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The Rexona 28th Australian Tasar Championships were hosted by the Darwin Sailing Club last month. A fleet of 32 Tasars, representing NSW, SA, VIC, WA and the NT contested the series. Ten heats were sailed over 5 days on the tropical waters of Fannie Bay in light to moderate conditions. Shifty offshore winds in the morning races tested all the crews, but steady afternoon sea breezes provided some ideal sailing conditions.

Current world champions from Darwin, Ben Nicholas and Thomas Winter, won the series in a close and exciting battle with the SA combination, Craig McPhee and Kevin Kellow. Craig and Kevin were defending champions after a win at the last Australian titles at Lake Macquarie in January. Only 1 point separated the two crews coming into the final heat. Final results were:

1st overall
Darwin Shipstores
Ben Nicholas / Thomas Winter (NT)

2nd overall
More Small Things
Craig McPhee / Kevin Kellow (SA)

3rd overall
Scribbel
Rob Douglass / Kate & Nicole Douglass (NSW)

4th overall
Flying Ferret
Lachlan Brown / Trish Collocott (NSW)

1st Junior Helm (8th overall)
Cheers
Damian Gough / Luke Owen (NT)

1st Lady Helm (5th overall)
Crystal Ship
Sandi Almond / Russell Ford (VIC)

1st Masters (6th overall)
Vamoose
Hugh Bekkers / Chris Brittan (NT)

1st Grand Masters (15th overall)
Agamemnon - Chris Parkinson / Beryl Parkinson (NSW)

The main focus of this newsletter is the Darwin Nationals. The NT Tasar Association is to be congratulated for organising a great event that was enjoyed by all, both on and off the water.

During the Championships the AGM of the ATC was held and there was only one change to the committee. Ian Guanaria stepped down as National Measurer after many years in this position, we thank Ian very much for his contribution.

The new Measurer is David Bretherton, the current Victorian Measurer.

The 2005 Worlds which are to be held in Australia were discussed and it was decided to invite State Associations to prepare detailed proposals to present to the next ATC AGM at Port Lincoln in 2002. A vote will then be taken to decide the host state. WA, NT and NSW indicated that they would be interested in hosting the Worlds.

All states have voted against the proposed change to minimum hull weight.

Chris Parkinson
**An Account of the Rexona 28th Australian Tasar Championships**

**Heat 1**
Conditions: 5-8 kts SE : seas smooth  
Long course  
The first heat of the Rexona Australian Tasar Championships got underway on Sunday morning in a light southeasterly, after two general recalls. Good starts rewarded Darwin Shipstores (Ben Nicholas and Thomas Winter), Ace 3 (Duncan Robertson/James Chimlan) and Scribbel (Robert & Kate Douglass), as the wind shifted right (to the south) after the first work and closed off most passing lanes. The course was shortened on the second triangle as the southerly died and a light sea breeze came in. Results were in the above order, with current Australian Champs, More Small Things (Craig McPhee/Kevin Kellow) coming home in 9th place.

**Heat 2**
Conditions: 10-12 kts sea breeze: seas moderate  
Long course  
Heat 2 in the afternoon saw the sea breeze establish itself late enough to cause a brief postponement at 1500. More Small Things wreaked revenge. Although Ben & Thomas had a good start and settled well into the first work, Craig & Kevin showed superior off-wind speed along with Crystal Ship, sailed by Sandi Almond and ex-World Champ Russell Ford. By the first gybe mark, Crystal Ship led from More Small Things and Darwin Shipstores. Sandi and Russell dropped back to 3rd. The final result was More Small Things 1st, Darwin Shipstores 2nd & Flying Ferrett (Lachlan Brown/Trish Collocott) 3rd. Sandi & Russell were disappointed to find that their effort was to no avail; they were OCS.

**Heat 3**
Conditions: 5-8kts SE: seas smooth  
Short course  
Heat 3 on Monday morning was postponed onshore for 2 hours until a light southerly filled in. More Small Things took an early lead on Darwin Shipstores up the first leg. By the second reach the wind had swung right 90 degrees and the remainder of the race became a soldier’s course. Crystal Ship had been in a sound position near the front but was again DSQ’d after passing through the start/finish line part way through the race. Scribbel came in third.

**Heat 4**
Conditions: 8-12kts sea breeze: seas moderate  
Short course  
Heat 4 was sailed back to back. The light sea breeze steadied but a moderate out going tide kept pushing the whole fleet over the start line early. After three general recalls the black flag was brought out with the desired effect. Darwin Shipstores rounded the top mark in the lead, with Crystal Ship and Scribbel in hot pursuit. More Small Things fought back in the freshening breeze to finish 2nd and Scribbel kept 3rd.

**Heat 5**
Conditions: 10-12kts sea breeze: seas moderate  
Long course  
Due to the morning’s postponement, heat 5 which was scheduled for 1500 hours had to be sailed straight after the two short courses. The sea breeze never really filled in properly but was fairly constant. Vamoose rounded the top mark first, almost neck and neck with Darwin Shipstores. More Small Things and Crystal Ship weren’t far behind. Vamoose was soon overhauled and the three lead boats opened the gap during the remainder of the race. When the fleet finally returned to the beach, everyone had been on the water for almost 5 1/2 hours.

**Heat 6**
Conditions: 12-15kts sea breeze: seas moderate  
Long course  
A steady sea breeze was established by the time heat 6 started on Tuesday afternoon. Darwin Shipstores and More Small Things were first to the top mark but More Small Things displayed superior speed on the reaches. More Small Things finished first with Darwin Shipstores second and the ever consistent Scribbel third.

**Heat 7**
Conditions: 2-15kts NW to E (shifty): seas smooth  
Long course  
Darwin Shipstores started late at the favoured boat end of the line then tacked on to port to find clear air. More Small Things started well a few boats to leeward and also tacked onto port. Darwin Shipstores was first to the top mark and was holding the lead when the ballier came away from the bottom of the boat at the wing mark. Ben attempted to stem the flow of water with his foot, but to no avail. Darwin Shipstores was forced to retire as the boat started to sink. More Small Things opened up a commanding lead on the rest of the fleet until, on the last upwind leg, Scribbel hooked into a new line of wind and closed the gap, coming in 2nd ahead of Crystal Ship.

**Heat 8**
Conditions: 8-12kts sea breeze: seas moderate  
Short course  
A moderate sea breeze had settled in by the time heat 8 (on Thursday afternoon) finally got under way after one general recall. Darwin Shipstores took the lead on the first reach and held on to it through to the finish, followed by Crystal Ship and Scribbel. More Small Things fourth.

**Heat 9**
Conditions: 10-15kts sea breeze: seas moderate  
Short course  
Heat 9 was sailed back to back in a beautiful sea breeze and Darwin Shipstores led for the whole race. With More Small Things coming in second, only one point separated the two leaders (Darwin Shipstores on 9 points and More Small Things on 10 points). Heat 10 on Friday morning promised to be a real show down.

**Heat 10**
Conditions: 8-15kts N to NE: seas smooth  
Long course  
Vamoose held off Crystal Ship and Darwin Shipstores on the first two legs, with More Small Things close behind in 4th place. By the second upwind leg, More Small Things had fought back and an intense downwind battle ensued with More Small Things and Darwin Shipstores engaged in a gybing duel. Crystal Ship held a slender lead but briefly lost it to More Small Things at one stage. Scribbel then moved up to join the leader’s group. By the start of the last leg it was Crystal Ship around the leeward mark first, followed closely by Darwin Shipstores, then More Small Things and Scribbel. Darwin Shipstores held a tight cover on More Small Things but still managed to get through Crystal Ship. More Small Things in the meantime took a bad wind shift and dropped back to fifth position nearing the finish line.

Ben and Thomas had regained their title.
The success of the Tasar National Championships in Darwin can be attributed in no small way to the generous sponsorship of local businesses. We are extremely grateful to all of them for their contributions of cash and/or kind.

Rexona, our major sponsor, provided cash, sample products and t-shirts. Each regatta bag contained a great range of deoderants (which made us all smell wonderful, even after hours on the water). Through their distributors, Unilever Foods, we also sampled complimentary Continental soups and mix of John West snack products. Everyone received a free Rexona t-shirt in their bag.

North West Constructions, a long standing local building company, contributed that all important cash.

Jacobs Creek provided copious quantities of champagne at the end of each day's racing and for the final presentation night. Apparently we set a new record for the consumption of champagne magnums - 7 of them in 20 minutes!

MV 'Gramps', our committee vessel, was made available for the entire week through the generosity of WHITE DRILLING.

Schweppes supplied us with soft drinks for the duty crew and post race refreshments.

Ronstan donated a great range of prizes for each of the heats, including gloves, hats, bags and videos.

Barbecues Galore gave us a couple of quality camp chairs which we used as prizes in a fund raising raffle in the lead up to the regatta.

The Darwin Sailing Club provided us with all the wonderful facilities we enjoy at the club – both on the water and for relaxation afterwards. A truly excellent venue for a National Event. Well worth the travel!

Tasars in Canberra

With Tasars at the Canberra Yacht Club, YMCA Sailing Club, the Defence Academy and ANU Sailing Club you might think racing is strong in the nation's capital, but for some very good reasons this hasn't been the case. (And to think that both the Victorian and NSW champions live here!)

For the 2000-01 season I'm aiming to improve on this. The plan is to promote six of the season's normal races on Lake Burley Griffin (four weekend races at the two big clubs plus two twilight races), together with the ACT Tasar Championship, as a Canberra Tasar Racing Series. The races provisionally selected are:

- Sat 14 Oct 1300 start at YMCA SC
- Sat 12 Feb 1300 start at YMCA SC
- Wed 8 Nov 1800 twilight race CYC
- Wed 7 Mar 1800 twilight race CYC
- ACT Dinghy Championship 11-12Nov

Sun 1/8 Apr 1400 start at CYC
Sun 10/17 Dec 1400 start CYC

I'll be developing a Notice of Race for the Series, but otherwise we'll all join in the normal club racing. If anyone wants to join-in, they'll be very welcome.

Contact me:
Martin Linsley 02 6265 6289
linsley@dynamite.com.au.
The Darwin Sailing Club Inc Presents
Rexona 28th Australian Tasar Championships

Results by TopYacht Software

(C=DNC, S=DNS, O=OCS, F=DNF, R=RET, Q=DSQ, D=DND, Z=ZPG, U=DUT, Y=YPG, G=RDG, P=PROTEST, V=AVERAGE, #=NO DATA)

AGGREGATE SCRATCH SCORES  Ties breaking to Stage 1 & 2 (Drops = 2)

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**Rivoli Bay YC**
**November 18th and 19th**
**Accommodation available on Site!**

**TASAR**  
**VICTORIA**  
**VS**  
**SOUTH AUSTRALIA**

ALL TASARS WELCOME TO COME ALONG FOR A GREAT WEEKEND SAILING.
CONTACT ADRIAN NICHOLSON - 08 85563507  FOR NOTICE OF RACE AND FURTHER DETAILS.

---

**$20.00 for 4 races at this exotic location.**  
See where you stand before the 2002 Nationals.
The Darwin Sailing Club Inc Presents
Rexona 28th Australian Tasar Championships

Results by TopYacht Software

(C=DNC, S=DNS, O=OCS, F=DNF, R=RET, Q=DSQ, D=DND, Z=ZPG, U=DUT, Y=YPG, G=RDG, P=PROTEST, V=AVERAGE, #=NO DATA)

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Sail Melbourne International Regatta
Tasar Southern States Regatta Jan 11th-14th 2001

As part of the Sail Melbourne International Regatta series to be held on Port Phillip Bay this Summer the Victorian Tasar Association in conjunction with the Victorian Yachting Council are holding a unique regatta event over 4 days at the Mordialloc Sailing Club. This regatta is part of the Dinghy Classic event scheduled there. The TAV have secured a separate course, trapezoid, and the full co-operation of the local clubs to, we hope, put on a regatta of National Importance and cover the space normally occupied by a National Championships held at this time of the year. This is an invitation to all of Australia's Tasar sailors to attend. We will supply superb weather, good breezes, 1st class amenities & race organisation in a great fleet of competitive Tasar sailors, all we need is you. The Cost is just a measly $55. We'll throw in a meal & some drinks & top it off for those who can stay around, a free night at Melbourne’s Luna Park. Mark your calendars & come on down. There are loads of accommodation opportunities. You would be crazy to miss this opportunity folks. You will all receive a Notice of Race, consider it seriously as this is going to be the best fun, best value sailing you will ever get. Immediate Enquiries - The Secretary TAV
PO Box 772 Mordialloc 3195
The Darwin Sailing Club Inc Presents
Rexona 28th Australian Tasar Championships

Results by TopYacht Software

(C=DNC, S=DNS, O=OCS, F=DNF, R=RET, Q=DSQ, D=DND, Z=ZPG, U=DUT, Y=YPG, G=RDG, P=PROTEST, V=AVERAGE, #=NO DATA)

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# The Darwin Sailing Club Inc Presents
# Rexona 28th Australian Tasar Championships

Results by TopYacht Software

(C=DNC, S=DNS, O=OCS, F=DNF, R=RET, Q=DSQ, D=DND, Z=ZPG, U=DUT, Y=YPG, G=RDG, P=PROTEST, V=AVG, #=NO DATA)

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Whitstable 2001 is rapidly approaching and we need to firm up
tions of boats who intend to attend. Saturday and Sunday August
18 and 19 will be registration and practice race/s, with the series
getting serious on Monday August 20 and finishing on Friday 25th. At
this early stage I would expect that we would have the containers
delivered on Thursday August 16th.

Whitstable is easy to reach from Heathrow Airport, about 90 minutes
around the M25, A2 and A229, depending upon the time of day.
Cars can be rented from a number of places and I will list some of these
later, but beware the strength of the Pound has made the UK quite
expensive. The A$ is only worth GBP 0.38 at present.

Whitstable is a small holiday and fishing town and as such will be busy
during the UK holiday period of August therefore I would suggest
you book accommodation NOW!!!! I have already booked and I know a
few others who have done likewise.

There is a range of accommodation in Whitstable and neighbouring
Heanee Bay and Canterbury which is only a few kilometres away. The
following is a short list of some bed and breakfast places.

You can also try the following web sites;
whitstableinformation@canterbury.gov.uk

**Whitstable accommodation**

**B & B's**
Windy Ridge
Ph: 001144 1227 263506
Fax: 1227 771191

Alliston House
Ph: 1227 779066
The Cherry Garden
Ph: 1227 266497

Trappers End
Ph/Fax: 0208 9420324
e-mail: janette.reed@cwcom.net

Harbour View
Ph/Fax: 1227 280391

**Typical costs GBP 40-60 per double per night**

**Pubs**

Hotel Continental
Ph: 1227 280280
Fax: 1227 280257

(The place is expensive, but close and handy)

The Marine
Ph: 1227 272672.

**Herne Bay Accommodation**

**B & B's**
Foxden
Ph: 1227 363514

Arlington House
Ph: 1227 244385

Golf Lodge Cottage
Ph/Fax: 1227 740342

Hobbit Hole
Ph/Fax: 1227 368155
e-mail: hubhole@aol.com

Waters Edge
Ph: 1227 372855

Seaside cottages
Ph/Fax: 1634 300089
e-mail: iluka@coa.org.uk

San Remo
Ph: 1227 375941

I won't list all the accommodation in Canterbury, but there is heaps.

**Charter Boats**

No doubt there will be a few charter boats available but don't expect
them to be cheap or in top condition, and that is no disrespect to the
owners, but obviously most of the top and best boats will be racing.

After all the enthusiasm at Christmas I expect a good response, but I
guess a few would have had second thoughts. So anyone who intends to
go please let me know ASAP. We will require a non-refundable deposit,
probably by December, and it will be "first in best dressed" as far as
container space is concerned.

Ian Guanaria.

---

**Rudder Pintle Replacement**

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

This site is intended to provide a worldwide forum for Tasar discussion

From: Steve Harrington

The strap that the rudder pintle is welded to broke the other day just
after I finished telling my crew about how to sail without a rudder.

My question is, is this the same part as on a Laser or Laser II or do I
need to order the actual Tasar part from the current builder.

Steve Harrington
Tasar 882

From: Richard Spencer

I would strongly recommend getting a new pintle from Alvis Marine (you
can find their address on our web site at www.tasar.org). There is a new
part which is much stronger than the original.

Richard Spencer
You'll probably want to know a few details about the 29th Tasar National Championships to be held in 2002. They will be held in Port Lincoln at the Port Lincoln Yacht club, the same fantastic venue as last time.

The sailing waters of Port Lincoln are completely enclosed by Islands and natural land formations to offer excellent sheltered waters.

Port Lincoln is at the bottom of Eyre Peninsula surrounded by sea. This ensures fairly constant temperatures and reliable winds of a mid strength.

The sailing club itself offers ample parking and lawn rigging areas for all attending yachts.

The town of Port Lincoln is a charming place with lots to offer the non sailor on a daily basis with everything from deep ocean fishing to donkey rides.

Accommodation is inexpensive no matter what level you are after. However you should book early to ensure you get what you want as Port Lincoln is a popular holiday destination.

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**The Club**

Port Lincoln Yacht Club is situated on the shore of picturesque Boston Bay.

The Club has a large range of facilities to cater for all the needs of a sailing regatta. These are: large, high speed rescue craft, all equipped with radios, first aid equipment, electronic aids and regular boat crews.

The PLYC is a fully licensed, two storey club, with a large bar, fully equipped kitchen, coffee bar, dance floor, male and female toilets and seating for 200 guests up stairs. The course area can also be observed from the upstairs balcony. Downstairs there is a 'wet' bar, BBQ area, under cover storage and large male and female changing rooms, toilets and showers.

The Port Lincoln town centre is a five minute walk away.

A large, quiet creche room is available at the club.

**The Proposed Format**

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<th>Date</th>
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**Presentation night on the Friday Night**

(Please not that this format has not yet been fully approved and may change slightly)
Getting Organised
A couple of important Web Sites to Visit:

A List of Accommodation
BLUE SEAS MOTEL
7 Gloucester Tce, (3 storeys, ground floor accom), scenic harbour views, 15 units, queen size beds, air cond, private shower & toilet, hot and cold water, elec blankets, room heating, tea & coffee facilities, toaster in room, fridge, col TV. Free in-house videos, ISD/STD direct dial phones, clock/radio. Guest laundry facilities. Breakfast and light meals available to room. Located in town centre close to visitor facilities. Fax/photocopier. For personal friendly service your hosts Nelson & Vonnie Christian. Phone (08) 8682 3022 or fax (08) 8682 6932.

HILTON MOTEL
King Street, situated on the shores of Boston Bay. 33 units, 12 executives with video machines and 6 with on-suite spas. Honeymoon suites with harbour views. All units have tea & coffee facilities, colour T.V., electric blankets, air cond, hair dryers, phone, fridge, Austar. Guest laundry and licensed restaurant (Mon to Sat) on site. Breakfast served to suites or in Dining Room. Conference facilities available. Fax/photocopy facilities. 5 min walk to shopping centre.
Phone (08) 8682 1144 or fax (08) 8682 3786.

LIMANI MOTEL
Lincoln Hwy, (3 storeys), 22 large modern beachfront units, all with harbour views and private lawn to beach, r/c aircond, private shower & toilet, elec blankets, tea & coffee facilities, kitchen facilities, frig, T.V., Austar multi channels, phone in units, hairdryers in all rooms, handicapped facilities, luxury spa suite, 2 level car park, walking distance to town centre.
Phone (08) 8682 2200 or fax (08) 8682 6602.

KIRTON POINT CARAVAN PARK
Situated on Boston Bay in Port Lincoln. 350 sites, 200 power, 19 cabins with en/suite acc. 6, 18 cabins acc. 4, 5 cabin vans acc 5, 2 pl/gnd, kiosk, shade, ice, BBQ, launching ramp, jetty, town water, separate toilets & showers, laundry. Hindmarsh St. 3km from P.O., Close to Lincoln Cove Marina. Phone (08) 8682 2537. (Over looks the race area)

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A couple of important Web Sites to Visit:

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See You There ………...
Call 08 8556 3507
anicholson@mmal.com.au

The Koopa Classic
Rap

The RAAF Amberley Sailing Club held it's first Regatta in many years on the 6-7 May with a Tasar competition held at T.S. Koopa, Bribie Island. It was a resounding success for all participants as it had several tasks in mind. It was designed to bring the Tasar community in SE Qld together - a situation that has not occurred for a long time, it was designed to provide the beginnings of an Interservice Competition for the local area, which it did with two Army boats competing against two RAAF boats, and it was designed to foster the spirit of the Tasar class as the champagne class, which it definitely did!

There were five races held over the two days - three Saturday and two Sunday, with one race able to be dropped. The Saturday gave light winds up to ten knots, while Sunday brought on eighteen to twenty-five knot breezes, giving a testing range of winds for the fleet of nine boats. Bribie Passage, although fairly narrow, was a great testing ground for everyone, with strong tides of differing directions and funnelling of the winds up and down the course. The courses set were the successful figure eight as described for the Queensland Championships at Tinaroo Dam and again everybody thoroughly enjoyed them. The Training Ship - belonging to the Navy Cadets - proved to be an ideal clubhouse, with all the mod-cons and bunks to spare, as well as a nicely appointed bar and deck from which to consume the mandatory Champagne and nibblies!

Race 1 saw the all-important tide on the turn - not that it mattered much as no one had raced here before! The light Sou-wester of 5-8 knots saw the top mark set up part way into the Ningi branch of the passage. The start crew mixed up the times, but most of us worked out what he was up to and managed a reasonable start. Just
goes to show - you can never trust these keelboat types! Because of the positioning of the various sandbars and a 40 degree wind shift just after the start, the upwind beat favoured an early port tack for a long haul to the layline. Naturally we didn’t do that and took our place near the end of the fleet around the top mark. At least there was someone else behind us! The reach was split into two gybes with the first mark on port and the second starboard. Thank god the front-runners got it right, because everyone else just followed! The next work then favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline on port first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port tack to the layline (hmmm - favoured going left first, then a long port t...
marina - with mud covering a quarter of their main it was obvious to everyone that they had been "fooling around!"
We hit the start right on time through the little huddle of boats near the pin and accelerated into good clean air.
About 100m up the course we looked back to see the last of the huddle going through the line the other side of the start boat!! BUGGER - we had started on the crab pot!! It looked like everyone else was approaching a start at the crab pot, but in fact everyone had a shocker of a start for the real line. Needless to say we became the back of the fleet eating humble pie… Darryl was hot on the heels of Noel this time, just for something different, but he lost out against each other as a class, none
ensure that when Tasars race
 reference to "class racing" is to
racing." The idea behind the
computing the results, is not class
whether or not a handicap is used in
and being scored with other classes,
mixed fleet, and are racing against
one or more Tasars are racing in a
event in which two or more Tasars are
racing against each other, and are
being scored as a Tasar class
without the use of any handicap
system. Racing in an event in which
one or more Tasars are racing in a
mixed fleet, and are racing against
and being scored with other classes,
whether or not a handicap is used in
computing the results, is not class
racing." The idea behind the
reference to "class racing" is to
ensure that when Tasars race
against each other as a class, none
have an unfair advantage because of
lighter weight or for some other rea-
son. 29. "Sanctioned event" (see rules
29a, 29c, 31 and 32) means an
event organised or authorised by the
World Tasar Class Association or a
Tasar region, district or fleet. Tasar
class racing in these events is
governed by the Tasar Class Rules,
which may only be changed by
waiving a rule or rules, subject to
approval by a resolution of a Tasar
region, district or fleet at an annual or
special general meeting. No
changes to the Class Rules may be
made for events organised or
authorised by the World Tasar Class
Association. The wording recognises
that some regions or districts have
decided to waive some of the rules
for some or all of their events. For
example, NATA does not apply the
crew weight rule in any of its events. I
believe TAUK decided not to
require stiffeners, at least until the
next world event. While it could be
argued that there should not be any
such changes (there is nothing in the
rules that specifically allows them),
this is what the members in those
areas want, and what they have
done.
30. "Special event" (see rule 29e)
means an event in which Tasar class
racing is governed by the Tasar
Class Rules, with a change to rule
29e made by organising authority
and which applies to that event only." This reflects the fact that "special
events" are intended to allow (or
even encourage) relaxation of the
crew weight rule in special cases.

All interpretations are subject to
review and approval by the World
Council, so these will be considered
in Whitstable.

Three New Interpretations

In response to an inquiry from Peter
Brewer, Frank Bethwaite asked me
to comment on the meaning of three
terms in the Tasar class rules: class
racing; sanctioned event and special
event. I asked Ian Guanaria, the
Chief Measurer, if he would issue
interpretations covering these terms.
Ian has issued the following
interpretations:

28. "Class racing" (see rules 4b, 4c
and 12m) means racing in an event
in which two or more Tasars are
racing against each other, and are
being scored as a Tasar class
without the use of any handicap
system. Racing in an event in which
one or more Tasars are racing in a
mixed fleet, and are racing against
and being scored with other classes,
whether or not a handicap is used in
computing the results, is not class
racing." The idea behind the
reference to "class racing" is to
ensure that when Tasars race
against each other as a class, none

2000/2001 SUMMER INTERCLUB PROGRAMME

Gosford Sailing Club
Sat  9 Sep 00  Race 1  Interclub Heat 1  1:00 PM

Concord / Ryde Sailing Club
Sat 14 Oct 00 Race 1  Interclub Heat 2  1:30 PM

ACT Titles – YMCA Sailing Club
Sat 11 Nov 00 Race 1  10:00 AM
Sat 11 Nov 00 Race 2  2:00 PM
Sun 12 Nov 00 Race 3  10:00 AM
Sun 12 Nov 00 Race 4  Interclub Heat 3  1:00 PM

Liverpool Boating Club
Sat 20 Jan 01 Race 1  Interclub Heat 4  2:00 PM

Port Macquarie Weekend
Sat 17 Feb 01 Sprint Racing  Queen’s Lake  1:00 PM
Sun 18 Feb 01 Race 10:00 AM
Sun 18 Feb 01 Race  Interclub Heat 5  1:00 PM

Victorian Tasar State Titles – Yarrawonga Yacht Club
Sat 10 Mar 01
Sun 11 Mar 01
Mon 12 Mar 01

Woollahra Sailing Club
Sun 18 Mar 01 Interclub Heat 6  2:00 PM

24th NSW Tasar State Titles - Point Wolstoncroft
Fri 13 Apr 01 Race 1  2:00 PM
Sat 14 Apr 01 Race 2  9:30 AM
Sat 14 Apr 01 Race 3  2:00 PM
Sun 15 Apr 01 Race 4 & 5 back to back  1:30 PM
Mon 16 Apr 01 Race 6  9:00 AM

The Association is keen to make more use of the internet for communication, if you have an email address please send an email to Chris Parkinson at parkys@ozemail.com.au.
September 10th
Mordialloc Open Day- Mordialloc Sailing Club
Coaching am/ racing pm.- 1st heat Tasar Traveller Series

October 13,14,15th
Coaching Weekend- Cairn Curran
Arrive Friday night 13th
Coaching Saturday and Sunday

November 11,12th
Chelsea Yacht Club Opening Day- Chelsea Yacht Club
4 of a kind Regatta (Port Phillip Championships)
Saturday pm, Sunday am & pm
Sunday, Second heat- Tasar Traveller Series afternoon race.

December 10th
Coaching/Race day- Westernport Yacht Club
Coaching am/ racing pm.
Third heat Tasar Traveller Race Series

January 11,12,13,14th
Sail Melbourne Regatta
Fourth & Fifth heat of the Tasar Traveller Race Series, 12,13th.
February 25th
Coaching/Race day- Mcrea Yacht Club.
Coaching am/ racing pm.
Sixth heat of the Tasar Traveller Race Series.

March 10,11,12th
State Championships- Yarrawonga Yacht Club.
Seventh heat of the Tasar Traveller Race Series- race 4

Promotional Events
Mordialloc Sailing Club- Winter Series
Sailing every Saturday throughout August and September.

Albert Sailing Club
Sailing every Saturday though Winter.

Lake Boga Easter Regatta 2001
NSW State Titles Easter 2001
Teaming In Tasars
The 2000 Australian National Team Racing Championship

Over the weekend of 20-21 May many of Australia’s top dinghy sailors congregated in Sydney for the 2000 Australian National Team Racing Championship. The regatta used 19 of the Royal Australian Navy’s red Tasar dinghies, each sporting a mainsail with a colored panel to indicate which of the six teams it was part of.

Between 1985-98 the RAN organised both the national team racing championship and feeder events in NSW and Victoria used to select state representative teams. For the past two years though, Grand Prix Sailing has undertaken the task with Navy being the primary sponsor.

As with last year’s Championship, the two-day regatta was sailed from Sydney’s Balmoral Sailing Club. Entries were by invitation only, as the competition is limited to twelve teams. The aim is for each state/territory to send the best possible team it can. This year there were two teams each from Queensland and Tasmania; one each from Victoria, South Australia and the ACT, four from NSW, and the Navy team. Several teams were offshoots of the highly successful national schools team racing program, and most teams had national champions or Olympic triallists amongst them. The Royal Prince Alfred YC team included James Spithill - Australia’s skipper at the recent Americas Cup competition in New Zealand. Australia’s Tasar racing fraternity was to be seen in a number of teams. The ACT team was led by Bruce Paine (NSW Tasar Champion), Shane Guanaria and Stu Frieler sailed for NSW teams, while joining me and Nick Grey in the Navy team were Rick Longbottom and Jude Kennedy, and Wayne Hale with Steve Jones.

A round-robin format was used for the competition, so that each team sailed 11 matches, and a total of 56 races were completed. An M shaped course was used and, as the average length of each race was about 12 minutes, the legs of the course were short! Fortunately the weather conditions were favourable, enabling the program to be completed as planned. On the Saturday, light NW breezes of between 3-8 knots prevailed. Sunday’s racing began in stronger breezes which then gradually decreased in strength as the day progressed.

Although we in the Navy team had multiple state and higher-level Tasar championship credits, we were conscious of our lack of recent practise in the highly tactical and combined skills of team racing. We were right to be! Boat handling and tactical skills proved far more important than boat speed. In our first set of five match races we won just one. Too often a single silly slip led to place-changes which couldn’t be recouped. However, with stronger winds giving greater emphasis to boat handling for the second set our results improved, and a 2 win to 1 loss record achieved. This ratio was reversed in the final set of three matches though, with the result that the Navy teams finished with a 4-7 win-loss ratio and seventh place overall. The intensity of team racing is such that with multiple matches being sailed it’s difficult to keep track of how teams are faring. As the event progressed though, the large scoreboard in Balmoral SC showed that the best teams were consistently winning.

By late on Sunday afternoon, it was clear that the winning team was one assembled by Hugh Stodart, from Middle Harbour YC in Sydney. It won 10 of its 11 races. Second was the team from Royal Prince Alfred YC on a count back from Connells Point SC (both from NSW). Fourth was Queensland’s Lucus Downs team, last year’s equal winners who then represented Australia in the World Team Racing Championship in the USA.

The Championship is unique in Australia, and has a good reputation. The Tasar is probably the only class of dinghy in Australia (with the possible exception of the Pacer) suitable for it. Being one design, highly maneuverable, and easy to sail for people of average dimensions are all qualities which favour its use for team racing.

Team racing is high-octane competition! If ordinary racing has become a bit ‘ho-hum’ for you, why not try it out with a few of your Tasar sailing chums?

Good sailing, Martin L.
How to Pack up Five Tasars in a 20-Foot Container

* & Eleven Tasars will fit into a 40-Foot Container *

**Ingredients:**
- 5 Tasars
- 1 box Danband blue plastic tape
- Metal clips
- Ropes
- Carpet offcuts
- Padding materials
  - Sheets of sponge rubber
  - Blankets
  - Tyres
  - Polystyrene foam
- Duct tape
- Bubble wrap
- Padlock
- And at least four people.

1. Get up before the crack of dawn to battle Sydney peak-hour traffic and reach Wetherill Park (on the south-western fringe of the city) by 9am on a Monday morning. Be amazed by kilometre after kilometre of industrial frontage. So this is where all the trucks in the world come from. Find the very end of Cowpasture Road (no cows to help here).

2. Wonder at the huge space of the empty container. This'll be a breeze! Prepare the first boat hull to go up against the roof of the container – duct tape over jib fairleads, traveller ropes uncleated and tidied away around thwart, pieces of dense polystyrene foam taped to deck to prevent contact with the container, motorcycle wheel fore and aft to make sure.

   Strap boat up, stern inwards, with many cross-lines of blue plastic tape (Danband) and clips. Tie these to container points fore, aft and middle in varying combinations – there aren't many of these points, so use to full capacity.

   Tighten progressively. Make sure by using a thick webbing strap with ratchet fastener and / or ropes for extra support fore and aft. Slip small pieces of carpet between hull and ropes / straps at potential rubbing spots.

3. Wonder at how little space seems to be left. How will four more boats fit in? Prepare two more boats to go along the sides of the container, stern inwards. Similar procedure.

4. Now fill up inside spaces with spars wrapped in bubble wrap and labelled with boat number. Also bags of sailing gear, foils in bags and / or bubble-wrapped, tool boxes (tied in), etc.

5. The last two boats can go in on a Tasar trolley, one piggy-backed on the other. Store as many sails in the cockpit space between these two hulls as will fit – two mainsails through hatch openings (if large enough) in the lower boat. Strap lower boat to trolley and place upper boat on top, deck to deck, and fastened as for trailing, with pieces of foam, taped, between them at mast step and on both sides of the cross boards. Move trolley partly into the container, bow first. Remove wheels when front part of trolley, resting on the container floor, takes weight off them. Store wheels in container.

   Secure these hulls with many lines of tape to container points as before. Take photo as the person inside worms their way, dishevelled, to the outside.

6. Fill the space between all hulls as much as possible with layers of sponge, blankets, old tyres – hopefully supplied by the transport company). Place a tyre between stems and container door.

7. Finally, close doors of container, secure one of the latches with a padlock. Keep key safe! Note the number of the container.

   Breathe great sigh of relief!!

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These Articles have been taken from the TasarSailor@egroups. You can subscribe to TasarSailor by logging on to www.egroups.com/community/TasarSailor

**POINTING**
From: Keith Melvin
Any advice on pointing?? I noticed a tack shackle being mentioned?
Here's the problem, I race in a mixed fleet and need to point on starts and in the chop/slop we get with the summer easterlies.
I've had a couple of practice races with my new crew at the new club.
We get a nasty chop here and it was doing mid four down to force 2 all the time. I just can't seem to get the boat pointing, although she does make less leeway than a conventional boat.
In a steady wind (without a two to three foot wind gain tide!) I can keep her flat and plane, taking a bite out the wind once we're motoring.

Keith 421

**REPLACEMENT OF CENTREBOARD CASE CARPET**
From: Tony Keevers
I'm in the process of removing the hessian backed carpet from my centreboard case & replacing it with newer carpet that Bethwaite Design have kindly provided me with. I have removed the carpet from the top of the case (it was actually falling off) and also scraped away the majority of old adhesive and remaining hessian from the casing (I found a thin putty knife was good for removing the glue). I am just about to turn the boat over & repeat the process on the carpet at the bottom of the case. I haven't, as yet, inspected the bottom to see how the carpet was originally placed however, once all the carpet & glue has been removed from the bottom, I was wondering if anybody had advice as to where the new carpet should be situated. That is, should the carpet be located so that it is flush and parallel with the bottom or located slightly further up inside the centreboard case? Any advice? Cheers! Tony Tasar 1818
Tacking style  From: Keith Melvin  Question to those who race in close fleets, re effectiveness of this technique.  Based on a Y&Y magazine article on the Laser, I've started to tack using minimal rudder, but not a traditional roll tack. It's a kind of semi roll tack for light and medium airs (up to 12knts wind) goes like: 1) sheet in main 2) Induce (or increase) a slight leeward heel to promote luff 3) Use a tiny bit of tiller 4) centralise body weights near head to wind 5) back jib a little for helping get to new tack 6) [the rudder more or less follows the tack, not induces it.] 7) weight out 8) sheet main out for more power, jib in.  This 'feels' like I gain more winward ground and keep boat speed on, but I have no other Tasar to compare this to. It does take longer than a roll or heavy rudder tack.  

Comments?  From: Nicholas Brown  Sounds like good tacking practice to me. I'm not certain a traditional roll tack in the Laser or Flying Junior style will do anything for a Tasar. Assuming you are avoiding too much bouncing around in your tack, you should find this fast. Personally I don't like to heel to leeward - it seems to take too long to get the boat to head up. If it feels good do it until someone passes you.

Nick 1454

From: Paul Stainsby  I agree, I like to "fold" the boat into a roll tack rather than throw it round with lots of tiller. I think this is because the boat has so little rocker and the ends don't come out of the water when it is heeled like, for instance, an Enterprise or Firefly. It will not turn quickly so don't try to make it! A good roll however, executed within the rules of course, works wonders when things are slowing down.

Regards Paul Stainsby

Rear Bulkhead Repair  From: Ian Swann  My helm's toe straps have cracked the bottom of the tank where the lip folds at 90° and pulled the bulkhead away just above the floor. I have bodged it by building a fillet of Plastic Padding (body filler) which seems fairly strong.  In winter I intend to grind off the filler and clean out inside the tank, removing the plywood upright into which the toe strap eyelets are screwed. When all the clutter is removed I will replace the plywood pieces with strips approx. 2" (50mm) wide bonded firmly to the floor, bulkhead and top of the tank.  In the experience of the panel is this the best repair? If so can I put in a bigger inspection hatch to facilitate access or even a second hatch in the tank? If not how can I carry out this complex keyhole surgery? Any guidance will be greatly appreciated.

Thanks Ian Swann

From: Paul Stainsby  I did a similar job last winter but it had not broken so far as to start leaking. What I did was to cut a large spectacle shape of plywood to spread the load further. I glued this to the inside of the tank on the back of the bulkhead and reinstalled the toe strap anchorages a little further inboard. This has the triple benefit of spreading the load wider to prevent it happening again, using sound boat to glue to and making it easier to hike downwind when otherwise the toe straps seem too long because you are using the middle of them.  I also put the toe straps on twisted shackles so I can remove them without fiddling about with bolts and nuts inside the tank! While I was doing this, I noticed that the rudder fitting nuts were working through their wooden pads on the transom - too many years of tightening them to stop them creaking - here I made some large (2 cm x 5 cm) stainless pads to back the nuts so they should not budge now.

Regards Paul Stainsby

From: Richard Spencer

Ian:  The rules about replacing inspection ports say: "12 (i) The inspection ports supplied by the builder may be replaced by ports of any size provided they are watertight, and the cover is threaded. Bayonet mounted ports are deemed to be not threaded. Receptacles may be attached behind port covers."

You can find the complete class rules at www.tasar.org  Good luck with your repair. Richard

From: Frank Bethwaite  In years gone by it was deemed acceptable and the rules so permitted, to install an inspection port anywhere if this was for the purpose of providing essential access to carry out a repair. I have not followed recent rule amendments in fine detail, but the original permission seems as sensible now as boats age and need more repair and maintenance as it ever was. Is it not still in the rules? Frank Bethwaite

From: Richard Spencer

Frank:  You are correct. In addition to allowing the original inspection ports to be replaced with larger ports, the rules also allow additional ports. Rule 12(j) states: "Additional threaded inspection ports with openings not exceeding 6" may be installed in the deck or cockpit if required for hull repairs, or for mounting of compasses."

Thanks for pointing this out, Richard.