

Tasar Australia



Newsletter of the Australian Tasar Council



April 2005

www.tasar.org.au

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April 2005

Tasar Australia Newsletter

Our Cover Photo
Mylar sails on Brad Stephens
boat at Concord & Ryde
Photo by Nick Brown

Tasar Major Events

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

**33rd Australian Tasar Championships
Lake Macquarie Yacht Club**
Tuesday 27 December 2005 to Wednesday 4 January 2006

President's Message

I recently visited Darwin for the launch of the Qantas 2005 Tasar World Championship. The launch was very well attended showing the high level of support for the event by all the NT community from Government to corporate and small business.

Peter Chilman and his committee are doing a great job in organising the Worlds and it looks like it will be a really great event that will attract in excess of 100 boats.

It is not too late to enter, if you do so before 1 May you will not have to pay the late entry fee. Also, if you are quick there may still be space in the containers being sent by the WA, SA, Vic and NSW Associations. Contact your Association for details.

During the Worlds meetings of the World Tasar Council, Australian Tasar Council (ATC) and the Class Measurers will be held. These meetings are open to all Tasar sailors however voting is restricted to delegates.

One issue that will be discussed is the possible change of sails.

At the ATC meeting there will be the election of a new President and a new Secretary as neither I nor Graham Hanna will be standing again.

We have held these positions for 5^{1/2} years and we both feel it is time to move on and get some fresh blood into the ATC.

I have thoroughly enjoyed my time as President and enjoyed working with all the State Associations. I have met many wonderful people who have a tremendous commitment to Tasar sailing and I hope to continue the friendship.

I would like to thank Graham for his generous support and assistance for without it I may not have continued in the position.

Finally, I would like to thank my wife Beryl who, whilst also being my crew, was always there to offer advice and act as a sounding board for ideas.

I hope to see many of you in Darwin for what will be an event not to be missed.

Chris Parkinson

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Changes in the Tasar class rules

We have just been advised that the ISAF Council approved the proposed changes in the Tasar Class Rules at their meeting in November 2004, to be effective March 1, 2005.

The wording of the new and revised sections is now in-

cluded in the class rule, which can be found on the Tasar World web site at www.tasar.org.

Richard Spencer
Executive Secretary,
World Tasar Class Association

The 33rd Australian Tasar Championships

The 33rd Australian Tasar Championships will be held at Lake Macquarie Yacht Club, Belmont NSW, over the period 27th December 2005 to 4th January 2006. A draft programme for the event is as follows;

Date	Event
Tuesday, 27 th	Registration
Wednesday, 28 th	Registration / Invitation Race
Wednesday, 28 th	Welcome Function
Thursday, 29 th	Sailing
Friday, 30 th	Sailing
Saturday 31 st	Sailing
Sunday 1 st January	Lay Day
Monday, 2 nd	Sailing
Tuesday, 3 rd	Sailing
Wednesday 4 th	Sailing/Presentation

There is plenty of accommodation in the area surrounding the Yacht Club.

Two establishments within walking distance of the Club are the Gunyah Hotel, Pacific Highway, Belmont 02 4945 4603 and Spinnaker Leisure Park, 687 Pacific Highway, Belmont 02 4945 3405

The Lake Macquarie Tourism website, www.visitlakemac.com.au offers information on:

- * where to stay
- * what to see and do
- * on the water
- * where to eat
- * about the city

Mylar Sails

In the September edition of Tasar Australia I reported on a meeting held at Bethwaite Design regarding the Future Direction of the Tasar Class. The first major initiative to result from the meeting is the trial of redesigned sails using a more modern material. These sails have been trialed by a number of Tasar sailors and their reports can be found on the Tasar World web site at www.tasar.org.

The guidance given to Bethwaite Design for the sails was that they must fit the existing spars and be similar in area however there will be some experiment with shape to accommodate the different characteristics of the new material over dacron. The first set of trial sails meets these guidelines.

The responses, to date, from Tasar sailors who have trialed the sails and from those who have viewed them has been mainly positive.

What happens next?

The trials will continue with the aim of having the proposed set of sails available for viewing and discussing at the Worlds in Darwin.

For the sails to become legal within class rules, a delegate at the WTC meeting will have to move a motion to start the process to change the Tasar Class rules to allow the use of the new sails. Should this motion be carried, all the rules that must to be changed would need to be identified and the precise new wording then be

agreed by consensus of the WTC. An implementation plan would have to be prepared covering the continued use of dacron sails at Association events, especially at Championships, the use of mixed sails e.g. mylar main/dacron jib, time frame etc.

Once this is completed the normal rule change procedure would be followed.

It is at this stage that all regions and districts will be asked to vote on the proposed rule changes. We need seven "yes" votes, the approval of the Advisory Committee, and ISAF's approval before we can introduce a change or a new rule. (There are 2 regions (NATA, Japan) and 8 districts (6 in Australia and 2 in Europe) who can vote)

ISAF requires class rule changes to be submitted by Sept 1, although they do allow the results of a vote to be sent in later.

All this takes time and I would not expect voting to take place until later this year or early next with it going to the ISAF, if they are approved, in late 2006.

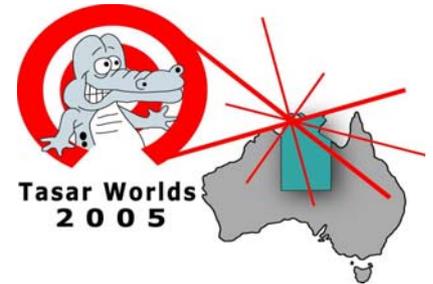
The Designer cannot introduce the mylar sails without the approval of the Class and the ISAF as they are considered performance items. The Class cannot introduce them without a change to the Class Rules

Chris Parkinson
President
ATC

NT Tasar Association News & Update on the Tasar Worlds



Tasar Worlds Darwin Northern Territory 1 - 8 July 2005



Northern Territory Government
Department of Community Development, Sport & Cultural Affairs



AUSTRALIA'S OUTBACK
NORTHERN TERRITORY
Supported by the NT Tourist Commission



Darwin
City Council



Botanic
Gardens
Apartments

Ahoy Tasar sailors from hot and sunny Darwin.

As our fellow southern sailors pack up their sails and take shelter from those chilly winter months, Darwin sailors have withdrawn from the comfort of their air-conditioned homes to dust off their yachts and are full of enthusiasm to launch into the 2005 Dry season sailing.

The Darwin Sailing Club kicked off the season last Saturday with the annual Open Day with lots of fun and activities at the Club followed by the Commodore's Sail Past, which is always an amusing event to participate in or watch from the shore. This year the theme for the sail past was 'space' so there were many Martians on the water in their UFY's (Unidentified Flying Yachts). Another highlight of the day was the Club's Commodore, John Hardy's, Old/New DC3 dropping 20 or so parachuters onto the beach right in front of the DSC.

The Tasar Worlds Organising Committee (TWOC) have been kept busy right throughout the off-season, unfortunately not on the water, and are pleased to report that everything is 'on track' and preparations are in place for what is planned to be the biggest and best Tasar Worlds ever.

Chris Parkinson, President of ATC, joined us recently in Darwin, courtesy of our major sponsor Qantas, to attend the official launch of the 2005 Tasar World Championship, which was held at the Darwin Sailing Club on Tuesday, 5th April. The official launch gave TWOC the opportunity to bring together for an up-date and show appreciation to all the generous sponsors of this event. Amongst the 100 or so people who attended were the Chief Minister of the NT, Clare Martin, Paul Henderson, Minister for Business & Industry, representing John Ah Kit, Minister for Sport and Recreation, and John Bailey, the Deputy Lord Mayor of Darwin.



Greg Giles (PJ's Customs),
& Chris Parkinson



Colin West (Top End Sounds) Geoff Finch
(KPMG) & Peter Chilman

At last count there were 50 registered competitors, details of whom can be found on the website (www.tasar2005worlds.org). We are anticipating 130 entrants so are expecting a flood of registrations in the next 3 weeks, as the cut-off date is 1st May. Get your registration in as soon as possible; otherwise a late fee will apply.



NT Tasar Association & 2005 Tasar Worlds

JACOB'S CREEK®



PJ's Customs



*At the Launch - TWOC members (thank goodness we're a Committee & not a Team!)
Left to Right: Jenny Simondson, Fiona McManus, Sally Jones, Chris Parkinson, Jeff Swan, Peter Chilman, Sue Chilman, Lucille Taulelei & Danny McManus*

If you haven't booked your flights yet, please make them on-line through our web site, as Qantas will give a free airfare in every fifty flights that are booked through this facility. The prices are still the cheapest and best available as you would get anywhere else, and you have a 1:50 chance of winning a free flight.

The prize list is rather extensive so the Trophy and Prizes Sub-Committee have been enjoying lots of shopping expeditions around town. Ronstan, who will be sponsoring 4 of the race days have also recently sent a rather large parcel (or more likely a container!) of their products to be awarded as prizes.

If you're coming to the Worlds as a spectator you won't have to miss any of the on-water action as Les and Leslee at Ecoventure and City of Darwin Cruises have generously offered to provide a spectator yacht each morning of the race days. Spectators will be picked up and dropped off from the beach in front of the Sailing Club. The cruise will operate from 9.45 am – 1 pm at a mere \$15 per person. For more information visit our website (www.tasar2005worlds.org) or the City of Darwin website (www.darwincruises.com).

TWOC's Social Events Director, Lucille Taulelei, really knows how to throw a party, and has been putting together a terrific social program. The registration fee includes tickets for skippers and crew only to three functions. Additional tickets for non-sailors must be purchased at the "sign on registration" day prior to the event. The three functions, which are included in the registration, are:

1. Friday, 1 July – Welcome BBQ
This will be a HUGE Aussie style BBQ, featuring music and entertainment.
2. Tuesday, 5 July – Dinner Across the Harbour
After pre-dinner drinks at the Sailing Club you will be bussed in stages to the wharf to board the ferry to Mandorah (across the harbour) for dinner. After dinner you will be returned to the Sailing Club by ferry/bus.
3. Friday, 8 July – Presentation Night
The ticket to the presentation night includes limited drinks and an Asian style banquet. There will be a DJ and a band to provide music.



NT Tasar Association & 2005 Tasar Worlds

**Darwin
Orthodontic
Centre**



PortalComputing



**PW Baxter &
Associates**



**Randazzo C & G
Developments**

The following function is not included in the registration and tickets to this must be purchased at the "sign on registration" day:

- Sunday, 3rd July – On the Beach Traditional Tasar Mid Year Xmas Party
Each year in July it has been an NT Tasar Association tradition to hold a mid year Xmas party. There will be the usual Xmas fare with Xmas pudding. On the beach, first enjoy the sunset then the stars with the tide lapping at your feet.

All costs to the above events are yet to be finalised and will be advised as soon as possible. Stay tuned to our web-site (www.tasar2005worlds.org).

In case you've been wondering what to wearon the water? We've had a few enquiries and would like to advise that wet suits are not necessary. Most locals wear 'stinger suits' which are lycra body suits that are used for diving and swimming in tropical waters to protect people from stingrays. These also act as terrific sun protection gear. Stinger suits will not be necessary during July, however, as we can guarantee that there will not be any stingrays present in our harbour as these creatures are seasonal (Oct – April). There will be plenty of sunshine, however, and we would advise long sleeved lycra sun-shirts, broad-rimmed hats and plenty of sun-screen. Morning races may also be a little cool so a light spray jacket is also recommended.

'Off the water' gear would include shorts & T-shirts during the day. In the evening, however, it can get a little cool and jeans and a light jacket or cardy would come in handy. During past Darwin beach parties in July it has been cool enough to enjoy bonfires and to huddle around these to keep warm. Temps average between 15 – 28° C. The Presentation evening and Mid Year Xmas party, as mentioned above, are occasions to dress-up, especially for the ladies, so a favourite frock is a must, and a good pair of thongs will be necessary to cope with the tide lapping at your feet at the mid-year Xmas party.

Tasar sailors are expected to come out of the woodwork in Darwin, all keen to be a part of the World's action and excitement. At last count the NT team will consist of approximately 15. There have been a few sales of older boats and a few purchases of newer ones, and lots of ex-Darwin sailors returning for the event.

On the water so far, there's not a lot to report as we've only had two days of racing into our season. Luke Owen & Amelia Butler (2776 - Rastafarian Rocket) and James Chilton & Libby Collins (2462 - Knight Frank) have put in a good appearance and are currently battling it out for line honours.

In order to keep up to date with what's happening we urge you all to regularly visit our web site at www.tasar2005worlds.org and remember to refresh the page to ensure that you see all the updates.

See you soon

Fiona McManus

Expect to see plenty of sunsets like the above which was taken on the Launch evening



Preparation For Darwin 2005

Our run into Darwin began mainly last Aug with the fitting out of 2780. Whilst the planning had been underway for over 2 years things were meant to really begin from the new hull. Naming thanks go to Clare Murray who wouldn't let Alistair use it!

It was the third tasar through the shed that month so all necessary tools were nearby but seemed well hidden. Apart from a few fittings we had to distort to get on the spars all did go smoothly. It took about 4 full days all up with a fair bit of dithering and string lining at the start. Care was taken that all fittings were secure, in the right place and worked so there is a minimum of sorting out to do once on the water. There seemed to be more screws/rivets/bits of string than I remembered and we seemed to be forever running back and forward to the boat shop.

We don't do a lot of club sailing so after the bubbly on the bow a few midweek sails ensured us it would at least float. "What does it feel like?" we were asked a few times. It felt..... well just like a tasar! and if I'd shut my eyes it would have been hard to distinguish from 2666.

The first major regatta was Docklands at the Vic boat show. Hardly a good boat speed test but excellent for showing anything that's not working right. A great showcase for the class with much interest from the public and a lot of fun on the water. The heavy rains the week before sure made the Yarra a interesting place to sail with lots of different 'things' hooking onto your boat at times. We discovered a few faults in setup to do with the traveller, sheet and cleat sizes that required a few fixes but nothing major. A little gelcoat was traded with a Victorian dignitary pre-start (still can't work out what he was doing).It was nothing though compared to the damage the previous year under the Bolte bridge on the rocks. Both 2666 and Gwen came off second best that time.

3 weeks later the SA states were on and raiders from 4 states showed up on the clear waters of Rivollli Bay. The weather was kind and we had a good mix of winds and some very close racing. Came away a bit unsure about our boatspeed and think a bit of easy living since Mission Beach had a lot to do with it.

Next 2 weeks later came the Vic states at Yarrowonga. Again the racing was close and being a short course format consistency was all important. Our boatspeed seemed ok again but we were too casual at the starts getting buried a few times. A great social venue with most sailors camping on the grass next to the club also makes it well worth the trip.

2 weeks on and the 17hr drive for another Easter on Lake Macquarie was the go. We arrived a day early to do some tuning on the lake with the Douglass clan. A very useful exercise with one changing various things and using the other to test out effectiveness. We tried some different combinations of sails, spars and battens with at times surprising results. To put in perspective though none of it was a fraction of the basics ie starting well, good tactics, boat handling and gear changes etc.

It was not a drag race regatta as the lake threw up

some mighty variations in strength/direction on a minute by minute basis, crew work was all important as was consistency and not taking chances. Some big improvers were noted and is all looking good for a strong Aussie showing at Darwin.

The only real tweaking of 2780 since launching has been some small adjustments to rake and alterations to technique allowing for a newer mainsail.

If you are ever able to – make the effort to attend some of these interstate regattas. They are the best for learning off others, tuning your boats/skills and provide varying conditions which is great for experience. Interstaters have always been warmly welcomed where ever we have gone and the social atmosphere is hard to beat.

With 12 weeks to Darwin there are a number of things we can all do. Essentially the hunt for boat speed should now be nearly over. We have all come off the back of a busy season and a few big regattas and this in itself can pose a bit of a problem. The problem is maintaining the peak we may be on now for the next 12 weeks with little racing.

- You must get out at least once per week. Make it useful time and choose conditions similar to Darwin if you can.
- Practice all aspects of crew work – who does what, when and how much. Much of this is ideally becoming automatic. Include gear changing in this.
- If you have specific weaknesses hit them now with specific exercises or training. Time is nearly up. You can only put finishing touches in Darwin to the work you do now.
- Mark rounding becomes all important in the big fleets. You should be planning your mark rounding 200m out and considering the options. See if you can organize 2-3 boats and a 50m leg triangle. Do laps with anyone leading for a leg or more having to do a 360 around the mark. Is a lot of fun, very intense and great training.
- Practice starts if you can get a line set. Set it very short ie not long enough for the number of boats you have. Make it intense and just go a short distance and come back. Do some standing starts if you can get 2-3 boats – just line up a boatlength apart and go until someone drops back – swap positions and go again.
- All boat maintenance should be done before you go, Nothing to be done on site. Check things like all rivets, wires (if much older than 3 years – replace them, they're cheap), jib luff wire unwinding at furler?, mast step, rudder boxes, cleats for worn teeth, frayed ropes, spreader ends, Sail eyelets, sidestay sliders for thickness and screw tightness (locktight them).
- Remember the climate is different up there and you must drink lots of water and have the appropriate

2780 Preparation For Darwin 2005 (continued)

sailing gear.

- Brush up on critical rules but keeping your nose clean and out of trouble are just as vital.
- Do not be tempted to change things once you're there. Go with what you know.
- Any physical preparations should be well under way. It can be something as simple as 30min of aerobic exercise 3-5 times a week, a few situps/back exercises and some basic upper body work. All done in less than an hour.

A well rounded package with few real weaknesses is the aim. The game changes a little in a big fleet and we often don't get to practice this much. Consistency is all important, don't take chances and fliers, avoid little one on one contests and look for the bigger picture. You don't have to be the best in anything to do well, confidence from a allround preparation will see you in a good position.

Craig McPhee
Tasar 2780

Tasar Association of NSW - President's Report 2005

Sailing Program

The activities of the Association during the year revolved around building on the strategy of 'getting more people sailing Tasars more often'. To this end we continued with the sailing program developed last year including the established interclub program, the NSW Short Course Championship and the Bethwaite Series.

This program again catered for long course. Short course and sprint racing formats which provides something for everyone, develops sailing skills and promotes close racing for competitors of all levels.

This year the Association attempted to balance the focus of the racing program to encourage 'participation' as the aim theme for the summer. The aim was to help encourage members to enter Tasar events and go sailing. Major prizes were awarded based on participation rather than winning a particular event. These prizes included a Jib, a Tasar Boat Cover and sailing jackets.

We continued our focus on building strong clubs, assisting club reps by developing an information kit to assist with introducing new sailors to the Tasar. We need to continue to work with clubs to ensure that new Tasar sailors are welcomed and supported and that skills and knowledge are shared at the 'grass roots' level.

During the year the Association welcomed seven new Life Members, bringing the number of Life Members of the NSW Association to eight in total, with Frank Bethwaite being the original Life Member. The new Life Members include Nel Bethwaite, Sam Dobner, Duncan and Noelle Robertson, Malcolm Galloway, Ian Guanaria and Phillip Rowe. Life Membership was awarded to reflect the enormous amount of time and effort that these people have provided to the Association over the years. The Committee should continue to reward the efforts of people who make an outstanding contribution to the class. It is extremely important to the ongoing health of the class to find energetic people who are prepared to

put something back into the sport so that the Association can continue to cater for the needs of current and future members.

Publicity

Tony Keevers, our Publicity Officer again achieved considerable success in getting photos and articles relating to Tasar sailing into prominent magazines such as Australian Sailing. We have made a concerted effort to publicise the Tasar and Tasar events as widely as possible.

The Future

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

The Association needs to continue to develop and build on the strategy of 'getting more people sailing Tasars more often'. There are some development initiatives being undertaken by Frank Bethwaite in order to ensure that the Tasar has access to new sail technologies, which at the same time will give the Tasar a more modern look and appeal.

As strong class however also needs a strong association, which provides the key infrastructure and organisation of the class and I would like to thank all the Committee members for their support and enthusiasm during the year.

It will be important to the future of the class that the Association is able to find energetic people who can contribute their time to help administer the class and organise the events that keep the class vibrant, making it possible for us all to enjoy our sailing.

David Seaton



Where Have All The Sydney Boats Gone?

A large and competitive fleet of 50 Tasars recently completed a very enjoyable (despite frequent showers) 2005 NSW Championships, held at Wangi RSL Sailing Club on beautiful Lake Macquarie. In mainly moderate to fresh breezes, close racing was enjoyed by all. Congratulations go to the winners, Craig McPhee and Kevin Kellow, and also to Rob and Nicole Douglass for pushing them so hard. Both crews put in outstanding performances, and were far too good for the rest of us.

While we all bask in the afterglow of a successful series, a worrying issue has emerged – much of the NSW fleet seems to have disappeared. Yes, that's right. At a workshop held before the season started, the Association aimed to get at least 50 NSW boats to our own State Championships. Instead, we had less than 30, and only 15 of these were from Sydney clubs, historically the powerhouse of the class in NSW. The large field was only achieved by a strong and competitive interstate entry, particularly from Victoria and South Australia. Without these, the championship fleet would have been small and of lesser quality. Thanks to the all of the interstaters for coming – you sure made our regatta better for your presence. But we should not have to rely on you.

This dearth of NSW entries has been mirrored throughout the season by relatively poor entry levels in the Travellers Trophy series, despite strenuous efforts by the NSW Committee to the contrary. Remember, this is a year in which the World Championships are to be held in Australia, which you would think would encourage more people to attend more regattas.

The motto of the Association has been to “get more Tasars sailing more often”. Unfortunately, only two TT events, at Northbridge and Speers Point, attracted healthy fleets, 25 and 24 respectively, but in both cases numbers were boosted by the strength of the local fleet. The Woollahra entry was particularly disappointing, only 16, at a club where there are seemingly dozens of Tasars in the racks, some obviously getting very little, if any, use. Only four Woollahra boats faced the starter at their own TT, and just five from the all of the other Sydney clubs combined – and we very rarely sighted a boat at a regatta from either Northbridge or Concord Ryde. It is not far for crews from any Sydney club to travel to either Woollahra or Cronulla. In both cases, around half of the fleet managed to travel the much greater distance

from either Newcastle or Batemans Bay. We need to find out why so few Sydney boats made the effort to attend regattas, and what we can do to address it.

The participation problem is compounded by a quality problem. Superficially, things look fine – five of the first seven boats at Easter were locals. But, looking a little deeper, only seven of the first 15 were from NSW. And only two of those were Sydney boats, in 12th and 13th. No Sydney boats cracked the top ten, and only four made the top 20. And again, this only mirrored the TT series, where most of the more competitive boats were from Speers Point (Newcastle) or Batemans Bay. The Batemans Bay effort is noteworthy – two boats in the top ten at Easter (and no-one could forget Gary Foley crossing the fleet on port at the start of Race 1, to lead the State Championships). All this from a fleet of three!

At the Northbridge TT, 13 of the fleet of 25 were locals, yet the top Northbridge boat finished only seventh, at a venue which would seem to favour local knowledge more than any other. I am sure that the standard of the racing at all clubs, not just Northbridge, would benefit by at least the better boats from each club attending the TT regattas, and I would encourage all Tassar sailors to do the same, because these regattas are a lot of FUN, you get to sail in different conditions, against different and stronger competition, and you get to socialise with a lot of great people – and Tassar sailors are a very sociable bunch!

So, we have identified a couple of problem areas for the NSW fleet. From the perspective of an outsider (Speers Point), it seems as if the Sydney fleets in particular have lost their way a little. I am not trying to do a bit of Sydney-bashing, although that is always fun. Rather, I am trying to get people thinking, for these problems can be rectified, but they will need careful thought, and earnest effort. And this is not just a job for the Committee – we all need to do what we can to help, because the solution will benefit us all. We need to ensure that NSW resumes its rightful place as the state with the largest and strongest fleets in the country. It has been way too long since the either the NSW or National Champion hailed from the Premier State!

Jeff Mepham
2580 Freya

HAGAR THE HORRIBLE BY CILK BROWNE



TopYacht Software: Speers Point Amateur Sailing Club
28th NSW Tasar Championship
Scratch

Place	Ties	Sail No	Boat Name	Class	Skipper	Crew	From	Agg Score	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6
1		2780	Code Flag Z	Tasar	Craig McPhee	Kevin Kellow	Somerton	6				1	[8.00]	1
2		2710	Chukkel	Tasar	Robert Douglass	Nicole Douglass	Batemans Bay	10				[4.00]	1	2
3		2580	Mreya	Tasar	Jeff Mephram	Matthew Fitzgerald	Speers Point	22				[24.00]	2	5
4		2714	Magic Pye	Tasar M	Peter Wilson	Gillian Wilson	RMYC	34				2	4	7
5		2785	Too Dry Martinis	Tasar M	Ray Martin	Ann-Maree Martin	Chelsea	36				[20.00]	11	10
6		170	Ultralite	Tasar	Phil Darby	Chris Darby	Speers Point	37				7	7	9
7		2734	Feral Ferret	Tasar M	Lachlan Brown	Trish Collocott	Batemans Bay	44				8	3	7
8		2781	Chaos Theory	Tasar M	Heather Macfarlane	Chris Payne	Blackrock	45				[32.00]	17	3
9		2779	Clare Bouyant	Tasar	Alistair Murray	Clare Murray	Sandringham	47				5	[39.00]	9
10		2601	Wotchamacallit	Tasar GM	Derick Warne	Gwen Warne	Chelsea	54				[19.00]	12	14
11		2656	Violet Femme	Tasar	Alexandra Almond	Lockie Pearman	Chelsea	63				[26.00]	25	13
12		2727	Single Malt	Tasar GM	Graham Hama	Liz Kemmis	Balmoral	65				[37.00]	14	8
13		2672	To The Max	Tasar	Michael Sant	Fiona Darling	Woollahra	66				[22.00]	6	15
14		2579	Nothing Suss	Tasar	Mark Lainson	James Lainson	Sandringham	73				[22.00]	18	10
15	3.0S	2742	SBD	Tasar M	Paul Ridgway	Bronwyn Ridgway	Sandringham	78				50.00B	19	18
16		2570	BPR Consulting	Tasar Jnr	Megan Ridgway	Hugh Ridgway	Sandringham	78				23	[26.00]	6
17		2782	Hudwalloper	Tasar M	Kym Widdows	Melissa Crawford	Somerton	83				12	21	[21.00]
18		2578	Southern Stars	Tasar M	Derek Hadwen	Trish McVeagh	Balmoral	89				[31.00]	29	11
19		2731	Masquerade	Tasar M	David Seaton	Deborah Seaton	Balmoral	90				6	9	24
20		2475	Platform 9 3/4	Tasar	Rick Longbottom	Patience Neal	RANSA	91				3	23	25
21	8.0S	2482	RAN	Tasar	Martin Linsley	Sarah Hitchcock	Navy	95				14	31	8
22		2076	That's Cool	Tasar GM	Tony Creak	Julie Creak	Royal Geelong	95				[33.00]	11	18
23		2237	Dodgy Element	Tasar	Darryl Bentley	Andrew Foulkes	Mordialloc	98				17	13	[29.00]
24		2092	Hair of the Dog	Tasar	Stuart Templeton	Nicole Kidman	Darwin	100				25	15	23
25		2665	Agamemnon	Tasar GM	Chris Parkinson	Beryl Parkinson	Speers Point	101				15	10	24
26		1908	Slippery when Wet	Tasar GM	Cary Pedicini	Pat Pedicini	Westport	104				27	22	19
27		2619	Galah	Tasar M	Ian Best	Karen Toque	Balmoral	106				10	[32.00]	20
28		2590	Siam Dunc	Tasar GM	Duncan Robertson	Laurie Hoffman	Balmoral	116				5	5	26
29		789	Easy Beat	Tasar	Dave Collins	Stephanie Sheridan	Northbridge	125				13	24	17
30		1926	Your Point	Tasar GM	Phil Smith	Chris Carden	Rivoli Bay	125.5				[40.00]	29	30
31		2650	Akatonbo	Tasar GM	Ken Pearson	Marise Hannaford	Northbridge	135.5				[47.00]	34	22
32		2567	Sea Ferret	Tasar M	Gary Foley	Annie Hodge	Batemans Bay	143				27	33	27
33		2133	Penguins on Safari	Tasar	Kevin Kay	Monica Jones	Speers Point	147				18	16	36
34		1752	High Finance	Tasar	Wayne Culph	Gabrielle King	Big River	153				[50.00F]	28	32
35		2651	Look on the Bright Side	Tasar M	Kevin Brown	Kevin Leedow	Balmoral	162				34	43	33
36		6	Fearless	Tasar	Mike Wadley	Wendy Marman	Canberra	168				[41.00]	30	34
37		1686	Cleopatra	Tasar	Glenn Nolan	Julia Fitzgerald	Speers Point	176				37	27	41
38		2348	Simply Red	Tasar M	Bruce Gillespie	Anne Muller	Northbridge	178.5				35	35	37.5
39		2539	Blaze of Glory	Tasar M	Merv Tallis	Chris Tallis	Balmoral	179				[50.00F]	34	40
40		1666	Sheer Bliss	Tasar M	Jennifer Ramsay	Scott Ramsay	Speers Point	182.5				45	[48.00]	37.5
41		2618	Tailisman on Tour	Tasar	Brad Tallis	Tayla Ramsay	Balmoral	189				43	38	42
42		760	Dune Buggy	Tasar	Ian James	Michelle Jahn	Somerton	190				35	36	[51.00C]
43		2030	Tekweni	Tasar GM	David Savage	Jacqui Winship	Northbridge	195				40	42	39
44	28.0S	9	Harpoon	Tasar	Michael Rock	Glen Weeks	Royal Perth	197				28	41	44
45		1943	Blatant Optimism	Tasar GM	Warren Olsen	Peter Keane	Northbridge	197				[44.00]	37	43
46		1033	Mango	Tasar	Andrew Hamill	Ben Hamill	Balmoral	198				45	45	35
47		2078	Insurrection	Tasar Jnr	Ryan Mayo	Julie Brown	Wangi Wangi	216				42	46	45
48		2472	Viva	Tasar	Bruce Eddes	Chris Eddes	Canberra	228				50.00F	44	46
49		2107	Rambo	Tasar	Jay Pettifer	Chloe Wilson	Tba	244				50.00F	50.00F	47
50		2604	Ono	Tasar	Nicola Howe	Nicholas Amos	Speers Point	254				51.00C	51.00C	50.00F

TopYacht Software: Speers Point Amateur Sailing Club

28th NSW Tasar Championship

Handicap

Place	Ties	Sail No	Boat Name	Class	Skipper	Crew	From	Agg Score	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6
1		2348	Simply Red	Tasar M	Bruce Gillespie	Anne Muller	Northbridge	44.5	16	13	1	6.5	8	16
2		1943	Blatant Optimism	Tasar GM	Warren Olsen	Peter Keane	Northbridge	47	21	10	11	1	4	21
3		2475	Shear 9 3/4	Tasar M	Rick Longbottom	Patience Neal	RANSA	53	14	1	5	2	30	14
4		1666	Phier Bliss	Tasar M	Jennifer Ramsay	Scott Ramsay	Speers Point	62.5	10.5	21	7	4	20	10.5
5		6	Fearless	Tasar	Mike Wadley	Wendy Marman	Canberra	65.5	[34.00]	17	6	6.5	9	[34.00]
6		2570	BPR Consulting	Tasar Jnr	Megan Ridgway	Hugh Ridgway	Sandringham	66	1	28	3	8	26	1
7		760	Dune Buggy	Tasar	Ian James	Michelle Jahn	Somerton	70	5	7	[51.00C]	50.00F	2	5
8		2618	Tallisman on Tour	Tasar	Brad Tallis	Tayla Tallis	Balmoral	73	15	4	2	47	5	15
9		170	Ultralite	Tasar	Phil Darby	Chris Darby	Speers Point	74.5	10.5	23	12	10	19	10.5
10		2590	Slam Dunc	Tasar GM	Duncan Robertson	Laurie Hoffman	Balmoral	77	[32.00]	1	29	10	11	[32.00]
11		2539	Blaze of Glory	Tasar M	Merv Tallis	Chris Tallis	Balmoral	78	24	13	8	3	13	24
12		2580	Freya	Tasar	Jeff Mephram	Matthew Fitzgerald	Speers Point	80.5	6	14	21.5	23	14	6
13		2782	Hudwalloper	Tasar M	Kym Widdows	Melissa Crawford	Somerton	81	8	[30.00]	20	16	24	8
14		2727	Single Malt	Tasar GM	Graham Hanna	Liz Kemmis	Balmoral	84	9	24	19	13	9	9
15		2076	That's Cool	Tasar GM	Tony Creak	Julie Creak	Royal Geelong	85.5	3	16.5	14	[43.00]	3	16.5
16		2619	Galah	Tasar M	Ian Best	Karen Tocque	Balmoral	86	23	[32.50]	9	14	23	23
17		9	Harpoon	Tasar	Michael Rock	Glen Weeks	Royal Perth	90	12	7	18	45	7	12
18	3.0S	2714	Magic Pye	Tasar M	Peter Wilson	Gillian Wilson	RMYC	94	[39.00]	25	3	34	25	[39.00]
19		2567	Sea Ferret	Tasar M	Gary Foley	Annie Hodge	Batemans Bay	94	[29.00]	22	15	17	22	[29.00]
20		2672	To The Max	Tasar	Michael Sant	Fiona Darling	Woolahra	94.5	28	12	24.5	12	12	28
21		2078	Insurrection	Tasar Jnr	Ryan Mayo	Julie Brown	Wangi Wangi	95	19	10	14	47	10	19
22		2133	Penguins on Safari	Tasar	Kevin Kay	Monica Jones	Speers Point	96	50.00F	6	12	4	6	50.00F
23		2237	Dodgy Element	Tasar	Darryl Bentley	Andrew Foulkes	Mordialloc	96.5	21	16.5	22	[30.00]	21	21
24		1752	High Finance	Tasar	Wayne Culph	Gabrielle King	Big River	98	[50.00F]	18	33	17	18	[50.00F]
25		2779	Clare Bouyant	Tasar	Alistair Murray	Clare Murray	Sandringham	103	27	[47.00]	6	27	27	27
26		2579	Nothing Suss	Tasar	Mark Lainson	James Lainson	Sandringham	104	4	29	28	34	4	4
27		2578	Southern Stars	Tasar M	Derek Hadwen	Trish McVeagh	Balmoral	106	2	38	41	[46.00]	2	2
28		2780	Code Flag Z	Tasar	Craig McPhee	Kevin Kellow	Somerton	111	38	[48.00]	2	33	38	38
29		2710	Chukkel	Tasar	Robert Douglass	Nicole Douglass	Batemans Bay	114.5	[42.00]	32.5	9	41	27	[42.00]
30		2785	Too Dry Martinis	Tasar M	Ray Martin	Ann-Maree Martin	Chelsea	117	13	[44.00]	34	42	13	13
31		2650	Akatonbo	Tasar GM	Ken Pearson	Marise Hannaford	Northbridge	123	35	[42.00]	30	13	25	35
32		2781	Chaos Theory	Tasar M	Heather Macfarlane	Chris Payne	Blackrock	124.5	21	39	21.5	32	21	21
33		2601	Wotchamacallit	Tasar GM	Derick Warne	Gwen Warne	Chelsea	125	26	35.5	24	37.5	26	26
34	3.0S	2472	Viva	Tasar	Bruce Eddes	Chris Eddes	Canberra	127	50.00F	3	11	44	3	50.00F
35		1686	Cleopatra	Tasar	Glenn Nolan	Julia Fitzgerald	Speers Point	127	33	11	16	32	11	33
36		2734	Feral Ferret	Tasar M	Lachlan Brown	Trish Collocott	Batemans Bay	129	25	15	26	23	15	25
37		2656	Violet Femme	Tasar	Alexandra Almond	Lockie Pearman	Chelsea	131	7	41	42	40	41	7
38		2731	Masquerade	Tasar M	David Seaton	Deborah Seaton	Balmoral	137	37	28	5	39	28	37
39		2665	Agamemnon	Tasar GM	Chris Parkinson	Beryl Parkinson	Speers Point	142.5	30	21	25	24.5	21	30
40		1926	Your Point	Tasar GM	Phil Smith	Chris Carden	Rivoli Bay	150	40	40	35	[43.00]	40	40
41		2092	Hair of the Dog	Tasar	Stuart Templeton	Nicole Carden	Darwin	152.5	18	27	40	37.5	27	18
42		2030	Tekweni	Tasar GM	David Savage	Jacqui Winship	Northbridge	153	36	23	36	31	23	36
43		2742	SBD	Tasar M	Paul Ridgway	Bronwyn Ridgway	Sandringham	159	31	46	50.00B	22	46	31
44		2482	RAN	Tasar	Martin Linsley	Sarah Hitchcock	Navy	162	17	45	38	16	45	17
45		2651	Look on the Bright Side	Tasar M	Kevin Brown	Kevin Leedow	Balmoral	162.5	40	35.5	19	35	40	40
46		1908	Slippery when Wet	Tasar GM	Cary Pedicini	Pat Pedicini	Westport	175	41	34	29	39	41	41
47		789	Easy Beat	Tasar	Dave Collins	Stephanie Sheridan	Northbridge	185	50.00F	37	31	26	37	50.00F
48		1033	Mango	Tasar	Andrew Hamill	Ben Hamill	Balmoral	205	44	43	50.00B	31	43	44
49		2107	Rambo	Tasar	Jay Pettifer	Chloe Wilson	Tba	210	50.00F	50.00F	45	15	50.00F	50.00F
50		2604	Ono	Tasar	Nicola Howe	Nicholas Amos	Speers Point	254	51.00C	51.00C	50.00F	51.00C	51.00C	51.00C

Report From WA Tasar Association



WA State Championships

Royal Perth Yacht Club hosted the 2004 / 05 Tasar Class State Championships on the weekend of 19 / 20 March.

The title was won by Alastair and Judy McMichael in Tasar 2095 "Organised Chaos". Alastair is a well regarded Laser and S97 sailor and with Judy's firm hand on the jib sheet was easily the most consistent sailor during the regatta, winning the state title from last years champions, Warren and Mathew Morris in Tasar 2788 "Flasher".

Alastair and Judy set a high standard and also won the Consistency Trophy.

It was the most competitive fleet for many years with former Tasar champion and current S80 sailor, Bill Quinn as well as J24 sailor Kayne Binks lining up at the start.

The navy was represented by Michael Rock and Glen Weeks as they tune up for the Worlds in Darwin.

Eight races were held over the two days in light to moderate pressure ranging from 4-10 knots. The Fremantle Doctor did not appear and with the direction of the pressure changing regularly, the tactical skills of the crews were constantly challenged. There were many occasions where defeat was snatched from the jaws of victory!



Winners - Alastair & Judy McMichael

Bart and Sharon Thompson sailing Tasar 2131 "Mystic Rhythms" as well as Mark and Graham Hansen sailing Tasar 2611 "Tasorback" won a heat each.

Final Standings were:

1. Organised Chaos – Alastair and Judy McMichael
2. Flasher – Warren and Mathew Morris
3. Bungarra – Kayne Binks and Louise Blagrove
4. Mystic Rhythms – Bart and Sharon Thompson
5. The Usual Suspects – Kim Short and Michael Lees
6. Rattle N Hum – Bill Quinn and Sophie Callandar
7. Tasorback – Mark And Graham Hansen
8. Stand On – Michael Rock and Glen Weeks
9. Semi Matured – Gary and Mitchell Powell

The success of this years States was due in no small part to the manner in which RPYC facilitated the event with administrative support, start and rescue boats and experienced officials. Particular mention should be made of Annette Morris (Principal Race Officer) and Captain Dinghies, Brad Wearn (mark laying and race administration) who co-ordinated a team of volunteers and ensured a very memorable regatta.



Darwin Worlds

A contingent of sailors from RPYC will travel to Darwin for the World Championships in July of this year.

Unfortunately, our state championship winners, Alastair and Judy McMichael are unable to make it to Darwin so the pressure is on the rest of us to give the eastern states a bit of a hurry up.

At this stage, seven WA boats have committed to the trip to the Northern Territory and preparations are underway to ensure "Team WA" acquits themselves well. The logistics of getting people and boats to and from Darwin in one piece are almost resolved and a training programme has been drawn up.

Team uniforms have been determined so we should look the part, if nothing else!

Kim Short

Queensland Championship

The Queensland Tasar Championships were held in conjunction with the North Queensland Regatta at Easter in Townsville this year. Numbers were down after the hype of last year's nationals but the state was well represented with competitors traveling as far away as Brisbane, Gladstone, Tinaroo and Mission Beach.



Peter and Duncan MacGregor

It looked like calm weather was to prevail but the sea-breeze came to the party each afternoon to present ideal sailing conditions.

The first race was delayed due to the light morning winds but once underway the Tasars were bunched together in some very close racing. Defending champions Peter and Duncan MacGregor held onto a narrow lead to win the first from newcomers Caitlin Walz and David Mann in Itchy and Scratchy from Gladstone.

John Jacob was on the pace perhaps due to his secret weapon. John had fronted up to the regatta with an experienced crew from Darwin!! Tennille is at university in Townsville and was snapped up by John for the championship.

Greg and Judy Heath just held off Mike Dale and daughter Naomi from Brisbane for fourth place.



Peter and Duncan MacGregor

The afternoon sea breeze lifted the wind speed close to 15 knots for race two. The line was bias to port and the relative inexperienced Greg and Trish Curnoe had a go at a port tack start. They crossed the fleet and bathed in the glory of this rare feat. However, much to the delight of David and Caitlin the 15 knot nor-easter was just what they wanted. They also got a good start and set a winning pace. Peter and Duncan had to settle second and John and Tennille third.

Light and shifty winds had to be dealt with for race three and the ones who went right from the start picked up good ground. Peter and Duncan were around the top mark first followed by Greg and Judy, John and Tennille and David and Caitlin.

Peter and Duncan are hard to catch in light winds but again David and Caitlin came through to finish second.



It was down to the last race for the championship. A win by Itchy and Scratchy would draw the score but they would win on a tiebreak. They were hoping for the strong Nor-Easter in the afternoon. It came but not as strong as the day before and Peter and Duncan in Turtle showed a clean pair of heels to lead from start to finish and successfully defend their title.

Lynnley Orr and Briley Curnoe not only broke the competitive air with fun filled laughter but also won the junior crown.

Greg and Judy Heath



Results

What To Do When Your Rig Falls Down

When Parky puts out the call for articles for Tasar Australia I think of what "go fast" articles Tasar sailors want to read. The obvious ones stand out - Craig and Kevin on winning regattas, Rob and Nicole on training and preparation, Phil Darby on looking after your boat as well as some quirky ones like Gary Foley on big fleet port tack starts and Rick Longbottom on being a world champion Tasar legend and still doing well on handicap. Thinking about these I realised I had no worthwhile contribution to make on any of these subjects. However, there is one subject where Trish and I have quite a record and that is dropping the rig over the side.

This really does not qualify me to make any comment on how to avoid losing the rig, but I will anyway. It is a good idea to replace a stay as soon as one strand of wire goes and it is a bad idea to use a non standard hounds shackle even if the quoted breaking strain exceeds the standard item. Still this only accounts for two of the seven times Trish and I have dropped the mast in the last eight seasons. The most recent occurrence, during the first heat of the NSW Titles happened hours after we both inspected the stays. The location of the wire failure at the top swage of the starboard stay was impossible to detect. Them's the breaks, as they say.

What Trish and I are experts at is what to do after the rig falls down. We're not counting topmast buckles (see Tasar Australia 2001) because you can usually get back in unassisted but the full rig in water monty. We are also discarding heroics such as the recorded episode where a crew caught a stay as it broke and gave the skipper time to alter course to save the rig.

After a rig breakage and assuming that the crew is uninjured and the hull is intact, the first appropriate thing to do is to express your feelings in whatever expletive form you may feel suitable. It is not appropriate to add "not again" to your chosen epithet because this implies carelessness.

In a traditional Tasar sidestay breakage the lower mast will be lying sideways on the foredeck held by the vang. We always carry a shackle key in the boat so we can unrig on the water. Unless you are about to drift imminently into a dangerous situation it is best to unrig before picking up a tow. Dropping a shackle pin is not a problem as they are cheap, but ripping a regatta mainsail through haste while pulling it off the mast is more serious.

Once the mainsail is detached and rolled, and the spars arranged fore and aft down the middle of the boat you can then think about picking up a tow. We carry a 15m length of polypropylene waterski rope for this purpose as it is lightweight, stretchy and stores easily under the thwart. Tasar mainsheets are not long enough to be much good (or legal) as a tow rope.

Traditional teaching is to lead the tow rope through the

bow saddle or tow ring and then make one turn around the mast while the crew holds the end of the tow rope. This is all very well if the mast is upright. If not then make the turn around the centreboard case and not the thwarts as they are prone to breakage. Don't lead the tow rope straight from the bow to the jib cleat or the crew will end up with her finger being extruded through the jib cleat. This is poor form as you will be asking the crew to go out in the next race. Also bloodstains on the sails are a bad look.

It then remains to remove the centreboard from the case and await a tow. Sometimes there is a choice. If the choice is between a ski boat with a 200hp outboard and a designated rigid inflatable rescue boat with a 35hp outboard then the correct option is clear. If there is no choice you just have to make your wishes clear to the tow crew, who may well be another Tasar crew if there is no power boat around. Incidentally when the Tasar is the tow boat it is best to attach the rope to a strong point in the mid sections of the boat such as the base of a sidestay or a jib fairlead.

If there is a complete disaster happening and the rescue boats are overwhelmed, the rescue boat may ask you to abandon your boat and get on the rescue boat. It is not worth arguing. It would be reasonable to ask for an anchor and ground tackle from the rescue boat so as to secure your Tasar as well as possible so it can be retrieved later.

More often the rescue crew is happy to pick up your line and tow you in. Ideally one of the rescue crew should be looking backwards at you so you can signal any speed adjustments. Trish and I have found about 5 to 10 knots to be the best speed. Slower than this and the Tasar will catch up to the tow boat while coming down waves. Much faster can be just plain hairy.

When you get back to the rigging area you may still feel keen to go out for the next race. This is where having a spare set of stays and other commonly broken bits such as a topmast and a rotate lever comes in handy. We managed to replace our stays and get back out in time for the ensuing back to back race after one tow in. On the other hand you may feel stuffed in which case it is worth taking the opportunity to wash the boat and get a hot shower before the rest of the fleet comes in.

Buying the rescue crew a round of beers seems apposite, but in my experience seldom feasible. So thank you to the Batemans Bay Coastal Patrol, Batemans Bay SC, Sandringham YC, Mordialloc SC, Whitstable YC, Speers Point Amateur SC and Wangi SC crews who have towed Trish and I in over the years and I hope that if you run out of fuel we can repay the favour.

Lachlan Brown
2734 "Feral Ferret"
Batemans Bay SC



Flying Down the Hume

Over the Easter weekend, team "Too Dry Martinis" competed in the NSW state titles. What an event!! We left work on Thursday evening at 5:30, stopped in Albury for Dinner with team Violet Femme, and arrived to be greeted at our house by team "Wotchamacallit" (in their jim jams, which was quite fetching in one case, but quite revolting in the other). 2 ½ hours sleep, and off to registration, and the first heat.

Over the weekend, we had a sail with the new Mylar sails, which was quite a thrill, and then topped the weekend by coming 5th in the championship overall, and top Victorian. (Thanks Paul). When we left Wangi at 2:30 or so on Monday afternoon, for a long, and boring trip back to Melbourne for work on Tuesday morning we were still walking a foot above the ground.

5:00 Stopped in Sydney for Petrol. 7:30, stopped in Yass for dinner. 9:10 stopped in Gundagai for a comfort stop for the back seat passenger (essential for this passenger, one hour after any meal). Skipper handed tiller to Crew for a snooze until Albury.

11:30 Major change in noise factor from the trailer. Crew slowly slows car down. Skipper panicing. Boat's bow pointing to heaven. Skippers innards turning to water, and threatening to deposit themselves all over the passenger seat. (if you know what I mean!). Crew brings complete disaster to a stop on the side of the road.

Too Dry Martinis has joined the ranks of those who have flown down the Hume.

In the end, the boat was not damaged. Thank
(insert your preferred deity here)

What happened? The welded bracket which holds the trolley onto the trailer at the bow had sheared off, leaving the boat connected to the trailer with only two shockcord straps shackled to the trailer stopping the whole thing from dropping onto the road. This was a brand new bracket, and a welded and galvanized fitting that I assumed was absolutely robust. Not so.

Thankfully, the shockcord held, and also thankfully, I had insisted on designing my own trolley which runs the full length of the boat, with extension arms out the back to ensure that there is no way that the back of the boat can touch the road when being loaded on or off the trailer. I fitted two little wheels to make it easier to load

and unload the trolley from a trailer. These are not able to handle 110 km/h. In fact, those arms are ground down to the steel bolts which the little wheels used to run on. The wheels themselves are a cracked and molten mess. My blood still runs cold thinking about what may have happened to my brand new boat. (it's still the third newest in the Oz fleet.)

Over Easter, Victoria lost a second Tasar, traveling to a distant venue, and it occurred to me that Victoria has lost at least 4 boats off trailers in the last 3 or so years, and NSW has lost another two that I'm aware of. While this may warm the cockles of a boat builder's heart, it is not good for those lovely people at the kind insurance companies. (yeah right).

Maybe it's time we had a think about this. Over the last 10 years or so, a lot of clever thinking has gone into making our tasar trailing and on shore handling easier, and easier. For such a large boat, they are very easy to get onto and off the trailer, and then into and out of the water. But are we getting a bit too concerned about making our traveling easy and fuss free? A long trip is a serious affair, and after 24 hours or more of continuous driving, to get to your destination and back, should you be surprised if at least one thing breaks? I don't think so. In other words, we should plan that AT LEAST one thing will break on a long trip. How will your boat survive when that happens.

From now on, I will be doing the following:

- Connect all the usual short haul straps, and connections.
- Tie a new strap from the bow of the boat to the front of the trailer.
- Tie a completely independent strap from the trailer over the trolley and boat.
- Fix the trolley to the trailer at the axles, as well as at the front.

I don't plan on changing the name of "Too Dry Martinis" to "Tiemedown II", or "Gravel Rash".

PS. A number of people have asked for the design of my trolley. I will be posting it on the web site shortly. Sorry about the delay Greg and Brad, I'll get it done very shortly, and let you know.

Ray Martin

HAGAR THE HORRIBLE BY DIK BROWNE



Mordialloc SC

The season has only a few weeks more to run, and it is amazing how the time just seems to slip by when you are having fun. It seems as though the 2004/05 season has only just begun.

Danny and Emma Conway sold their boat Instinct, 2011 but fortunately for us, it was purchased by existing club members, the Kivells, thereby remaining in the Mordialloc fleet.

Others to join our fleet were the Seymours, who have bought Chris Alan's boat Grumpy 2236. Andrew Foulkes has teamed up with a mate from North Queensland Daryl Bently to sail an unlikely boat Dodge Element which they intend to enter into the Worlds in Darwin come July.

Michael Prendergast has sold his boat Qwiver and I believe the new owners will become regular Mordialloc sailors. Michael acquired a much later boat, Kookaburra 2717.

It has been a good year for the Mordialloc Tasar fleet, with a consistent turn out of John Eriksson and Jim Rae in Tsunami, Michael Prendergast and Andrew Rae in Kookaburra, Roger Miles in Aqua Duck, Bret and Melissa Wilson in Funny Looking and Tony Hammond in Shearwater. These five regulars have from time to time been joined by George John and Winefred Hirst in Rocketship, and the newcomers to boost the fleet number up to nine or so.

The battle for the trophies is on in earnest, but John and Jim in Tsunami are doubtful this year due to having to miss races. John left poor Jim high and dry with the excuse that he had to have a couple of Saturdays off to see to his daughters wedding. Despite being advised

that he should get his priorities right by Martyn Sly, he decided that he best give the upcoming nuptials his full attention for the sake of family peace and personal safety.

We also had a good roll up to the Victorian State Championships at Yarrowonga. Those travelling north for the Labor Day weekend were John and Jim in Tsunami, Micheal and Andrew in Kookaburra, Brett and Melissa in Funny Lookin, Andrew and Daryl in Dodge Element. Along with the competitors, we had a sizeable group who make the trek north on a regular basis for the social side, including the Slys and the Hosies.

We had a weekend of light breezes, so light at times that attempts to start races had to be abandoned. However, the situation was saved on the Sunday morning when we were able to get in four races. The breeze died again, so no starts were made in the afternoon. The Monday morning saw a nice breeze spring up, and we managed to get in two more before breaking camp and heading home after yet another great weekend on the shores of Lake Mulwalla.

We have four Mordialloc boats heading north to the Darwin Worlds come July. They are Martyn and Sue Sly, with their as yet unassembled new boat, Michael Prendergast crewing with Andrew Rae in Kookaburra, John Eriksson and Jim Rae in Tsunami as well as Andrew Foulkes and Daryl Bently in Dodge Element.

The future for the Mordialloc Tasar fleet is looking good for next season, especially if our new members will be on the water on a regular basis.

John Eriksson
Tsunami 2747

Craig's Tips

Centreboards - Where And How Much?

If you are repacking the case have about 35mm of foam at the front of the board. This gives a bit of a crumple zone particularly at the top which will go forward if you happen to run aground. When you put the rear packing in have it reasonably snug up to the board both front and back at the bottom. This will help prevent water flowing up the case when fast reaching. An inch or so of slop at the top allows you to rake it fore or aft if desired.

Draw a texta line across the board front to back near the top so you will have a reference to rake it or just ensure it is straight up and down.

The tasar has a long board and unless you are very heavy or the wind is light it rarely needs to be all the way down u/wind.

Try putting it all the way in when you are sitting inside or only one on the deck. Once both on the deck it can come up approx 10cm. When you both are beginning to hike hard raise it to 20cm up. When overpowered and dumping have it level with the foredeck so you can just

work the jib over it.

The boat will get a very loose feel and want to go forward rather than stand on it's ear. The fraction of pointing height you may lose is more than made up for by extra pace and less leeway. You effectively lose nothing and will have an easier boat to steer and keep flat.

Reaching - raise it level to the deck straightaway and as you begin to plane hard even a little higher. As long as you are not skidding sideways or too unstable less is better.

Running dead square - all the way out or again only enough to keep you stable is fastest. As soon as you come up from this angle even a little slip some board back in.

Craig McPhee

McCrae Club Report

Sailing has been bubbling along nicely at McCrae post Christmas with good numbers on the water and very tight racing. Thirteen Tasars for club racing a few weeks ago with a number of visitors coming down to sample the delights of McCrae being a highlight. Alistair Murray has been a regular visitor - he launched his new boat for a club race where we collectively kicked his behind. He came back the next week and then proceeded to kick ours.

The other highlight of the season has been the gradual refinement of our post-race de-briefing on the front lawn. Goes something like this - "Good race." "Yeah, thanks. What's the spread like today?" "We've got some King Island brie and a few dips" "Great, that new green one we had last week was delish. Bundy, wine or beer any-one?" Intense discussions then ensue for the next hour over relative merits of various cheeses, dips, biscuits and assorted beverages. (With it's flat decks, doesn't the Tasar make a great table!)

When actually sailing, we've been well represented at

the South Australian, Victorian and New South Wales state titles with at least one McCrae boat at every event. Personally, we had intended to do all three but Wangi became just one event too many with 3 interstate trips scheduled in a short space of time. The season is drawing to close on a high note with club stalwart Michael Bray having ordered a new boat to be ready for next season. Attention is definitely swinging towards Darwin and the club will be represented by 4 boats - the Allens, Lainsons, Paynters and the Ross's. Also, reservations have already been made for the nationals at Belmont and Camp McCrae will be setup at Spinnakers caravan park. Have Tasar, will travel!

We'll look forward to seeing you in sunny Darwin and sharing in a post race de-brief. (Just make sure the spread's up to scratch and there's plenty of that yummy green dip.)

Jonathan Ross
Tasar 2789

HAGAR THE HORRIBLE



Abstinence Is The Key

(The following survey was indeed conducted, and the results are as described. The participants have not been identified to protect the guilty. Ed)

A survey of Tasar sailors at the recent NSW State Titles revealed that sex before sailing can materially damage your results.

In a scientific study conducted after sailing on Easter Sunday, it was revealed that all Victorian sailors who had utilised the morning sleep in to further their marital - or extra-marital - relations, had performed significantly below par on the water in the afternoon.

Unfortunately, efforts to find a control group who had not participated in bedroom activity were frustrated by lack of candidates.

Further research is needed into this important discovery - we need to know if this applies to crews as well as

skippers, what is the difference between the crew and skipper performing in unison or separately, and whether married couples or singles have the advantage. In order to promote further insight, we propose that at the next major regatta an extra column be included on the sign-on sheets for sailors to indicate their overnight activity. A full evaluation of output v. results will be provided for the benefit of all sailors as soon as it becomes available.

The implications of this finding are far-reaching - it is expected that Darwin's accommodation networks will be overwhelmed with requests for single or twin rooms for the duration of the regatta, and non sailing wives/ husbands/partners will be encouraged to stay at home.

Not a Scarlet Woman.

Chelsea Summer Championships

We were wondering how we would kick start the hard work required to get on the pace for Darwin and up popped the "Chelsea Summer Championships." So we ventured south visiting some rels on the way (there has to be an excuse) to get to Chelsea on Saturday 8th of January for our first sail in 2005.

After the usual info session we headed out for Heats 1 and 2 on Saturday afternoon in 12-18 knots from the Sou Sou-West. It was cool but excellent sailing conditions with great rides down wind and a good work out up wind. Craig McPhee and Kevin Kellow were well in front in both races and you could be excused for going ho-hum.

We sailed Heats 3, 4, 5 and 6 back to back on Sunday afternoon as the easterly morning breeze went and came to eliminate any chance of a morning start. Heat 3 was a bit dodgy as it started and finished in the very last of the easterly. The mighty Scribbel's ability to sniff out wind when others can't saw her home for our only win of the regatta.

The sea breeze came in and built steadily through the afternoon to about 12 knots in what can only be described as idyllic sailing conditions.

To make it even more interesting Derek and Gwen Warne had a win and Paul and Bronwyn Ridgeway also got in on the act to keep the National Champions to only one win for the day. Not ho – hum at all.

Before a great social at Vincent's Café at Beaumaris there was an open protest enjoyed by many for the learning experience.

For those interested, the major lesson – if you want to protest you have to tell the boat concerned (otherwise how do they know to do their 720?) and make sure someone else hears you yell "protest" too.

The big lesson for Mike Paynter (who wore red and green socks on Sunday to help him) was that "you give way to the right."

Monday was a glorious day. The waters of Port Phillip Bay have never looked so good – almost tropical as we

waited for some breeze. After a short delay we headed out for a start in 5-8 knots of sea breeze and raced Heats seven and eight back to back. Racing was very close in the lighter breezes with Rob Gilpin and Megan Ridgeway stirring things up in the front of the fleet, and Dave and Doris sharing the honours with Kevin and Craig.

In the afternoon, the breeze which got up to about 10 knots for Heat 9 softened again for Heat 10. The slop and intermediate wind strength did not do the mighty Scribbel and her Christmas fattened crew any favours but the racing was very tight and enjoyable. Once again Dave and Doris managed to slip past Kevin and Craig to snavel Heat 10.

On Tuesday morning the forecasted hot northerly became a reality and racing was cancelled with 32 knot gusts and expectations of more. So we packed and headed north for 10 hours.

The Highlights

1. Nicole's continuous "Starboard" call/scream on the Paynter's at the finish of Heat 2 (leading to adoption of Nicole by the Bretherton's and an offer of professional vocal coaching from Rob Gilpin).
2. The number of beautifully fitted out boats with well thought out or well copied set ups.
3. The dramatic improvement of Megan Ridgeway, Rob Gilpin (with new crew Jacqui) and Ray Martin (with his new boat).
4. The speed of Dave and Doris (after a year off).

The Summary

Ten extremely well run races;
In near perfect sailing conditions;
From a near perfect venue;
With 25 fun sailors; and,
A social programme.

What more could you ask for?

Rob and Nicole Douglass
Scribbel 2087

Sandringham Yacht Club Report

Sandy Yacht Club, after many years of promise as a Tasar Club, is finally gaining momentum!

Sandringham Yacht Club is the largest yacht club in Victoria, with fabulous facilities and an active keelboat and dinghy program. Owing to the success of the club, membership is close, with a waiting list. The club represents a great potential market for new Tasar owners, as there are heaps of keelboats, heaps of juniors sailing International Cadets and Optimists, but no adult dinghy classes other than single person International Contender.

The latter half of the season has seen a regular Sandringham fleet of 4 boats racing at all Tasar events and

at the club. The crews have been Paul and Bronwyn Ridgway (who set the pace!), Heather and Chris Payne, Megan and Hugh Ridgway, and Alistair and Clare Murray. The racing has been close!

In addition, Martyn Sly and Dereck Warne are members of Sandy and with our Sunday racing complementing most club's Saturdays, we are looking good for next year.

Sandringham Yacht Club Boats are looking to achieve a 1,2,3,4, result overall in the Darwin Worlds, so look out!

Alistair Murray
Clarebuoyant 2779

Chelsea Summer Championships 2005

PLACE	BOAT	NAME	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10	Total
1	2780	Code Flag Z	1	1	D3	D6	2	1	1	3	1	2	12
2	2763	More Edge	D5	2	D8	3	3	2	3	1	2	1	17
3	2601	Wotchmacallit	2	D6	4	1	5	D6	5	4	5	4	30
4	2087	Scribbel	6	5	1	D10	9	4	7	D10	6	3	41
5	2608	True Blue	10	7	D20	5	4	D11	2	5	3	5	41
6	2785	2 Dry Martinis	4	4	6	2	D12	D9	4	9	4	9	42
7	2579	Nothing Suss	D12	8	9	4	6	D10	8	7	10	6	58
8	2076	Thatskool	D11	11	11	9	8	7	D12	8	7	7	68
9	2570	BPR	14	15	17	12	D18	D27	6	2	8	13	87
10	2659	Hakuna Matata	3	3	12	7	7	5	D28	D28	28	28	93
11	2656	Violet Femme	16	D21	13	D22	16	14	10	12	9	8	98
12	1905	Screaming Eagle	18	D23	10	13	D19	17	11	6	14	11	100
13	1657	Cwiver	15	12	D22	D20	14	13	9	13	12	12	100
14	2781	Chaos Theory	7	10	12	18	10	D28	D28	28	13	10	108
15	1926	Your Point	19	16	7	D21	D21	18	14	16	16	14	120
16	2778	NAIAD	17	D20	19	14	D25	16	15	11	15	15	122
17	1908	Slippery When Wet	8	9	14	16	13	8	D28	D28	28	28	124
18	2742	SBD	D28	D28	2	11	1	3	28	28	28	28	129
19	2551	Magic Momants	20	19	25	8	24	15	13	15	D28	D28	139
20	2782	Hudwaddloper	9	13	5	19	11	27	D28	D28	28	28	140
21	2673	Liquid Asset	13	14	15	17	15	12	D28	D28	28	28	142
22	2067	Strategy	21	17	D24	24	20	19	D28	14	17	16	148
23	2617	Waimukabout	D28	D28	18	15	17	28	28	28	11	28	173
24	2180	Indecision	24	24	21	23	21	20	D28	D28	28	28	189
25	1871	Juat A Faze	23	22	23	25	23	27	D28	D28	28	28	199
26	2142	Shearwater	22	18	D28	D28	28	28	28	28	28	28	208

DNS=28

DNF=27

D=DROP

Victorian State Titles 2005

The 2005 Victorian State titles returned to Yarrowonga as usual on the Labour Day weekend in March. As usual, the weather provided a mixture of breezes, (or not) and constant sunshine.

Annmaree and I drove up after a full day of work with Luke Owen, our daughter's Territorian partner, and didn't arrive until 10:30pm. By this time, all the best sites were taken. So for the first time ever, we did not get a water frontage. (Note to self: Next year take Friday off and get up there early. This regatta is starting to get too popular.)

This year, the Saturday turned into a great day to sit on the beach, go for a swim, discuss the latest goings on, (Mylar sails were a top topic of discussion) and perhaps have a quiet sherbet or two. We took the opportunity of a postponement of racing at 12:30 pm to move the AGM forward, so that it did not interfere with the evening's festivities. On cue, immediately after the conclusion of business, the wind came in beautifully.

The postponement flag came down, and the boats shot out to the start area. Then the wind swung north.... then South-West. Then it went North again. Then it went East. Then it had a rest for a while. You get the picture.

The race committee hung us around for a while, then abandoned efforts to get a race in, and sent us home. Of course as we got close to home, the wind settled in nicely from the North East. A few of the keen sailors turned around and had a bit of a joust, but the sensible ones went home.

(Note to self: Next time, be sensible)

By the time we got back, it was time to rush up the shops and get some ice, and supplies for dinner, and therein lies the seeds of the great disaster of 2005.

As we drove out of the campsite at 5:30, I was thinking "I wonder who is going to get the champagne started?"

By the time we got back at 6:30, the full horror of the situation was apparent. The Champagne was still chilling in the fridge! People were sitting in small groups all around the yacht club grounds, drinking beer, chardonnay, or cabernet with their dinner. Even worse, some were enjoying quiet cups of tea or coffee. There would be no repeat of this shame the next night.

(Note to self: Saturday Night needs Champagne)

Apparently there was some good racing the next day in an 8-12 knot breeze. Doris and David Bretherton absolutely shone, to finish the day well ahead of Craig and Kevin. We got 4 races in during a morning session, followed by a bit of a bob in the afternoon, before coming ashore to wait for abandonment of racing for the day. A good deal of considered discussion was conducted while we all waited for abandonment of racing for the day.

But the important thing was that that evening we made sure that the champagne class got together as a group for the presentation of the Traveller's series.

Champagne was ably served to all and sundry by our current National Champion, who ensured that all bottles were up to his exacting standard before pouring for his honoured guests.

Somebody won a Jib (Melissa and Brett Wilson) Someone else won a Tactic compass (David Warren) and somebody else won some Ronstan Sailing Smocks. (Leanne and Chris Allen).

They say that somebody actually won the series on the water, but nobody really cared.

The night was enjoyed by all, with the noise from the party area gradually dying around 11:30 pm, although many did not pace themselves to last the whole night.

Next morning Craig and Kevin had a mission ahead of them to try and peg back the lead that David and Doris had amassed on the Sunday. After two races, the final result was that Code Flag Z narrowly won the title, with Doris and David second, and third place to Bron and Paul Ridgway.

(Note to self: Could I beat D&D with a major hangover? Or at all? What the hell, just have fun!)

Over all, we had 43 entries, with boats coming from NT, and Queensland, as well as NSW and SA. The regatta showed why it is becoming so popular on the southern states calendar. Next year, we hope to exceed the attendance at the NSW State titles ☺. – Come along! We promise we won't leave out the Saturday night champagne get together next year!!

Too Dry Martinis

HAGAR THE HORRIBLE BY DIK BROWNE



Lake Boga 2005

Moira and Bryan Hill decided to do something a little less stressful for Easter and set off for Lake Boga. We didn't even camp. We indulged in a cabin at the Swan Hill Caravan Park south of Swan Hill.

The Cobras and Dolphins were having their State Titles. There were a number of assorted "Cats" in the third division then the bigger monohulls. We were in the fifth division and the Lasers had a subsection to themselves within division five although we started with them. Division six constituted the slower monohulls.

For the First Race on Saturday afternoon the wind was strong and blustery and after the first triangle although we were leading our division a number of boats had capsized and Moira had had enough. We came to have fun not kill ourselves or the boat or both. Just getting back to shore was quite enough. The next day the wind had abated and light conditions continued for the remainder of the Regatta, which was well run as always. We had some great tussles with "Suit of Lights", sailed by Charles Thompson and his sons (who both had turns). Another Taser from McRae also competed [Michael Hughes, and his girlfriend who was sailing for the first time and loved it]

We hope to see more of them at our training days and as members of the Association.

Sometimes we led and sometimes Charles led. We now have even greater respect for Craig and Kevin. It is not so easy to find the next buoy when you are at the front of the fleet. In the last race we capsized within 50 metres of the finishing line, in a neck and neck contest with Charles, when a gust hit us. We saved the capsize only to go in backwards when the wind died just as suddenly. Oh that gooey Lake Boga mud!! We got some off the sail and mast in the water having once extracted the top of the mast from the bottom of the lake and went through the line. As some of the division had gone home, we still came third so were able to drop the first race from which we had retired, and came second overall behind Charles. The Tasars did very well against the Lasers even on corrected time. I think it goes to show how good the top Tasar sailors are as WE were catching boats in Division 4 who left 5 minutes before us. We had a great Regatta and a lot of fun.

Moira and Bryan Hill.

10th Australian Masters Games Adelaide 7 - 16 October, 2005

Sailing is one of the many sports to be included, and in the sailing to be conducted at Adelaide Sailing Club is **Division 7 – TASARS.**

An 8- race series will be sailed over four days – 10th, 11th, 13th & 14th October, the race fee being \$80.

Age groups based on the Helm's age are: 35-44, 45-54, 55-64 & 65+.

The crew must be at least 30.

For further information and on-line entry go to: www.australianmastersgames.com.

The Registration Booklet is now being posted to those who have indicated interest in attending. Amongst other information, it gives details of the draw for prizes for those who register early, i.e. by the 29th April. Closing date for entries is 5th August. Late entries will only be accepted at the discretion of the organisers and payment of an additional fee of \$20.

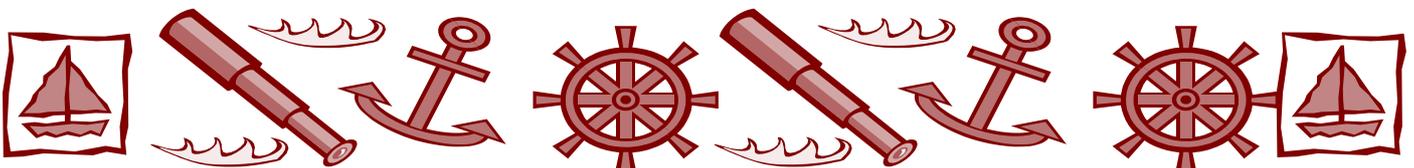
The Games fees payable are: For each participant - \$94
For your Tasar - \$80

Participant will be entitled to:

- Official Games Accreditation Pass

- Opening Ceremony entry
- Closing Ceremony entry
- Personal accident insurance
- Sports Medicine service at venue
- Medals (for place getters)
- Participation Certificate
- Discounted accommodation (if booked through "in Font Travel")
- Free public transport
- Entry to Games Centre, SKYCITY Adelaide – use of facilities, nightly entertainment, etc
- Games Registration kit – backpack, Souvenir Games Guide, discount voucher booklet, etc

Initially, Tasars were not included, but due to some persuasion from National President Chris Parkinson and the T.A.V., Tasars have now been invited to participate in their own Division. Lets ensure we were justified in stating the case for Tasar's inclusion by having a good-sized fleet. This in turn will illustrate what a great boat we have, and that it is backed by a strong and vibrant class association.



Another Great Season At Concord & Ryde SC, NSW

2004-2005 has proved to be another very successful season for the Tasar fleet at Concord & Ryde SC. Being the westernmost Tasar sailing club in Sydney, we have enjoyed close racing in a wide variety of breezes but on a very quiet stretch of the Parramatta River.

Our fleet number has grown to 11 Tasars by the addition of a few more Tasars during the season. This has significantly increased the numbers of Tasars now regularly enjoying our racing to between 8 to 11 Tasars each week (what use is a Tasar if you don't sail it?).

Try Sailing Day was the first major event for the club. This season the club managed to get well over 200 people out on the water to experience sailing that I believe is the highest figure for a NSW sailing club. The Tasar fleet assisted with this important activity both on and off the water. Some 40-50 of those who tried sailing liked it so much they enrolled in the Club's popular Learn to Sail program and, you guessed it, some of the Tasar sailors were actively involved as their instructors.



The one design nature of the Tasar class, means that racing can be close and friendly as your skills (and the rules) allow whilst our longish courses can ensure that you successfully 'blow the cobwebs away' with an afternoon on the water. Whilst we all enjoy the racing, our fastest Tasars sailors are always willing to offer advice to some of the slower Tasars to help them obtain more enjoyment and speed from their Tasar.

Just to demonstrate that not all of the Tasar fleet's fun is had on the water, the Tasar fleet filled two tables for the Club's recent Trivia Night and confirmed the Tasar as "the thinking person's boat (plus their spouses)" – either that or we all know a lot of useless trivia. The Tasar tables enjoyed a perfect 1st and 2nd finish on the night to be awarded the perpetual Trivia Night trophy for a second year in a row.

We are grateful to Frank Bethwaite for allowing us the opportunity to be the first club in NSW to trial the Mylar sails on two separate occasions now. The mylar sails have been the cause of a lot of thought, excitement and discussion amongst those in the fleet and those watching the class. The see-through ability of the trial sails appears to be one of their most favourable points allowing crews to look at the jib leech, tufts as well as other boats on the water.



Lastly, even I have been pleasantly surprised by the level of participation of the Concord & Ryde Tasars this season. Last season I calculate that a total number of 135 Tasars competed in all the season's races (This is a progressive total of how many boats participated each week over the season). Whilst this season hasn't yet ended, we look like having well over 200 Tasars competing during this season. A very significant increase.

The last event on our 2004-2005 calendar is a Tasar 'End of Season' Dinner to be held just after the last race of the season for all Tasar crews and their spouses. This is proving to be a very popular evening for the Tasar fleet with some 30 people anticipated.

I would like to personally thank all Tasar crews and the volunteers within Concord & Ryde SC for their support through this season. It's been great.



For those interested in this friendly sort of Tasar sailing at a very family orientated club, come and see us at Concord & Ryde SC. We can always fit in one or two more Tasars. But, be warned, a fun time can be contagious.

Thanks to Nick Brown for the excellent photographs with this report. This season was so good, bring on 2005-2006.

Sail a Tasar

*Tony Keevers
Tasar Class Captain.*

The Speers Point Report

At Speers Point the 2004-05 sailing season has continued with lots of Tasars competing avidly. A total of nineteen boats were seen on a regular basis at the Club, with many of them making great strides. This has meant many different crews getting a taste of the top weekly spot, and a tight struggle amongst several boats for top honours in the season's point score competitions.

Speers Point played host to boats from many other clubs around Lake Macquarie and other areas for our annual October Regatta. This is part of the Lake Macquarie Games, and winners received commemorative medals.

January saw the Marathon – down the Lake, around Pulbah Island and back to the northern reaches. This year the wind was lightish, and a switch from south-east to north-east in wind direction during the race meant there was rather more beating done than reaching and running. Talk about working off all that Christmas cheer!

In March the Bethwaite Series came to Speers Point, with a good roll-up of Tasars, both local and visitors, along with other Bethwaite boats. On Saturday racing was interrupted by a weather front, but Sunday gave us ideal conditions for five short races, with close racing. Shane Guanaria brought along an experimental Mylar sail for its first trial in fleet racing – Mylar is an option for the time when Dacron material is no longer available.

In March Speers Point was represented at the Victorian State Titles (by Phil and Chris Darby), and six Tasars headed to the NSW Titles over Easter. We were thrilled that Jeff Mephram and Matthew Fitzgerald took out third overall, and the Darbys held sixth. The Speers Point contingent included two female skippers (Jennifer Ramsay and Nicola Howe) and another of our usual female skippers, Julia Fitzgerald, competed as a crew. Kev Kay, who normally sails a catamaran at Speers Point, borrowed a Tassar to join the fun.

We have run handicap starts once a month to great success – often those usually closer to the back of the fleet take up the challenge when they start ahead of the fleet, and have been known to hang on to the lead right to the end. It's a great way to improve concentration and keep trying, and shows benefits in scratch start performance as well.

In April the President's Cup was held with a free-for-all start, all classes of boats together, in real Tassar weather. And our sailing season finishes on ANZAC Day with a regatta open to all. It is a fitting end to a season of hard-fought racing and some great performance improvements. And Darwin calls ...

Jane Klein,
2728 Tokay

Your Association needs you

As sailors we participate in a sport that is largely self-administered. This is particularly so at the Class level where the Associations and their events are organised and run by your fellow sailors.

If you look through the list of Associations' committees you will see that most have been there for 4 or 5 years, some a lot longer. Whilst this brings stability to the Associations new people with new ideas are always needed to keep the Associations moving forward.

We all lead busy lives with conflicting interests of family, work and sport however there comes a time in everyone's life when you are able to give something back to your sport.

Don't wait to be asked, volunteer to serve on your Association committee. If asked, please give it some serious thought.

Your Association needs you.

Balmoral Waves of 2005

This season has been an extremely competitive season for us with new to the club people building the fleet and new boats to existing club members lifting the level of competitiveness at each outing.

Our members have enjoyed the Bethwaite series coupled with the Travellers Trophy and we thank the people involved from Bethwaite's and the Tassar Association for their time and support in organising the events.

Balmoral secured some good individual placing's at the recent NSW State Titles in a very competitive fleet and managed to bring home the Club Trophy yet again.

About 6 boats will represent Balmoral at the Darwin World Titles at last count, and we are sailing through to the last weekends in our Winter Sprint Series to hone the performances.

The winds have been frustrating this season as day after

day I travel over the Harbour Bridge to see the two flags bending under the influence of a stiff 15 knot Nor. Easter but on Saturday after Saturday I arrive at the club to sail in a fluky South Easter or South Wester. When the usual Nor. Easter does come in we all revel in the conditions and look forward to the sore muscles on Sunday morning. Our respective partners all know of these days as when we arrive home a strong vacuum sucks our backsides into the lounge and will not let go for some time. Some I suspect have spent the night there on the odd occasion.

Balmoral Tasars would like to thank all the volunteers who have allowed us to sail at all the clubs during our visits as well as our own club, as your time is invaluable to us.

Hoo Roo, see you in Darwin
Ian Best

NOTICE OF RACE

2005 Tasar World Championship and 32nd Australian Championship

Darwin, Northern Territory, Australia

July 1 - 8, 2005

The Tasar Association of the NT Inc., Darwin Sailing Club Inc., and the Australian Tasar Council invite you and your crew to the 2005 Tasar World Championship and the 32nd Australian Championship to be held in Darwin, Northern Territory July 1 – 8, 2005.

1. Organising Authority

The Organising Authority is the Tasar Association of the NT Incorporated in conjunction with the Darwin Sailing Club Incorporated, the Australian Tasar Council and the Tasar World Council.

2. Rules

The regatta will be governed by the rules as defined in the Racing Rules of Sailing 2005-2008, the World Tasar Class Association Rules (except as any of these are altered by the Sailing Instructions) and by the Sailing Instructions.

3. Eligibility

The regatta is open to all Tasars. All competitors shall comply with ISAF eligibility rules.

4. Entry

A completed Entry Form and Entry Fee of AUD \$495.00 must be received by the Organising Authority on or before 1 May 2005. Late entries with a corresponding late fee of AUD \$150.00 may be accepted at the discretion of the Organising Authority up 1300 hours on 2 July 2005.

No entry fees will be refunded after 30 May 2005. Before that date entry fees may be refunded at the discretion of the Organising Authority after deduction of a 5% administration fee.

Entry forms can be downloaded from the regatta web page located at : www.tasar2005worlds.org.

Entry forms can then either be mailed to:

Tasar Association of NT Inc
C/- KPMG
GPO Box 1616
Darwin NT
Australia 0801

Or faxed to:

Tasar Association of NT Inc
61 (0)8 89 817788

5. Advertising

The event will be a Category "C" event as described in the Racing Rules of Sailing 2001 - 2004.

6. Schedule of Events

Thursday 30 June 2005	1200 – 1630	Early Bird Registration & Measurement
Friday 1 July 2005	0900 – 1630	Registration & Measurement
Saturday 2 July 2005	0900 – 1300	Registration & Measurement
	1400	Invitation race
Sunday 3 July 2005	Day 1	Maximum of 3 races
Monday 4 July 2005	Day 2	Maximum of 3 races
Tuesday 5 July 2005	Day 3	Maximum of 3 races
Wednesday 6 July 2005	Day 4	Lay day, provision for resail if required
Thursday 7 July 2005	Day 5	Maximum of 3 races
Friday 8 July 2005	Day 6	Maximum of 2 races (no prep signal allowed after 1300) Presentation evening

7. Measurement

Random measurement checks and inspections may be carried out at any time. A boat notified of inspection shall follow the instructions of the Race Committee.

8. Sailing Instructions

The Sailing Instructions will be available upon registration.

9. Regatta Site

The regatta will be conducted from The Darwin Sailing Club Inc, Fannie Bay, Darwin.

10. Racing Area

The racing will take place in the waters off The Darwin Sailing Club Inc, Fannie Bay.

11. Courses

The courses shall be as described in the sailing instructions.

12. Scoring

The Low Point System, will apply. Twelve races are scheduled. A minimum of three races shall be com-

NOTICE OF RACE

2005 Tasar World Championship and 32nd Australian Championship (continued)

pleted to constitute a series. If six or more races are completed each boat's worst single result will be excluded. If ten or more races are completed each boat's two worst results shall be excluded.

13. International Jury

An International Jury will be appointed. Decisions of the Jury will be final.

14. Buoyancy

All competitors whilst afloat 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.

15. Support Boats

Team managers, coaches and other support personnel shall stay at least 100 metres outside racing laylines from the time of the preparatory signal until the finish of the last boat in a race, except when asked to assist by the Race Committee. Failure to comply with this Instruction may result in action being taken by the Jury against the support personnel and/or any boats supported by them.

16. 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.

17. Prizes

Prizes will be awarded for the following:

World Champion;
Australian Champion;
Masters Champion – combined ages of helm and crew 80 to 99 years;
Grand Masters Champion – combined ages of helm and crew 100 to 119 years;
Super Grand Masters Champion – combined ages of helm and crew 120 years or more;
First Lady Competitor – highest placed woman, helm or crew;
First Junior Helm – helm under the age of 19 years.

All ages are calculated on 3 July 2005.

Further prizes may be awarded at the discretion of the Organising Authority.

18. Television and Media

Attendance at a media press conference each day may be required for the top three competitors as well as the individual heat winners.

19. Rights to Use Name and Likeness

In participating in the Tasar World Championship, and the 32nd Australian Championship a competitor automatically grants to the Organising Authority and the sponsors of the event, the right in perpetuity, to make, use and show, from time to time and at their discretion, any motion pictures, still pictures and live, taped or film television and other reproductions of him/her during the period of the competition for the said event in which the competitor participates and in all material related to the said event without compensation.

20. Entry Disclaimer

It is the competitor's decision to enter the Tasar World Championship, and the 32nd Australian Championship or to start and continue in any race. Competitors shall accept that their participation in the regatta is at their exclusive risk in every respect. See RRS, Decision to Race. The Organising Authority, their officers, members, servants and agents accept no liability in respect of loss of life, personal injury or loss or damage to property which may be sustained by reason of their participation or intended participation in the regatta or how so ever arising in connection with the event.

21. Insurance

All boats competing in the Tasar World Championship and the 32nd Australian Championship shall have third party insurance cover of not less than AUD \$5,000,000 (recommended AUD \$10,000,000) or equivalent thereof in any other currency for any accident. All owners/competitors who sign the entry form are deemed to have made a declaration that they hold such cover. Competitors may be required to produce evidence of such insurance and any competitor not holding this cover shall withdraw their entry.

22. Charter Boats

A limited number of charter boats will be available for overseas competitors. Further details are available on the regatta website at www.tasar2005worlds.org

23. Further Information

For further information, please contact the following:

Website: www.tasar2005worlds.org

Contact:

Peter Chilman: pchilman@kpmg.com.au

Fiona & Danny McManus: mcmanus@octa4.net.au

2005 Tasar World Championship and 32nd Australian Championship
Darwin, Australia, 1 – 8 July 2005

ENTRY FORM

PLEASE PRINT CLEARLY IN BLACK INK

This form can be downloaded from the regatta web page located at www.tasar2005worlds.org and **Either, mailed to:** Tasar Association of NT Inc C/- KPMG GPO Box 1616 Darwin NT Australia 0801, **or faxed to:** Tasar Association of NT Inc on facsimile number 61 (0)8 89 817788.

Entry Fee:

By 1 May 2005 Entry Fee: AUS\$495.00 After 1 May Additional late entry fee: AUS\$150.00

Boat name: Sail No:..... Club:..... Country:.....

Helmsperson:..... DOB:..... Sex:.....

Member National Authority membership number:.....

Contact address:.....

..... email:.....

Crew:..... DOB:..... Sex:.....

Member National Authority membership number:.....

Contact address:.....

..... email:.....

Emergency contact:..... Phone:.....

Medical conditions we should know about.....

Additional persons for social events:.....

(A guide only to help with planning of events. Not covered by entry fees. Charges will apply).

TERMS OF ENTRY:

Competitors' declaration: We agree to be bound by the Racing Rules of Sailing 2005-2008 and by all other rules that govern the event. We acknowledge that the sole responsibility for deciding to participate in a race or sail in Regatta waters between races will be our own.

We further acknowledge and agree that in consideration of our entry into this regatta being accepted (without any obligation on your part to so accept it) our participation is at our own risk. We are totally responsible for the seaworthiness, sufficiency and adequacy of our boat and its equipment. We understand that neither the officers, members and servants of the Tasar Association of the NT Inc, The Darwin Sailing Club Inc., the Australian Tasar Council nor any other persons assisting with the conduct of this regatta accept any responsibility in respect of any injury or loss to person or property that may be sustained by reason of participation in the regatta or howsoever arising in connection with this regatta.

We understand and agree to abide by the terms detailed above.

Signed (Helmsperson)..... Date.....

Signed (Crew)..... Date.....

If you are under 18 years of age on the 1st July 2005 the following Consent for Junior Competitors is required from your Parent or Guardian:

I.....of.....being parent/legal guardian
(please print)

of..... consent to him/her participating in the 2005 Tasar World Championship and 32nd Australian Championship and upon terms and conditions set out in this entry form and hereby release organisers and any representative 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.....

2005 Tasar World Championship and 32nd Australian Championship
Darwin, Australia, 1 – 8 July 2005

ENTRY FORM
PLEASE PRINT CLEARLY IN BLACK INK

PAYMENT OF ENTRY FEE DETAILS Please cross (X) as appropriate:

ENTRY FEE: \$495.00 AUD LATE ENTRY FEE (After 1 May 2005): \$150.00 AUD

TOTAL FEES DUE: \$.....AUSTRALIAN DOLLARS

METHODS OF PAYMENT: (Please cross (X) as appropriate)

If paying other than by credit card please make the payment payable to: Tasar Association of the NT Inc.

- INTERNATIONAL MONEY ORDER IN AUSTRALIAN DOLLARS - ENCLOSED
- AUSTRALIAN CHEQUE IN AUSTRALIAN DOLLARS (NO FOREIGN CHEQUES ACCEPTED) - ENCLOSED
- CREDIT CARD – (Please give full details below)

Please cross (X) ONE box:

Bank Card MasterCard Visa Diners American Express

Card number: ____ / ____ / ____ / ____ Expiry date: ____ / ____

Name of Card Holder.....

Please Charge to the above card the payment of AUD\$.....

Signature of Card Holder.....

ENTRY CLOSING DATE 1 MAY 2005 (\$150 AUD LATE ENTRY PENALTY AFTER THIS DATE)

ENTRIES WILL ONLY BE ACCEPTED WHEN FULL PAYMENT IS MADE

NO ENTRY FEES ARE REFUNDABLE AFTER 30 MAY 2005.

Before that date entry fees may be refunded at the discretion of the organising committee after deducting a 5% fee to cover administration costs.