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President’s Message

Firstly, thank you to those who provided feedback on the last edition of the newsletter, it was mostly positive. If anyone has further comments please let me have them.

I would also like to thank all those who have contributed to this edition, there is a good cross section of reports.

It is good to see there is some renewed Tasar activity in SE Queensland. While the numbers are small it is a good base to work from.

There is a reprint of an article by Richard Longbottom that appeared in a newsletter in 1989. If anyone has any articles worthy of reprinting please send them to me.

The 2003 Tasar Worlds will be starting shortly (20 June) and there are 20 Australian boats entered. From all the emails it appears it will be a great event and I would like to wish all those competing good luck, good sailing and a safe trip. I look forward to receiving some great articles to publish in the next Newsletter.

I plan to produce the next edition of the newsletter in September. So please send me your articles by early September.

Good Sailing.
Chris Parkinson

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As you might be aware, the Tasar Association of Victoria hosted a half day workshop in March to flesh out ideas on how to promote the Tasar into the future and secure its long term viability. The workshop was held in the Ronstan boardroom and facilitated by Alistair Murray who kept us well focused and ensured that a lot was achieved in the short time available.

We had an excellent attendance with representation from the

- Australian Tasar Council - Chris Parkinson and Graham Hanna
- NSW Tasar Association - David Seaton
- Yachting Victoria - Diana Liptrot
- as well as individual representatives from South Australia.

The key aim of the workshop was to develop practical ideas to promote the Tasar and produce a strategic marketing plan for the Australian Tasar Council. As a result, a marketing plan is now being written that focuses on what can be done on a National and State level.

Essentially, the National initiatives involve promotion, communication and "nurturing" Tasar sailors while the ideas generated at State level are quite generic and aimed at implementation at the grass roots level.

The bottom line resulting from the workshop is the aim to "Get more people sailing Tasars more often." As a class, if we can increase the enjoyment people get from sailing Tasars across the board, the class will grow and prosper.

The marketing plan is now in a final draft form and ready for review by the ATC exec. Once the plan is finalised, it will be ready for distribution and implementation by all state associations.

Jonathan Ross
Chaos Theory 2673
This is a belated report on the Victorian State Titles, which were finally held at Westernport YC.

The weekend would best be described as light. Unlike most of our season, the hiking pants were never really required at all. However, the wind never dropped below about 5 knots, and good racing in flat water was enjoyed by the entire fleet of 27 entrants. While the series lacked any of our NSW visitors, we had 4 boats who made the journey from SA. We also were joined by a familiar face, Glenn Collings, who pulled “Magic Carpet Ride” out from under the tarpaulin to wash the dust off.

Six races were completed over the three days, 2 on Friday, 3 on Saturday, and 1 on the Sunday morning.

Friday’s races were held inside the reef in an 8-10 knot breeze with a small tidal effect, which seemed to be pretty even over the entire course. The most memorable part of the afternoon was when, fighting it out for 4th place in the first race we were punished for a marginal Port tack cross 30 metres from the finish line. A 720 later and our hoped for 4th had turned into an 8th - Yes the racing was very close.

Saturday morning’s race was light again. A long course was set outside the reef, although the smoothness of the water, and the lack of a real swell meant that the conditions were virtually identical to those the previous day. 2 Dry Martinis was by now starting to show some consistency at around 9th position. At the front of the fleet, the results were wide open.

On Saturday afternoon, we again went inside the reef for two short races. Again the winds were 6-10 knots, with the odd puff to 13 knots. By the end of these two races, “2 Dry Martinis” was again displaying her consistency with 8, 7, 11, 9, 8. With those results 8th place would seem to be a pretty good bet for our finish position. Not bad for a new team against the depth of competition that was assembled, we thought

Meanwhile at the front of the fleet, things were still very interesting. While the first three boats had established their positions, the battle for 4-7 was very tight. Four boats were sitting within 4 points of each other. The final race would decide the finish positions amongst these 4 boats.
## Western Australia Report

Western Australia have been settling into their new club Royal Perth Yacht Club.

High membership fee’s and a predominant junior dinghy division being a factor in the slow building of the fleet. Which to date means 6-7 boats racing weekly.

A new development officer at the club is proving successful and is assuring to keep new comers ready for the upcoming season.

The majority of our fleet are in their second and third season and our racing this year was not only close but very competitive across the board.

Our State Titles were held in Bunbury which is south of Perth on Koombana Bay, over the March long weekend and was won by Mark and Graham Hansen in Taserback. We had fair winds and absolutely beautiful weather.

The Far north Kimberly contingent of Tasars in Kununurra are still active although the lack of water in Lake Kununurra has hindered the racing season this year.

We have also had a hand full of boats relocating to a club south of Perth in Mandurah. It is hoped that this group will continue to grow and make the class stronger in WA.

Several of the Perth Tasarites are already planning the trip to Mission Beach next year in preparation for the Worlds in 2005 and yes we are Excited and on a “Mission” to keep the class alive in the West!!

Bart and Sharon Thompson

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### Victorian State Titles 2003

**Westernport YC**

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The proposed Qld championships that were to be held at the Whitsunday during Easter were postponed at the last minute due to other commitment by many sailors. The championships will now be held at Mission Beach on the 5th/6th July. This time will allow for no other distractions for sailors. Sailor will be home from Uni, other commitments such as team sailing will not be on, and the venue is a lot closer to the majority of Tasar sailors. This time will also be the same time of year that the Australian championships will be held at Mission Beach. See Notice of race in this newsletter.

The clubs of Mission Beach and Tinaroo have been getting reasonable size fleets at their club event although there are still quite a few Tasar gathering dust in garages around the north. It is hoped that they will reappear for the Qld Championships.

Crusadar has been sold to Greg and Trish Curneo of Mission Beach and they are racing competitively already.

The Mayday Regatta at Tinaroo was down in numbers this year although the Tasars were fairly well represented. However, it blew a gale for the whole weekend and many of the less youthful Tasar sailors found the going a bit too tough. The heavy weights of the fleet, John and Mathew Jacob had no excuse this time and certainly won in convincing style. They were the only Tasar to brave the howling winds of the last race. As you can see by the results there were a lot of DNS’s, DNF’s and even DSQ’s were the three leading boats went the wrong way!! Oh well, the red wine and the sing-a-longs around the campfires were great.

Crusadar has been sold to Greg and Trish Curneo of Mission Beach and they are racing competitively already.

Terry Mosler
Winning the 2003 NSW State titles came as a complete surprise. Having only sailed Tasar’s a handful of times since last year’s regatta and with a new 13-year-old crew that had never sailed Tasar’s before I had given myself minimal chance of winning. Convinced that I wasn’t going to win I went into the regatta under no pressure and a mindset that I was going to focus on having fun.

Unlike 2 years ago when I won the title for the 1st time, there was no single thing that gave me an edge. I felt we sailed a conservative regatta with no major mistakes and no weaknesses across the wind range and around the course. I felt was the main reason for winning was a change in attitude, on land and on the water.

Having sailed the MG14 nationals and getting my teeth kicked in by Jamie Roberts I took note of his advantages over the rest of the fleet and went away with a vision on how I wanted to sail and set about changing my ways. My attitude sailing the boat was a complete change to past regattas. I stayed out of trouble, even doing a 720 at the start in one race when I thought I was ok, and forgetting about the little things. I was asked why I had the centerboard up quite high in light conditions; my answer was “where was it?”. The height of the board didn’t really bother me. There’s no black magic, Craig McPhee and myself set up quite differently. For starters, my diamonds where quite tight compared to Craig’s, who might have well as taken them off!

While sailing I concentrated heavily on steering the boat accurately, keeping it flat and stable upwind, constantly watching for waves and gusts and being proactive rather than reactive. This allowed me to sail flatter and higher for longer periods of time without loss of boatspeed. I always tried to set up the sails so I was in the middle of the range, minimizing the changes in settings, keeping my head out of the boat not in the boat, something Glenn Bourke told me years ago.

My outhaul only varied an inch and the vang and cunningham where played to what felt right at the time.

We started pulling the vang on when I started dropping the traveler consistently bellow the centerline. More tension was applied as the breeze increased to “what felt right”. As soon as we stopped hiking the vang was eased completely. The cunningham was played in the same manner but to a lesser extent. It would have been played more if the control were accessible from the side, similar to the vang. I would love to hear some feedback on people’s thoughts on the ideal. think the cunningham is more important in power control then the vang.

Downwind, I tried to keep the boat fast the whole time while searching for as much depth as possible. On the runs, I always tried to keep the boat on the gybe that was pointing closest to the mark, whilst constantly looking for pressure. When reaching we focused on gust response, we made many boat lengths here by anticipating what’s going to happen and acting! By the time you react, you’ve already lost a boat length. Working hard at the trim and the steering and watching the pressure are the main things we focused on. Always use the heel of the boat to steer, any movement of the rudder slows the boat. Experiment by steering downwind with the tiller tied in the middle, be vicious with the heel.
and see where you end up, possibly in the tide, but you will learn how far you can go.

Tactically, we were fairly conservative. Whenever we split, we lost. There were people out there who did all sorts of risky stuff, it paid of a couple of times, but they weren’t in the top 4 at the end of the regatta. As the cliche goes “we played the percentages”. Starts were generally good, apart from the last race where we got pinned in a corner and we never recovered. Having only sailed with Nick a couple of times I took things a bit slower, got the pole off early and never rushed him to get it up. Talked everything through, in particular the starts and mark rounding’s so he always knew what I was trying to do and where I wanted to be coming out of them so we were always working towards the same thing.

Over the comparatively short years I have been sailing Tasars I have seen many different techniques that people use to sail their boats. Jonathon and Charlie Mckee are brothers and have sailed together in different boats but sail Tasars completely different to each other. Brett Young and Craig McPhee sail in a similar way, but completely different to Stu Shimeld and Alistair Cook, all of whom are very fast sailors.

As far as boat setup was concerned the only thing I changed from Dad’s setup were the top 3 battens. I went back to bog standard yellow untapered battens, whether they made any difference I don’t know but they looked & felt good. The 2nd & 3rd battens up were 2 grades heavier from standard. Mast rake was on maximum again unchanged from where it has been for years. Jib cars were out up to 3 holes in the windy races and the jib was attached on the lower hole in most races. Jib attachment point will vary from boat to boat subject to mast rake and height of the jib at the tack.

I’ve mentioned a lot of top sailors, all of which I’ve had the opportunity to sail against. It’s important to take note of how they all sail, however different they are and develop your own techniques that feel right for you. Make the time you spend on the water useful. Get out early and always try to line up against someone, use the time to try different things and find a comfort zone.

As the Guanaria family will be missing from the upcoming worlds for the first time in a number of years, Nick, myself & Dad would like to wish all the Aussies well for the regatta.

Shane Guanaria
2581

The photographs of the NSW Championships have been provided by Mark & Rebecca Olsen from

image-ination PHOTOGRAPHICS

More photos of the Championships can be found on their web site at
www.image-ination.biz

1st Place Handicap
26th NSW Championships
Michael Sant & Fiona Darling

5th Place Scratch
26th NSW Championships
Martin Linsley & Nick Grey

2nd Place Handicap & 1st Lady Skipper
26th NSW Championships
Alexandra Almond & Lockie Pearman

1st Place Handicap
26th NSW Championships
Michael Sant & Fiona Darling

2nd Place Handicap & 1st Lady Skipper
26th NSW Championships
Alexandra Almond & Lockie Pearman
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## TopYacht Software: Speers Point Amateur Sailing Club

### 26th NSW Taras Championships

#### Handicap

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and no discard (If you miss an event you can’t dis- card it).

4. Fantastic scratch prizes will be on offer as a reward for the top sailors support throughout the series.

5. There will also be a prize for the most improved sailor at the end of the series.

6. Each event,
   - Prizes will be given to top 3 handicap finishers (Handicaps to be done by each class) at each event.
   - Lucky draw prizes to be drawn at each event.
   - Fun prizes after sailing each day.

For more info. Contact Clynton at Bethwaite Design.
(02) 9938 6003
info@bethwaite.com

Bethwaite Skiff Series

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<td>Summer</td>
<td>6/7 Dec RPA, Pittwater</td>
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<td>Round 3</td>
<td>Australia Day</td>
<td>24/25 Jan Woolahra SC (29er NSW States - Invite Flying 11’s &amp; Flying Ants)</td>
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<td>Round 4</td>
<td>Finals</td>
<td>14/15 Feb Wangi SC</td>
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The plan is to expand the current series next time around by holding a 5th event in Qld next July. It would be a mid-winters.

The Series is open to 59ers, 49ers, 29ers, Tasars, and B14s.

1. Approx $20 entry fee per event.

2. Day 1 – 6 races, Day 2 - 5 or 6 races – aim is to finish early for those people travelling.

3. Overall scratch result will be determined at the end of the 4 events with the last event counting double.
The NSW Titles for 2004 will be run at Wangi RSL Amateur Sailing Club. This is a new venue for the titles after many years at Point Wolstoncroft. Wangi is a small township located on the western shores of Lake Macquarie. It is strongly recommended that people seeking accommodation in Wangi itself should book well in advance. The Wangi Hotel has a limited number of rooms and the caravan park is usually heavily booked out over Easter.

There are some lovely B&B’s or if you contact the real estate agents they usually have houses available for rent. This is sometimes a good alternative if you get a group together to share the costs.

Following is a list of accommodation that is correct at the time of printing. For more information about Wangi and a map of the lake go to the website at the beginning of the list.

### Accommodation for Wangi

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<td></td>
<td>Across the road from sailing club.</td>
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<td>Wangi Point Tourist Park</td>
<td>Watkins Rd</td>
<td>02 4975 1889</td>
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<td></td>
<td>Wangi Wangi</td>
<td>2267</td>
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<tr>
<td>Rosella Lodge B&amp;B</td>
<td>56B Dobell Drive</td>
<td>02 4975 3454</td>
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<td>7 Alexander Pde</td>
<td>02 4975 3298 (ph)</td>
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<td>Arcadia Vale</td>
<td>02 4975 3298 (fax)</td>
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<tr>
<td>Overnights Reflections B&amp;B</td>
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<td>02 4975 1430</td>
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<td>02 4975 5319</td>
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<td><a href="mailto:kaschenk@tpg.com.au">kaschenk@tpg.com.au</a></td>
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<tr>
<td>Myuna Bay Sport and Recreation Centre</td>
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<td></td>
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<td>02 4973 3301 (ph)</td>
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<td></td>
<td>Dora Creek 2264</td>
<td>02 4970 5014 (fax)</td>
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<td>Email <a href="mailto:myunabay@dsr.nsw.gov.au">myunabay@dsr.nsw.gov.au</a></td>
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### Additional Notes

- The Brighton Apartments
  - (New Luxury opposite waterfront Toronto)
  - 157 Brighton Avenue 02 4935 8888
  - Toronto 15 minute drive to Wangi. Excellent accommodation close to shops and restaurants.

- Toronto Hotel/Motel
  - 74 Victory Parade 02 4950 1033 (ph)
  - Toronto 02 4950 4804 (fax)
  - Basic accommodation, overlooking lake. Historic Hotel.

- Gables by the Lake B&B
  - 162 Coal Pt Rd 02 4959 4066
  - Coal Point 2283
  - fambow@tpg.com.au

- Tranquil Shores Waterfront Cottages
  - 6 Moore St 02 4959 3673
  - Toronto 2283
  - www.huntertourism.com/tshores
  - TranquilShores@bigpond.com

- Olde World Charm B&B
  - 124 Excelsior Pde 02 4959 8865
  - Toronto 2283

- Houseboat hire.
  - Luxury Afloat 02 4958 3044
  - Lake Macquarie Holiday Cruises 02 4973 5770
  - Cruise Sail Holidays 02 4972 0790
  - Calypso Houseboats (Wangi) 02 4975 4821

- Real Estate Agents
  - Wangi Realty 02 4975 1644
  - www.wangirealty.com.au

- Keys Real Estate 02 4975 3707
  - Over the past few years the Tasar Association of

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Grand Masters Trophy Winner
26th NSW Championships
Derick & Gwen Warne
NSW Travellers Trophy Series 2002 - 03

The winners of the overall Travellers Trophy Series on scratch and handicap receive the FD Bethwaite Trophy. The racing throughout the series has been very close and first and second on scratch overall were only separated by half a point. My thanks go to the Club reps who made the arrangements with their clubs for our visits. The final results are as follows.

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NSW Travellers Trophy Series
Newcastle, 22 - 29 March 2003

What a great way to spend a week!

Sailing was one of the 40-plus sports included in the inaugural TransTasman Masters’ Games, held this year in Newcastle. The Games are an initiative of Newcastle and Auckland North Shore, and build on the success of the 8th Australian Masters’ Games held here 18 months ago. They will be an annual event, the venue alternating between Newcastle and Auckland.

The sailing was conducted by Belmont 16ft Sailing Club on Belmont Bay in idyllic autumn weather. After a few drops of rain on the first day, the sun stayed with us for the rest of the week. Winds were generally light to moderate – no drifters, although the last day’s racing was delayed a couple of hours until the wind came in. Competition was held over four days, with two trapezoidal courses each day. This allowed the “faster-boat” fleet (skiffs, A-class cat and spinnaker dinghies) to finish about the same time as the fleet of Tasars and Lasers. There were age divisions within class divisions, so plenty of opportunity to be among the medals!

Waving the Tasar flag were Tom Ruut and Debra Newell in 2462 Cool Bananas, and Geoff and Jane Klein in 2728 Tokay. We were neatly separated by an age division line. Hey, who’s complaining – each of us thrashed all others in our divisions and came away with gold medals! There was some hot competition in the Lasers, with a couple of former champions, and a Kiwi visitor made the trip across the Tasman as well.

Not only was the sailing pleasant, there were also some good times off the water, making the most of the last of the daylight saving evenings, watching the sun set over the water. The Games opening ceremony had the traditional athletes’ march-past, a welcome and smoking ceremony with local Aborigines and Maori dances. Jon English was the star of the party that night. Bands performed at the Games Village each night, and Friday night at the Warners Bay foreshore podium saw a great Aussie bush band, Outback. And there were lots of other sports to watch around the region.

It might be difficult to get a Tasar fleet in Auckland next year, but the TransTasman Masters’ Games will be back in Newcastle in March 2005.

Jane Klein
2728

Masters Trophy Winner
26th NSW Championships
Peter & Gillian Wilson
NSW Travellers Trophy Series 2002 - 03 (Continued)

| Handicap | 1st | 2111 Manly Ferry | Kevin Brown          |
|          | 2nd | 1887 Tough Cookie | Harley Kruse         |
|          | 3rd | 2482 RAN          | Martin Linsley       |

| Scratch  | 2619 Flying Ferret | Lachlan Brown       |
|          |                  | Trish Collocott     |

| Handicap | 2672 To The Max | Michael Sant |
|          |                 | Fiona Darling |

This year we introduced a new event into the Tasar Calendar the “NSW Short Course Championships”. This event was held over two weekends, the first split between Wangi and Lake Macquarie Yacht Club, the

| Handicap | 1st          | 2672 To The Max | Michael Sant       |
|          | 2nd          | 1887 Tough Cookie | Harley Kruse       |
|          | 3rd          | 2619 Flying Ferret | Lachlan Brown     |

THE FD BETHWAITE TROPHY

| Scratch  | 1st          | 1913 Formula Pye | Peter Wilson        |
|          | 2nd          | 2619 Flying Ferret | Lachlan Brown       |
|          | 3rd          | 2087 Scribbel    | Robert Douglass     |

| Handicap | 1st          | 2672 To The Max | Michael Sant       |
|          | 2nd          | 1887 Tough Cookie | Harley Kruse       |
|          | 3rd          | 2619 Flying Ferret | Lachlan Brown     |

Our racing next season at Balmoral will, we hope, involve more short course/sprint racing, bringing the fleet together, forcing the use of the rules, more exposure to starts and allowing the tailenders to stay in contact with the fleet on the day. This plus the training days we offer, we hope, will again lift the skill level of the class.

Kind regards
Ian Best.

Balmoral Waves

The season has wound down quicker than we all wanted, as our respective positions within the fleet and the points in the Point Score or the Club Championship were always going to change by the next race result … which of course never happened. However, the results are probably a good reflection of the effort and time that the respective skippers and crews have put in over the season.

CLUB CHAMPS for this season were all of us, but winning the races were (in order of crossing the line) and well done to all;

2727 Liz Kemmis and Graham Hanna
2731 Trish McVeagh, Deb Lambourne and David Seaton
2722 Yvonne and Kevin Wadham

THE NSW STATE TITLES gave the club a very competitive 1st (well done Shane) 11th, 12th, 14th, 23rd, 24th, 27th, 28th, and a 41st. placing. The waters of Lake Macquarie also allowed the Club Trophy to go to Balmoral for the umpteenth time.

Our congratulations go out to all the above people for a good season and special thanks go to the Club and Association Officials for their time and effort in getting things organised for each week’s racing.

Two boats from our club will be venturing to the World Titles in Canada this year and we wish them all the best in their endeavours.

Balmoral Team
Winners of the Best Club Performance on Handicap
26th NSW Championships
The renaissance of the Tasar fleet over the past few years at Woollahra Sailing Club took another boost in the season of 2002–2003 with 10 boats joining the club. Our Tasar register is now 31 boats including the Sydney Uni and Uni of NSW fleets making it probably the biggest Tasar club in Australia.

The club owes much to the effort of Kim Gentle (Espresso) who continues to do a great job as the Tasar representative with her weekly emails during the racing season, finding crews for lone skippers, and her warm generosity given to welcoming the new Tasar members into the club.

On the water the racing has been superb with the second half of the season seeing no less than 10 boats on the starting line and at times around 15 boats racing. The word finally got out, and towards the end of the season saw more visitors coming to join in the Sunday racing. As usual Robin Foote did a great job running the two races each Sunday and he was often keen to add a third race if competitors wanted.

Racing at the front end of the fleet saw intense battles for the lead with regulars Michael Sant & Fiona Darling 2672, Shaun Anderson & Jane Holden 2066, Jennifer Sumson & Martin Gill 2127, Harley & Patricia Kruse 2610 and regular visitors Derek Hadwen & Nicole Kidman 2758 often fighting for the lead. More often than not it was Shaun and Jane in 2066 who crossed the line first and it comes as no surprise that they ended up as the club Tasar Champions for the season. Congratulations!!

Shaun Anderson demonstrated that he is a force to be reckoned with in the Tasar class when the club hosted round two of the short course championships and Tasar Travellers Heat 5. Only sailing on one day, Shaun and his brother Phil scored a 1st, 1st, 3rd. It was an intense 2 days of racing in good winds for the 26 Competitors and an event the club was proud to host.

There were a few regular Tasar travellers from the club who competed in the Tasar Travellers events and also made it to Melbourne for the Mordialloc Nationals. WSC boats were also well represented in the State Championships over Easter, including a return by Norm Rydge at the helm of a borrowed Espresso. The award however for most travelled for the season, must go to Tom Ruut and Debra Newell 2462 who have flown the WSC flag at nearly every Tasar event.

In building the fleet, the club has been encouraging new Tasar sailors with 2 coaching clinics held during the season. Ross MacDonald was an excellent coach for both the on and off the water sessions. Former Tasar World Champion, Russell Ford, was also at hand for one of the sessions providing great input on boat handling. Building on the interest in these clinics, the club will definitely run more next year.

Racing at the club will continue right through winter with 2-3 races every Sunday, and next season the club looks forward to the possibility of hosting a Sydney Tasar Regatta at Christmas and a round of the Bethwaite Skiff series sometime in January.

We welcome all Tasar sailors to Woollahra SC and wish all the best to those competing at the World Championships in Vancouver.

Harley Kruse 2610

PS. WSC has a new website: www.woollahrasailingclub.org.au which has up to date race results, and will soon have linkage to the clubs weather station and camera for up to the minute sailing conditions at Rose Bay.

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## The Concord - Ryde Report

So ends another sailing season at Concord Ryde. Congratulations to all the Concord & Ryde Tasar sailors for making it yet another fun and enjoyable season. Whilst the Concord & Ryde fleet of 10 boats doesn’t have the fleet numbers of some of the larger Sydney Clubs, racing has certainly been enjoyable. We enjoy having a picturesque part of the Parramatta River to compete on, we have a large grassed area to rig on, we have easy access to carry the boats to the water and a unique location for the clubhouse with it set amongst the mangroves. It must surely be one of Sydney’s best kept Tasar sailing secrets.

In regard to the friendly sailing competition, consistency appears to have been the key. Most of the following place getters only missed one or at most two races out of each of the race series. Club Champions, Robert and James McMaster constantly displayed a number of other consistencies –

- keeping their Tasar flat with the sails correctly trimmed no matter what the weather or river conditions, and
- providing advice and encouragement to the slower boats in the fleet;

I wish all the fleet the best for the off-season and will hopefully see you all rigged and ready to go by 1.30pm on Saturday 6th September 2003.

Results of the major C & R Tasar events were:
The Concord - Ryde Report (Continued)

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<th>Club Championship</th>
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<td>1st</td>
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Speers Point Amateur Sailing Club
Reflections on 2002 – 2003 season

SPASC is now looking back on a great season with growing numbers in all divisions – we have regularly had a dozen Tasars on the water for our weekend’s sailing. Racing has been hard fought, and the results often a little unpredictable.

There is a diverse range of Tasar crew combinations, proving the accuracy of the original Tasar concept:

- two thirds male + female
- and half of these are husband and wife!
- young Julia Fitzgerald is our only female skipper, and improving all the time, coping with all weathers and keeping crew Allan Hughes in line
- the rest of the crews are all male
- about half the boats have one crew member under 21

Club members have travelled to Tasar Travellers’ events – interclubs and short course racing – around NSW, the Australian Championships in Melbourne, the TransTasman Masters’ Games in Newcastle, and we would have been represented at the Victorian States as well if blue-green algae hadn’t got in the way.

And we have enjoyed visits from members of other Tasar clubs for events such as our Marathon in January – the scenic sail down Lake Macquarie, around Pulbah Island and back (although conditions this year were not as pleasant as usual, fighting back up the lake into a stiff nor’wester). Our annual regatta in October and our ANZAC Day regatta were also enjoyed by a large fleet of boats.

This season we have to great acclaim trialled handicap starts for normal sailing (apart from Club Championship heats and events such as the President’s Cup).

SPASC Tasar members with highlights to boast of include:

- Jeff Mepham & Matthew Fitzgerald, Tasar Club Champions, Marathon and Sprint Series winners – also 9th in the NSW State titles
- Chris & Beryl Parkinson, second in almost everything, and attendees at every Tasar event in NSW
- Peter & Gillian Wilson, 11th in the Melbourne Nationals, 8th at the NSW States
- Geoff & Jane Klein, gold medallists at the TransTasman Masters’ Games
- New Club member and sailor Jo Adendorff, sailing with a record number of Tasar skippers in her first half-season (four altogether, three of them called Chris)
- Others featuring in the prize lists included Alan and Marilyn Sutton (one of our two sets of grandparents)
- Watch out for Glenn and Lew Nolan, new to Tasars this season; Benny Howe, now ensconced at the skipper’s end of the boat with Nicola up forward; also John Pateman and DavidRalston, building on last season’s experience; and Fleur Robinson, getting to take over the stick from her skipper Robert Probert occasionally …

We look forward to the odd winter sailing day – the fourth Saturday in each month from May to August, starting 1pm – and welcome any Tasars who would like to join us. Next season’s racing will begin on Saturdays in early September.

Jane Klein
2728
PRE-RACE PREPARATIONS:
- some words of wisdom from the Tasar National Champion, Rick Longbottom of the Navy.

INTRODUCTION
Pre-race preparations should commence about the time the venue for an event is promulgated. This may seem a little premature, however, all too often time runs out and all the information you could have used for the event is unavailable in the time remaining. Such preparations obviously include accommodation, transport, boat storage and facilities. These aspects are best covered by visiting the venue if it is in reasonable proximity to your home or by consulting a reliable racing sailor in the area.

As an example I will relate the way I undertook aspects of the National Championships at Port Stephens including long term preparations, shore preps before a race and on the water analysis prior to the start.

KNOWLEDGE OF THE VENUE
Like many people, I had passed through Port Stephens as a visitor but knew little of the aspects relevant to competitive sailing. In June, 1988 Louise and I decided that we should have a weekend away from the hassles of city living. It was no surprise to Louise that I nominated Port Stephens!

Prior to arriving, the relevant charts had been acquired, the port guide consulted and several sailing friends interrogated for useful snippets of information. In the midst of a relaxing holiday it was quite pleasurable to stop around the waterfront and see what information was available. The boat sailing club was the obvious source of information, however the nearest marina was the best choice for the ‘good oil’.

If you seek accurate information the best source is someone whose reputation or livelihood depends on it. By talking to the owners of the marina I was confident that their interpretation of tidal information was accurate, after all, they raise and slip vessels on the movements of the tide. Other data or opinion available from the marina staff included:

a. Usual weather conditions
b. Amount of harbour traffic, and
c. Current strength and direction

It was interesting to find out at the end of the discussions with the owners that their daughter was presently at The Australian Defence Force Academy and a keen sailor to boot! For the sceptics, I can assure you that the above information was offered prior to finding out that I was in the Navy. There was no special treatment.

The opportunity arose to visit an old friend from Skate sailing days who lived opposite Port Stephens Aquatic Club. Although he was unable to shed any extra light on the characteristics of the waterway he certainly provided good afternoon tea and good background information about the region.

The preparations necessary for getting a championship and doing the necessary boat preparations is well covered in many books so – on to the nitty gritty racing preparations.

SHORE PREPARATIONS
With a roof or tent over your head thoughts should turn to the gathering of basic decision making information such as;

a. Weather maps (including the previous weeks worth)
b. Tidal information
c. Racing schedule
b. Topographical map (to determine macro and micro geographic wind influence)

Even with a basic understanding of weather maps and using the evening weather broadcasts it is possible to prepare a plan for the following days racing. It may not be perfect but it is better than no plan!

The promulgated race instructions are something many people ignore (including me). If you are not fully conversant with standard class rules and/or racing instructions they are well worth reading and digesting. If you are in doubt about your ability to remember any detailed information just remember that Tasars have decks and chinagraph pencil marks can be erased with metho or turps.

When race days dawned at Port Stephens Bruce Murphy and I would listen to the daily forecasts, refer to the morning newspapers and basically assess the previous night’s predictions in light of the latest data. Armed with revised plans we could then get on the water with appropriate sailing apparel and rig tensions (ie jib luff, battens, diamonds and stays).

ON THE WATER ANALYSIS
If your team has its act together you should be able to hit the water an hour prior to the start with all necessary equipment including:

a. Protect flag
b. Shackle key
c. Spare shackles
d. Spare cord
e. Chinagraphs/marking pens
f. Personal gear
g. Race information
h. Drinking water
i. An apple
When it is time to get on the water don’t be distracted by other people’s problems (unless you are directly to blame for them). Bruce and I aimed to get onto the course as early as was practical and immediately started gathering the following information:

A. Sailing Angles
We would sail upwind in the course area, remaining on one tack for up to 10-15 minutes. This would give us an indication if the wind was oscillating quickly or not, we would also assess what was the median wind direction and the highest/lowest bearing on each tack. This was recorded on the foredeck in tabular form. Whilst beating up the course we would continually assess the relative headings of other boats to determine if there was a variation across the course. The likelihood of geographical influence was usually considered in this process.

B. Weather Variations
Changes in the local weather had to be considered so it was essential to keep remembering what had changed since leaving the beach. At Port Stephens several races were quite markedly affected by raining clouds. These clouds were not always over the course but were close enough to cause major direction changes with associated gradient wind strength reinforcement.

C. Tides/Current
Being an estuary the course was influenced by tide and to a lesser extent runout current. Although the locals claimed there was little influence Bruce and I concluded that the high rainfall prior to and during the series had to have an effect. Hence the ‘apple’. During our travels around the course we dropped an apple or half empty drink container into the water adjacent to fixed marks. By timing the movement or lack of drift we could confirm or refute the published tidal information. This proved most useful for checking the times of tide changes and also comparing the current variations (directions and strength) across the race area.

D. Wind Direction
Periodically during our pre-start wanderings we would luff head to wind and record the bearing making sure that we were not affected at the time by disturbed air. Close to starting time this can still be done by sailing to windward of the starting line and maintaining as much of your rights as possible by commencing your luff from starboard tack.

E. Starting Line
The checks required on the starting line are well described in many books and include:

I. A bearing of the line (taken by sailing from well beyond the pin and towards the committee boat. (This method is accurate as long as there is not tidal effect.)

II. Shore transits from each end of the line

III. Current effect at each end (if varying across the course)

IV. Determine favoured end by comparing the wind direction and the bearing of the line.

F. Marks
From the bearing to the windward mark provided by the committee boat calculate the bearings to the gybe and leeward marks. We wrote these bearings on the foredeck bulkhead – W = windward mark, R1 = first reach, R2 = second reach, S = square run. In addition to calculating the bearings we would obviously try to confirm the bearings visually before the start. Too often top class competitors start a race without checking and find themselves beyond a layline if the windward mark is not directly upwind.

G. Direction of Mark Rounding
If in doubt … write it on the deck. It could be very embarrassing to unexpectedly arrive at the windward mark first and jeopardise your lead by tossing a coin!

H. Timed Runs
Although Bruce and I rarely employed timed runs they can be a useful starting technique and need to be practised well before the starting line becomes a reaching racetrack. More often we practiced luffing approaches to get a feel for how the wind and sea conditions affected the boats progress in disturbed air and with tidal effects.

Having done all our homework both on and off the water, Bruce and I felt confident in our understanding of the venue and our preparedness. Sailing the races was never easy but with reasonably good information you can minimise the risk of loss around the course and put pressure on your competitors to out perform you. There was one other factor that came into play during the series called the “Stability Index”. This is a decision making tool developed by Frank Bethwaite which gives weighted values to various conditions present at the time. It enables you to predict the most likely sailing conditions and hence how to conduct your strategic plan. I am sure we will hear more about this Stability Index in the near future.
1. **Date, Venue & Organising Authority**
The 2003 Queensland Tasar Championships will be held from 5 – 6th July 2003 inclusive. The organising authority for this regatta is the Tasar Association of Queensland. Mission Beach Sailing Club on behalf of the Tasar Association of Queensland will conduct the regatta.

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

3. **Eligibility and Entry**
3.1 The regatta is open to all Tasars registered with the Queensland or other State Tasar Associations and a crew member who is a current financial member of the above organisations. All entrants shall be a member of an affiliated club through their MYA. All competitors shall comply with ISAF Eligibility Rules (RRS Appendix 2 Regulation 21.1)

3.2 Eligible boats may enter on the attached Entry Form which shall be lodged with the Race Officer at jgheath@bigpond.com or on Saturday 5th July at the regatta office.

4. **The Entry Fee for the regatta is $40.00**

5. **Schedule Of Events:**
   - Sat 5th Jul 03 not before 1100hrs Heat 1
   - Sat 5th Jul 03 not before 1300hrs Heat 2
   - Sat 5th Jul 03 ASAP after Heat 2 Heat 3
   - Sun 6th Jul 03 not before 1000hrs Heat 4
   - Sun 6th Jul 03 not before 1230hrs Heat 5

6. **Measurement**
All competing yachts shall conform to the measurement requirements specified in the Tasar Association International Class Rules.

7. **Sailing Instructions**
Sailing Instructions will be available from the Race Secretary of Mission Beach Sailing Club prior to Heat 1.

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.

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. 5 races are scheduled, of which 3 races shall be completed to constitute a series. If 4 or more heats are completed the worst single score will be excluded.

12. **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.

13. **Support Boats**
Team Managers, Coaches, and other support Personnel shall keep and to leeward and more than 50 metres clear of any competitor or mark of the course between the preparatory signal and the finish of the last boat in a race, except in boats provided by the organising authority or when asked to assist by the Race Committee.

14. **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.

15. **Prizes**
Prizes will be awarded at the discretion of the Tasar Association of Queensland. If numbers allow, prizes will be awarded to the various age categories.

16. **Entry Disclaimer**
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
17. **Insurance**
All boats shall have third party insurance cover of not less than $AUD1,000,000 (recommend $AUD5,000,000 or equivalent thereof in any other currency) 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.

18. **Further Information**
Further information may be obtained from
Qld Tasar Assoc. President
Greg Heath
jgheath@bigpond.com
Ph. 40688201

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**2003 Queensland Tasar Championships**

**Entry Form**

To be conducted by Mission Beach Sailing Club on behalf of the Tasar Association of Queensland, on the waters between South Mission Beach and Dunk Is.

**Return To:**  Qld Tasar Assoc. President, Greg Heath, jgheath@bigpond.com  Ph. 40688201

**Entry Fee:**  $40.00  Make cheques payable to: Mission Beach Sailing Club

Yacht Name:…………………………………..Sail No:………..Club:…………………………….

Helmsperson:…………………………………………………….AYF Membership No:………….

Email:……………………………………………………………..Date of Birth:……………………

Crew………………………………………………………………AYF Membership No:………….

Email:……………………………………………………………..Date of Birth:…………………...

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

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Medical Conditions we should know about?

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**Competitors Declaration:** I agree to be bound by the Racing Rules of Sailing (RRS 2001 - 2004), the prescriptions of the AYF, including Addendum A Part 2 (Small Boat Safety), the Tasar Association International 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 and the Tasar Association of Queensland 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, ………………………………………………………………………. being Parent / Legal Guardian/ of
………………………………………………………………………… consent to him/her to participating in the 2003 Queensland 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.

Signed …………………………………… Date:…………………

(PARENT / GUARDIAN)