

The racing was conducted in a southerly breeze of 5-14 knots, and wind shifts of 30-45 degrees. However, the course seemed to be consistently inconsistent, and the results were a good indication of the talents of the sailors out there.

The racing was conducted over 3 laps of a Windward-Leeward course with the top mark about 150m to weather of the start line. This resulted in 14 starts over the two days, about 6 tacks per beat (That's about 250 tacks over the weekend) and between 1 and 3 gybes per run. Nobody got cold!!



There were 3 capsizes on the Saturday, with Craig McPhee

## Victorian Short Course Championships (Continued)

getting a roar of appreciation from the crowd when he tipped over at the leeward mark about 15m from the crowd, then stood on the bottom of the boat and raised his fists to the heavens in a double fist victory salute – Always playing to the crowd that one!



Shortly afterwards, Craig got attention of another kind. He sailed at high speed into the rocks in the launching area. Gwen Warne, who was crewing for him ended up with a bad cut above her eye where she hit the boom, and Craig ended up with a big ding in the front and back of his centerboard, and a damaged Centreboard support. Once again all eyes were on the Croweater!

On Saturday night, we had a great barbecue with salad, fresh bread, and a variety of cheesecakes, on a floating Marquee directly opposite Telstra Dome (or is it Colonial Stadium, or Docklands Stadium, or whatever) The Marquee belongs to the Docklands YC, and is a fantastic place to have an event, looking over the water towards Bolte bridge. A very pleasant evening was had by all.

Sunday saw an almost carbon copy of the racing on the Saturday, but with the wind dropping out a little towards the end of the day. We got another 6 races in two sessions. Nobody tipped over, and by now we were getting used to the problems associated with launching and retrieving the boats, so no more damage was done.

In the end, only a single point separated Gwen and Craig from Bron and Paul Ridgway in second. Clearly the cream rises to the top at all sailing events. Third place went to Clare and Alistair Murray. It is great to see Clare dragging her old man out onto the water to show that he's got more than just stories of how good he used to be.

Fourth place went to Alistair and Ian Shand who have been quietly moving up the results standings all this season. They have been great supporters of all the TAV events this year, and the frequent competition seems to be really doing some good.

The event will definitely be on again next year. In 12 months time, we are promised to have a good launch area, Good showers, Good Toilets, and good rigging areas. How good will the regatta be then!!



## Results - Victorian Short Course Championships

Boat No	Boat Name	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10	Race 11	Race 12	Race 13	Race 14	Total
757	2 Dry Martinis	6	2	7	6	8	9	5	10	7	7	2	7	7	8	81
941		8	DNF	8	10	9	4	9	11	11	10	8	9	11	10	107
1657	Cwivver	7	8	9	7	6	5	7	3	9	7	4	10	9	9	90
1843	Chauvenist	3	5	4	5	3	8	3	6	8	3	6	2	4	6	58
2236	Grumpy	DNC	DNC	6	4	7	3	6	7	2	9	5	6	8	7	81
2570	Wallow Express	1	3	2	1	4	1	2	3	4	6	1	4	3	1	30
2579	Ron and Stan	4	4	5	3	1	7	1	2	5	4	9	3	1	3	45
2664		5	9	3	8	2	DNC	DNC	8	6	5	7	8	2	2	76
2666	More Small Things	2	1	1	2	11	2	4	1	1	1	3	1	5	5	29
2673	Chaos Theory	9	6	10	9	5	DNC	DNC	5	3	2	10	5	10	4	89
2747	Tsunami	10	7	11	11	10	6	8	9	10	11	11	11	6	11	121

## 2004 Vic State Titles - a newcomers perspective

Salt~Peta's crew ummed and ahed about bothering with the State Titles. We had attempted the Southern States Championship and were a bit out of our depth there. We considered the Short Course Championships at Docklands but an overheard conversation by an experienced sailor put us off. We spectated at that one instead. The State Titles would surely be more of the same. But as they drew closer and the fleet grew bigger a few tentative novices began thinking that the quiet pace and anonymity at the back of the fleet, sailed in company, might be social and not too hectic. With so many crews we could hide away, go unnoticed, then go home. Perfect.

And the plan worked perfectly. That was up until the first start line. 39 other boats wanted to be where we were. Where ever we were. Port end, starboard end, up-end. There seemed no place to hide. To make us even more noticeable, the novice group managed the only green boat, the only yellow boat and one of only two red boats. Oh for a white or pale blue hull.

All competitors, I think, camped at the terrific regatta site. There was sunshine, hectares of grassy camping and boat rigging areas, and lake views from all camps. The Yarrowonga YC and committee of the VTA put on an outstanding event. Members of the YYC worked like Trojans from early till late. They made us feel completely welcome, kept us fed and arranged for the Saints to win through to the pre-season Grand Final. The Tasar association may have worked hard in the lead up to the event, but there was no evidence of them working hard over the weekend. Just laughing, drinking and telling tales until the wee small hours. That's when they weren't night racing under moonlight.

Once again at a Tasar event, (our fourth – two beginner training days and the Southern States) we found a very entertaining group who made us feel completely welcome, at ease and part of the scene. This extended from the technical level to the very social level. Salt~Peta was damaged on the trip up and was repaired from Doc Sly's parts bin after Chris Allen had given us the run of his spares kit. After the first race we complained that the boat felt very dead. The Doc and Shandy took to Salt~Peta's rig like men possessed and produced a speed demon, scarcely controllable. This obviously explains our capsizing at the gybe mark. We now need a 'boat whisperer' to tame her.

On the social side, George once again came through with the home brew. Bottles of the stuff. George and Winifred's house is like a cross between a mad scientist's and the witches of Eastwick's. Vats and barrels of steaming and bubbling potions, condensing and dripping into autoclaved crystal ready for the next TAV event. Liquid gold! Seek George out and make him your friend.

This article was commissioned to tell about the 2004 Victorian State Titles, so we had best mention the racing. We cannot comment on the first 30 plus boats, as we didn't see you. Well done, we're sure you all did very well and have your

own stories to tell. On our way home on the Hume we saw Tasars that we hadn't seen all weekend They were still passing us on the highway!

If you got a little yellow on your port side at a start line we apologise. The general recall start sequence confused us – the first substitute removal sound we thought was the new five minute warning. We now know rule 29.3. Who would have doubted that all the fleet but us were unaware of the impending start?

Well, the tail end armada had a fight on its hands. The battle at the back is a battle for survival, and no prisoners were being taken. Seriously, having been alone at the back it was great fun to be racing against other boats. We had our own little fleet with occasional guest appearances from quicker boats, but they rarely stayed longer than a leg or two. Sometimes we were stone-faced, other times we'd chat between boats. We'd call rules against each other and then get counter ruled. Or make one up. And through it all, we improved.

For the first time we got amongst the fleet for pre start maneuvers, and it's not so bad. We improved boat set up and pointing, we sailed flatter and faster and we improved a position each race. 35 more races and we'd have been at the front!

There were a couple of decent collisions during the regatta with some notable damage resulting, but that's racing I guess. No one wants to hit or be hit, but if you're going to go flat out in a confined area with 39 others, its going to happen. As one of the boats that sustained damage, all we can say is that this scarcely diminished our enjoyment of the weekend. We had a thoroughly great time and our list of firsts include bumping other boats in the pre-start maneuvers (love taps), capsizing and getting hit hard enough to have to visit Doc Sly's private hospital. Oh, and picking up the handicap.

Congratulations must go to all of the novice fleet for having a go at the State Titles, which by their very name are a bit imitating. I'm not sure where everyone was from but I do know there were novices from Mildura. These Sand Sailors (worse things have been said about Lake Hawthorn) took out the best-placed first timer. The Hastings Harriers/Hustlers/Harassers, all right, Hacks, took out the handicap prize. Then there were the Lawless Lethal Lysterfield Lungers who took out, well, just took out really. There were others, but they kept their heads low and escaped my attention.

How good was it? On our way home we checked the work schedule. If we can clear the Monday, we'll be at Lake Boga over Easter. The banner on the YYC clubrooms said, "SAIL A TASAR". Some bloke walking his dog looked up and read it and asked if we were there sailing a Tasar.

My bloody oath!

By Peta and Kevin Kelly





## 2004 Victorian Tasar State Titles

Yarrawonga Yacht Club Inc.  
Low Point Scoring System - Scratch Results

Place.	Sail No.	Skipper	Boat Name	1	2	3	4	5	Point
1	2760	W Hale	Fox	1	1	12	1	1	4.00
2	2096	G Shapcott	007	2	2	2	7	2	8.00
3	2666	C McPhee	More Small Things	3	5	8	3	3	14.00
4	2570	H McPharlane	BPR Consulting	4	4	26	2	10	20.00
5	2087	R Douglas	Chukkel	5	7	14	6	6	24.00
6	757	R Martin	2 Dry Martinis	8	9	5	10	8	30.00
7	2568	D Warren	Mach S	15	16	1	8	7	31.00
8	2763	D Bretherton	More Edge	6	8	6	12	14	32.00
9	2579	M Lainson	Nothing Suss	14	12	11	4	11	38.00
10	2608	R Gilpin	True Blue	9	3	16	18	13	41.00
11	2603	M Sly	Tiemedown	12	6	21	5	DNF	44.00
12	1843	I Shand	Chauvinist	18	14	7	9	23	48.00
13	2617	W Stahel	Waimukabout	10	27	9	13	16	48.00
14	2673	J Ross	Chaos Theory	11	23	19	11	12	53.00
15	2588	C Carden	Tadpole	19	13	24	14	9	55.00
16	2601	D Warene	Wotchamacallit	DSQ	15	4	DNS	5	64.00
17	2076	T Creak	That's Cool	20	22	13	15	17	65.00
18	2747	J Eriksson	Tsunami	25	31	3	17	22	67.00
19	160	B Wright	Tramuntana	16	17	18	24	19	70.00
20	1908	C Pedicini	Slippery When Wet	22	20	17	20	15	72.00
21	2667	S Hackett	Hard Attack	23	11	25	21	21	76.00
22	2665	C Parkinson	Agamemnon	17	26	20	22	18	77.00
23	1657	M Prendergast	Cwiver	21	18	28	19	20	78.00
24	2236	C Allen	Grumpy	26	10	27	16	27	79.00
25	016	R Hale	Stampede	26	19	15	27	24	85.00
26	2659	M Paynter	Hakuna Matata	7	DSQ	DNF	DNC	4	91.00
27	2591	C Thompson	Suit of Lights	13	28	10	DNC	DNC	91.00
28	2658	M Hosie	G 'n' R	24	25	22	23	26	94.00
29	2067	L Gustavsson	Strategy	27	24	29	DNC	25	105.0
30	1967	J Stirling	Aussie Flyer	32	21	30	26	29	106.0
31	941	B Hill	Seaquest	28	30	32	25	28	111.0
32	1920	T Benson	Zuma	31	DSQ	37	28	32	128.0
33	2180	S Humphrey	Indecision	33	34	33	31	31	128.0
34	1963	G Orr	Orrsum	34	36	31	30	34	129.0
35	1885	R McDonald	Stormbringer	DNC	29	23	DNC	DNC	132.0
36	1753	K Kelly	Salt Peta	37	35	35	33	30	133.0
37	784	G John	Rocket Ship	36	33	DNC	32	33	134.0
38	1916	A Wright	Stuffed if The	35	DNC	34	29	DNC	138.0
39	1663	C Webb	Blue Moon	30	32	36	DNC	DNC	138.0



## McCrae YC Club Report



Situated on the Mornington Peninsula at the southern end of Port Phillip Bay, we've enjoyed a fantastic summer of sailing to date. Competition has been tight with the Paynter's in Hakuna Matata generally holding sway. We have consistently had 6+ boats on the water every week with occasional visits from Sandringham boats looking for some Saturday action

topping up the fleet numbers. Rumour has it that our fleet will be further bolstered soon with some well known additions to the fleet. If only fellow McCrae members Glen and Vanessa Collings stopped flirting with Etchells and dusted off 2468, the heat would really be on. Glen has made the odd appearance in the Tasar this season with frightening results for the rest of us, (sailing three-up with Steven and Lloyd in one race!)

To those of you not familiar with McCrae, we are one of the most popular off-the-beach clubs on the bay. The clubhouse is modern with great facilities, (the new showers are better than at home), there's a lovely lawn at front where we rig our boats and the beach is one of the nicest on the bay for swimming. The views from the upper deck post-race are magnificent - mixing it all together makes for a great day's sailing. So, if you haven't paid a visit to McCrae of late, do yourself a favour, come on down and enjoy some great sailing and southern hospitality.

Tasar 2673  
Chaos Theory

## Chelsea Yacht Club News

Since the last Newsletter the Chelsea Tasar Fleet have enjoyed two away weekends sailing with our neighbors plus heaps of good sailing at home.

The first was a visit to our neighbors down the Bay – Carrum Sailing Club. Every year Chelsea joins Carrum and this year the Tasars were there en mass. Making up not only the numbers but also ensuring close racing were Paul Ridgeway, Alistair Murray and Lano from Sandringham and John Erickson from Mordi.

There were eleven or twelve Tasars on the water making it by far the biggest fleet on the day. There was a lot of interest from the local lads so who knows, we may soon have a new Tasar fleets on the Bay.

We had typical Tasar fleet racing – as close as a real good shave! Dave Bretherton, from Paul Ridgeway up front with the rest of the pack close behind.

The second away race was the combined Chelsea and Mordialloc day. Here each fleet launches from their individual clubs and race roughly midway between the two clubs. Perhaps more clubs could do something similar as it's a really nice way of getting the numbers up yet still supporting ones own club.

On the day we had a big wind switch that caused a bit of soldiers course but that shouldn't detract from the Shapcotts being streets ahead. No doubt, on the day these brothers are hard to beat!

With the combined fleet of the two strongest Tasar fleets on the Bay there must have been eighteen or so boats on the wa-

ter making for good close racing.

There is a strong movement at Chelsea to promote Tasar sailing amongst the juniors and we are talking not only Chelsea juniors but youngsters from other clubs too. Dave Bretherton is spearheading this initiative and together with one or two fellow Tasarites will be coaching. It is anticipated that we could see as many as five junior Tasars on the water next year some even sporting the S Rig. For those of you who didn't know the S Rig is a completely legal undersized rig using existing spars but the jib are re-cut main. The rig is aimed at a crew weight of 90 to 110 kgs which give the light weights a more equal opportunity.

There will be more about the S Rig soon but if in the meantime anyone wants more information give Dave or Derick a call.

One of notable absentees from Chelsea this year is Frank Katers. A year ago Frank teamed up with the well know Tasar sailor Glen Collings and Steve Young (not a Tasar Sailor) to campaign an Etchells. After a year of full on training, coaching, gym and all those other good things that make for top class yachties the team have achieved their initial goal – they've been selected to sail the 2004 Worlds. Amongst the years achievements are a 6<sup>th</sup> in the State Titles, a 7<sup>th</sup> in the recent Nationals and they're ranked in the top ten in Australia. Well done guys!!

Derick Warne



## Westernport Yacht Club News

Two very successful Tasar training days have been held at our Club this season. In each case Tasar President and Training Officer Ray Martin advertised the event on the Tasar web page resulting a great turn-up of people who had not only recently purchased a Tasar but were also fairly new to sailing and of course, they joined the Association as well.

The Club's Tasar fleet is growing well with 9 boats on the register, double what we had last season. Again, some of them are new to sailing so we tend to have two groups; the experienced ones including Pedicinis, Hills, & John Erikssen, and the new group including Frankes, Scholes, Crowe and

Anderson.

We are pleased to see the Navy at HMAS Cerberus active again with their sail training at the Club and we look forward to greater participation from them on Sundays as well. Visiting Tasars are always welcome – we sail Sundays starting at 1330 hrs.

Bryan Hill  
941  
Seaquest

## Report From WA Tasar Association



Royal Perth Yacht Club is hosting the 2003 / 2004 Tasar State Championship on the weekend of 20/21 March. The regatta will consist of eight races over two days and be sailed in Matilda Bay on the Swan River. Twelve entries have been received to date and the regatta is shaping up to be very competitive. Three of the entries are from the South of Perth Yacht Club where interest in Tasars has recently increased and from where it is hoped that a new

fleet will emerge over the next year. Staging the regatta on Matilda Bay will provide an ideal opportunity to showcase the Tasar class and maximise the number of boats on the start line. Results and photographs will be available for the next newsletter

Bart Thompson



## South Australian Tasar Report

### State Championships

The SA state Championships were conducted at the Henley Sailing Club over the January long weekend. Two boats from the country club Rivoli Bay made the trip up to Adelaide while several new faces in borrowed or leased boats took part in the series. Derick and Gwen Warne from Chelsea YC attended to try and keep the SA title firmly in Chelsea's grasp for another season. Conditions varied from light conditions during the morning races to a strong sea breeze for the afternoon events. Craig McPhee and Kevin Kellow sailing More Small Things revelled in the conditions and won 7 out of 8 races to reclaim the SA title.

### Rivoli Bay Regatta

Three Adelaide Tasars made the trip down to Rivoli Bay sailing Club to compete in the Seafood Regatta. With Craig McPhee sailing a Laser Radial in the regatta it left the field open to everyone else. On Saturday afternoon the mixed fleet of Tasars, Flying 15s, Fireball, Lasers and catamaran faced a dumping shore break and no wind. An exciting time was had by all with almost no crews avoiding a chilly wet start to the afternoon's racing. The three short afternoon races were hotly contested by the seven Tasars with Sean Hackett, Kym Widdows and Lars Gustavsson all showing good form. The climax of the afternoon was the originality with which boats managed to get ashore through the still dumping shore break. That con-

test was easily won by Kym Widdows and Melissa Crawford who performed a double backflip and pirouette leaving their Tasar to find its own way up the beach. The evening seafood meal prepared by Rivoli Bay members was again outstanding and coupled with the live music enabled everyone to enjoy themselves. The Sunday racing was preceded by a less taxing shore break, even so most Flying 15s launched from the shelter of the western boat ramp. Tasar racing was again evenly contested between Kym Widdows, Sean Hackett with Lars Gustavsson pulling off two wins. Overall winner was Kym Widdows and Melissa Crawford sailing Hudro Hudson. Craig McPhee managed 6 straight wins in the Laser radial class.

### Adelaide Tasar news

The impending World Tasar event has stirred local interest with a number of Tasars changing hands and much interest being expressed by sailors from outside the class, who are looking for Tasars.

Bob Wright  
160  
Tramuntana

## Results - South Australian Tasar Championships

Boat Name	Boat No	Skipper	Crew	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Total Points	Position
More Small Things	2666	Craig McPhee	Kevin Kellow	Somerton YC	1	1	1	1	1	1	1	3	7	1
Watchamacallit	2601	Derrick Warne	Gwen Warne	Chelsea YC	2	3	2	2	2	2	2	1	13	2
Hard Attack	2667	Sean Hackett	David Rose	Largs Bay SC	4	2	5	4	3	3	2	2	20	3
Strategy	2067	Lars Gustavsson	Phil Smith	Rivoli Bay SC	8	5	3	6	4	5	4	8	35	=4
Hydrohudson	1906	Kym Widows	Melissa Crawford	Somerton YC	5	4	4	7	6	6	3	7	35	=4
Tramuntana	160	Bob Wright	Gill Berry	Largs Bay SC	3	6	6	3	DNF	DNF	10	5	47	=6
Sailfast R&R	2235	Jamie Richardson	Brett Yardley	BSYC	6	11	8	5	5	4	9	10	47	=6
Got Ya	1923	Lesley Roberts	Michelle Anesbury	Largs Bay SC	9	7	7	DNF	7	7	7	5	49	8
Donut Delerium	2613	Jordan Spencer	Jackie Prentice	BSYC	7	9	12	DNF	DNF	DNF	8	4	70	9
Magic Moments	2551	Evan Steele	Russell Steele	Rivoli Bay SC	11	10	11	DNF	DNF	DNF	6	9	77	10
Golliwog	2183	Tony Ritter	Kevin Hancock	Somerton YC	10	12	10	DNF	DNF	DNF	11	DNF	86	11
Sea Hawk	2074	Neil Burford	Talia Warren & Mathew Burford	BSYC	12	8	9	DNF	DNF	DNF	DNF	DNF	89	12
Scooter	2079	David Ingleton	Peter Dixon	Somerton YC	13	DNF	DNF	DNF	DNF	DNF	12	10	95	13



1st, 2nd & 3rd placings for SA Titles 2004.



Tasar Sailors at the Seafood Regatta



## Tasar Association of NSW - Presidents' Report 2004

### Sailing Program

The activities of the association during the year revolved around the strategy of "getting more people sailing Tasars more often". To this end, we had a full sailing program which included the established interclub program, the NSW short course championships which was introduced for the first time last year and for the first time this year, the Bethwaite series which was a sprint race format which was sponsored and run by Bethwaite Design.

This program catered for long course, short course and sprint racing formats which provides something for everyone, develops sailing skills and promotes close racing for competitors of all levels. In all there were eight racing events which were run by or supported by the Association as part of the NSW Summer racing program including the Victorian State Championships .

The class will only develop if we have a strong clubs which cater for new sailors. In an effort to help new and less experienced sailors get up to speed and learn the skills of more experienced sailors, coaching days were held at Balmoral and Woollahra during the year. These sessions were held in response to the feedback we received from the questionnaire and coaching days should become part of the ongoing Tasar calendar.

Because there was no official Tasar event over the Christmas period, due to the timing of the national championships being held in north Queensland, the association timetabled the Sydney Tasar regatta to be held at Woollahra in an effort to fill the void. Unfortunately, the event was cancelled due to the low number of entries, I guess even Tasar sailors need a break from time to time.

### Publicity

An extra effort was made this year to publicise the Tasar. Thanks to the efforts of our publicity officer Tony Keevers we did achieve considerable success in getting the Tasar and articles relating to Tasar sailing into prominent magazines such as Australian Sailing. Tony also does a great job in updating the monthly "for sale" list of used Tasars and Tasar bits.

The clubs have also played a role in promoting the Tasar to potential new Tasar sailors. It is incumbent on all of us to ensure that new Tasar sailors when being introduced to the class are helped as much as possible.

### The Future

We have a number of challenges to face in the years ahead to keep the class viable. We will continue to work with Bethwaite Design to help market and promote the class. We will continue to seek input from Association members to ensure that we provide the type racing/social and other programs that sailors want and use venues that attract the highest number of sailors.

A strong class needs a strong association and I would like to thank all the committee members for their support and enthusiasm during the year. It is these folks who administer the class and that organise the events that keep the class vibrant make it possible for us all to enjoy our sailing.

Dave Seaton  
2731  
Masquerade

## TASAR short-course racing - the second weekend Speers Point Amateur Sailing Club, 13-14 March 2004

Grey skies (but no rain) and pleasant breezes greeted Tasar sailors at Speers Point for the second weekend of their NSW short-course racing championships

It was a RETURN feature weekend, as

- the fleet returned to Speers Point after a year or so
- Phil Darby returned to sail his Tasar with now grown-up son Chris
- Ian Guanaria returned to give "Afternoon Delight" a spin
- Graham Hanna returned to give his newly mended arm a workout
- Darren Probert returned after several years to sail with brother Graeme on "Blue Tatsu", giving sister-in-law Flonda a break on the Sunday
- Sharyn Colwell and Stephen Jones returned to waters they knew from sailing at Teralba across the water

Nineteen Tasars came from Balmoral, Woollahra and Greenwich, as well as around Lake Macquarie to contest the weekend, and there was some very close racing, with three races scheduled for each day.

Saturday brought light to moderate winds, generally from the south. Phil Darby showed he had lost none of his magic as he swept into a clear lead by the end of the first beat, and he wasn't headed all day. Jostling for other placings were Harley Kruse, Peter Wilson, Shane Guanaria, his dad Ian, with Graham Hanna and Stephen Jones keeping them honest.

On Saturday evening sailors boarded Chris and Nicky Howe's yacht "Nicola" for a short cruise down Lake Macquarie with pizza, fish and chips, a close look at some fishermen, and some extremely enjoyable companionship, to judge by the mood of the groups scattered around the vessel.



## TASAR short-course racing - the second weekend Speers Point Amateur Sailing Club, 13-14 March 2004

Winds on Sunday were light to lighter, from the west. Harley Kruse took out the first race. During the second race the breeze died almost right away – still life with Tasars on a mirror surface – and the magician here was Andrew Wright with Sara on “Vin Fiz” as they inched across the line in first place. No chance of a third race!

The weekend was part of the overall Tasar short-course championships. It counted as a stand-alone event as well, and Phil and Chris Darby took out first place on scratch, with Peter and Gillian Wilson in second. The weekend’s handicap winners

were Andrew and Sara Wright.

The overall Tasar short-course champions are Peter and Gillian Wilson (“Magic Pye”), with Andrew and Sara Wright (“Vin Fiz”) second and Chris Carden and Elise O’Connor (“Tadpole”) third. On handicap “Vin Fiz” had the best results, followed by “Manly Ferry” with the two Kevins, Brown and Leedow, with the perennial “Slam Dunc” (Duncan Robertson and Laurie Hoffman) third.

Jane Klein

## CONCORD & RYDE SC TASAR FLEET REPORT

### Welcome

Firstly, a warm welcome to Concord & Ryde’s newest member - Tasar sailor – Russell Green who has decided to join the Tasar fleet at Concord & Ryde Sailing Club after socially sailing his Tasar for a few years on Lake Macquarie. Russell has so far completed four races and isn’t that far off the pace for a sailor new to racing and to the vagaries of the Concord Ryde wind pattern. Keep up the good work Russell.

### Vale Chris Wood

It was with sadness that Club President Chris Lowe reported the untimely death of a former Concord & Ryde Tasar sailor – Christine Wood or “Chris” as she is constantly referred to in class records.

I wasn’t fortunate enough to know Christine Wood. However, in reading through past articles in Tasar Association newsletters, I have found that Warwick and Chris Wood together with Ian and Robert McMaster were responsible for starting the Tasar fleet at Concord & Ryde in 1981. Warwick and Chris sailed Tasar 1851 named “Touch Wood”. Warwick and Chris participated in a number of NSW events including Traveller Trophy series and “Outer Circle” sailing events that were conducted to promote Tasars to a wider audience. They attended the second Tasar World’s Championships that were held in Vancouver, Canada in 1983. The following report from Warwick provides an insight into Chris and I repeat parts of it below:-

“The results that Chris and I achieved in Vancouver ie second in the North Americans and third in the Worlds, were achieved by not one large factor, but a lot of small items. We are extremely pleased with the results as they are our best results in a major series since we commenced sailing a Tasar just two years ago. Preparation and attention to detail absorb the majority of small items. We were fortunate enough to know that we were going to Vancouver 15 months prior to departure. In this time, we had the opportunity to self-analyse our shortcomings and to concentrate on eliminating them. Teamwork on the boat does not come overnight and although Chris has sailed for only 3 ½ years during this preparation period, she took over much more responsibility in sailing the

boat. She now tends to the front ie jib sheeting tension, vang and other settings etc without reference to me. We have acquired a better “feel” for the boat and this has allowed me to concentrate on many of the other things that go into succeeding in a series...

These boats must be sailed as a team and in that regard I am extremely indebted to Chris who, as the results show, sailed to the level of the occasion.

Warwick Wood”

Sandra Donovan Honorary Secretary of Concord & Ryde SC – a friend of Chris Wood added that

“Warwick’s dream was always when the kids grew up to purchase a yacht and go cruising around the world. Chris was not quite so sure and needed a bit of convincing. So they joined the Cruising Division of the Middle Harbour Yacht Club when the Tasar was sold and their first yacht was purchased. Chris certainly came around as she enjoyed the champagne cruises up and down the coast with the Club. They eventually purchased a much larger yacht more suitable for longer cruises, sold their home in Cheltenham and prepared for their adventure. Warwick retired and for the last 4 years they have cruised on their yacht up north, ventured across to New Guinea, Solomon Islands to mention a few and down to Tasmania. They had been in Tasmania for some time with a group of other cruising yachtees. It was there that Chris whilst preparing a meal in the galley collapsed and died aged only 54.

Chris’ health was always of concern to me. She had suffered from chronic asthma growing up and the effects of this plagued her all her life. But she never talked about it or complained and never let it get in the way of anything she wanted to do.

Our families were intertwined in other ways. Chris was my tennis partner and we played comp. together for most of the 1980s. We started patchwork quilting together, a passion we have both shared for the past 20 years. We both became in-

## Concord & Ryde SC Tasar Fleet Report (continued)

volved in the industry, Chris being part owner of the "Quilting Bee" at Gordon for a number of years.

Warwick and Chris contributed a great deal to Concord & Ryde Sailing Club. Warwick during the early 1980's ran the training classes and also did coaching for the kids to improve their skills. He was also on the relocation committee during those days and put a great deal of work into an unsuccessful submission to Concord Council. Chris was very outgoing and enjoyed the camaraderie at the Club. She would help out at any time with social events or anything else that needed to be done. She volunteered to be Publicity Officer that included editor of Concord & Ryde SC's Magazine called "Up the River" in 1980. It was a huge job. In those days everything was typed onto stencils and then run off manually on a Gestetner page by page. She talked me into sharing the job with her. I ended up doing it for about 13 years. Warwick is also responsi-

ble for me being Secretary of the Club. At the AGM in 1983 there were no nominations for Secretary and the job was to be left vacant when Warwick, (as a lark he told me later - he was very good at that) nominated yours truly and I was railroaded into the job. As you say the rest is history.

Sandra Donovan<sup>?</sup>

I am not aware whether Warwick & Chris participated in any Tasar events recently but to progress from not knowing how to sail to achieving third in a world class Tasar fleet in such a short period of time is a major achievement. Chris Wood will be missed.

Tony Keevers  
Tasar Class Captain  
C&RSC

## NOTICE OF RACE 27TH NEW SOUTH WALES TASAR STATE CHAMPIONSHIP, 2003-2004

The Tasar Association of New South Wales Incorporated invites entries for the 27th New South Wales Championship for Tasar class yachts to be held from Friday, April 9th, 2003 to Monday, April 12th, 2003, on Lake Macquarie near Wangi Wangi, NSW. The regatta will be conducted by the Wangi RSL 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.

Race Headquarters will be located within the Wangi RSL Amateur Sailing Club, Wangi Wangi NSW 2267.

### 1. Rules

The Regatta will be governed by the Racing Rules Of Sailing 2001-2004 (RRS), as amended, the Prescriptions Special Regulations of Yachting Australia, the rules of the Tasar Class and the Sailing Instructions. Boats shall comply with the Part 2 Special 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;

- a. 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.
- b. When AP, answering pennant, is flown ashore with two sound signals (one sound signal when lowered), it means "The

race is postponed. The warning signal will be made not less than one hour after AP is lowered". This amends RRS 25 and 'Race Signals'.

c. 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.

d. An orange flag or shape will be the on station at the finish signal (amends Race Signal Blue flag).

e. Mark boats not being on station will not be grounds for redress (RRS 62.1(a)).

### 3. Advertising

The regatta is designated a Category C event in accordance with Appendices Section II, 1 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. Attention is drawn to RRS 46.

### 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, April 2nd, 2004, accompanied by a fee of \$75. Late entries will be accepted up to 1100 hours on Friday, April 9th, 2004, with an additional fee of \$25.

### 6. Schedule of Events

6.1 Registration

## NOTICE OF RACE

# 27TH NEW SOUTH WALES TASAR STATE CHAMPIONSHIP, 2003-2004

### (Continued)

Registration will be at Race Headquarters on Friday, 9th April, 2001 between 0900 and 1100 hours.

#### 6.2 Racing

Races	Day	Date	Warning Signal
Heat 1	Friday	April 9	1355
Heat 2	Saturday	April 10	0955
Heat 3	Saturday	April 10	1355
***	Sunday	April 11	0925
Heat 4	Sunday	April 11	1325
Heat 5	Sunday	April 11	ASAP after heat 4
Heat 6	Monday	April 16	0855

"\*\*\*\*" = 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 at 1130 hrs on Friday, 9th April, 2004.

#### 7. Registration and Measurement

7.1 Entrants must register for the regatta at Race Headquarters on Friday, 9th April, 2004 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 prior to the change.

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.

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 water 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.

A handicap pointscore will also be conducted.

#### 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.

Provided there are at least five entries in each category and based on the ages of the skipper and crew on the day of the first scheduled race;

iii) Best Junior Helm and crew under 19 years.

iv) Masters Perpetual Trophy (crew age 80 to 99 years).

v) Grand Masters Perpetual Trophy (crew age 100 to 119 years).

vi) Super Grand Masters Perpetual Trophy (crew age of more than 120 years)

vii) 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.

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 11th, as soon as possible after results have been calculated (2.00pm approx). Presentation of trophies will be subject to amendment and review in the event of appeals being lodged and upheld.

#### 14. Insurance

It is a condition of entry in the regatta, that each participating boat shall be insured with valid third-party liability insurance with a minimum cover of AUD\$5 million. The policy should cover all risks that may arise while the competitor is participating in the regatta, whether afloat or ashore. The competitor will be required to provide evidence of such insurance the Organising Authority on their entry form.

#### 15. Further Information

For further information, please contact Chris Parkinson on 02 4973 4859 or email at [parkys@ozemail.com.au](mailto:parkys@ozemail.com.au).

**ENTRY FORM**

**27TH NEW SOUTH WALES TASAR CHAMPIONSHIP, 2003/2004  
9th - 11th April, 2004**

To the Regatta Secretary, Tasar Association of New South Wales Incorporated, Chris Parkinson, 12 Asquith Ave, Windermere Park NSW 2264. Tel.: 02 4973 4859.

In accordance with the terms set out below and with the Notice of Race, please enter  
Tasar ..... No .....  
in the 27TH N.S.W. TASAR STATE CHAMPIONSHIP from 09/04/04 to 11/04/04.

Name .....

Address .....

I am [my representative (.....) is] a member of ..... Club which is affiliated  
with ..... (State/Territory yachting authority).

Name of Helmsman .....YA Member No.....

Name of Crew .....YA Member No.....

Telephone: Home ..... Business .....

Email .....

Insurance Company ..... Liability Cover \$ .....

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:-

Junior Helm [ ] (helm and crew each aged less than 19 years), Masters[ ] (80-99 years),

Grand Masters[ ] (100 – 119 years), Super Grand Masters [ ] (over 120 years).

Dates-of-Birth...Skipper [ / / ], Crew [ / / ]

Entry fee: \$75.00

Note: A late entry fee of \$25 applies to entries received after 2<sup>nd</sup> April, 2004.

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

**DISCLAIMER OF LIABILITY**

Competitors participate in this regatta entirely at their own risk. The organisers will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

Wangi RSL Amateur Sailing Club and/or the Tasar Association of New South Wales is not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment. The Wangi RSL Amateur Sailing Club and/or the Tasar Association of New South Wales reserves the right to refuse any entry.

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

Signed: ..... Date: .....  
(Owner or Representative)

