

# Tasar Australia



**Newsletter of the Australian Tasar Council**



**August 2005**

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

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AUGUST 2005

# Tasar Australia Newsletter

Darwin Worlds  
Photo By  
Marine Photography

## Tasar Major Events

### 10<sup>th</sup> Australian Masters Games Adelaide

Thursday 7 October 2005 to Saturday 16 October 2005

### 33rd Australian Tasar Championships Lake Macquarie Yacht Club

Tuesday 27 December 2005 to Wednesday 4 January 2006

### Sail Melbourne International Regatta Sandringham Yacht Club

Wednesday 12 January 2006 to Friday 14 January 2006

### Victorian Tasar State Championships Yarrawonga Yacht Club

Saturday 11 March 2006 to Monday 13 March 2006

### 29<sup>th</sup> NSW Tasar State Championships Wangi Wangi Amateur Sailing Club

Friday 14 April 2006 to Monday 17 April 2006

## President's Message

Well, wasn't Darwin a fantastic event? An enormous thank you to Peter Chilman and his team from the NT Association and Darwin SC. The years of planning and effort were much appreciated and you are to be congratulated on staging such a memorable regatta. The sailing conditions were testing at times but as we all know, they are the same for every competitor. Congratulations to Rob and Nicole on their breakthrough win, commiserations to those that had higher aspirations. It will all happen again soon enough and we know what we have to do to beat Chukkel— sail faster, sail smarter and stay out of trouble. Shouldn't be too hard!

At the Darwin AGM, you had a new Executive team elected with Paul Ridgway now the ATC Secretary / Treasurer and Craig McPhee the National Measurer. It is very gratifying to have such successful Tasar sailors (and all round nice guys!)

stepping up to the plate to put something back into the class. I'd like to thank Chris Parkinson, Graham Hanna and David Bretherton for their efforts over the past years in administering the Tasar class here in Australia. Collectively, I think they are looking forward to a well earned rest from ATC duties. (Gluttons for punishment, Graham is the new World Measurer and Chris still has a gig as Immediate Past President of the WTC)

### Mylar Sails

By now you are probably aware the WTC approved the specification change to Mylar sails at the WTC AGM in Darwin. All districts are now in the process of voting on the ratifying the rule changes to enable the smooth implementation of the sails. Successful implementation will achieve many things for the class. In no particular order –

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## President's Message (continued)

- Sails will be substantially cheaper
- Long term guarantee of supply
- Our one design principle is enhanced as there will only be supplier
- The Tasar gets a mid-life makeover and a chance to modernise the class
- User friendly - you can see through the sails!

Final ratification of the rule changes will see a very exciting new chapter in the Tasar's history. That said, both the WTC and ATC are mindful to not rush the implementation, principally to protect people's investments in existing Dacron sails. Keep an eye on the website for updates.

### Tasar Future Directions Workshop

This ATC event is being organised for the third time and will be held at Woollahra SC on 28<sup>th</sup> August. We are expecting participants from SA, NSW and Victoria as well as Bethwaite Design and Yachting Australia. The major focus is on getting more people, sailing more Tasars, more often - initiatives to promote the Tasar will be high on the agenda. A summary of the event will be posted on the ATC website.

### Website Latest

Some may have already noticed the ATC website has undergone another make-over. The site is now hosted by Yachting Australia using their MyWebsite service. This means all our content and class information becomes part of the Y.A. database. This will enable all our events, contact details, news and results to become part of the broader Australian sailing scene. Now this information can not only be seen on our website, but also all other national, state, class and club websites that also use the MyWebsite facility.

Another advantage of this new website is that it uses a Content Management System. This means anybody interested and willing can help maintain the site and keep it up to date. The website is a great means to share information, promote events and generally promote the class. The site is only as good as its content though and we need more people to share some of the load and keep it current. I have asked each state to nominate their own, "webmaster" so please let me know if you are also willing to contribute.

### Next Worlds

Many people have been asking about the venue for the next Worlds. The WTC is busy working on finalising a date and venue and the options are Perth in early 2007, Japan in 2008 or even Hawaii in 2007. More work needs to be done to nail this down with the cost required to compete a major consideration. Stay tuned.

### Major Events

Just after our Nationals on Lake Macquarie, (more information inside), the Tasar class has been invited to take part in the Sail Melbourne International Regatta from 12-14<sup>th</sup> January. This is the only Grade 1 ISAF event in the southern hemisphere and will be a very exciting event to be a part of. To be held at Sandringham YC, if you are coming from interstate there will be billet accommodation available.

Also, the 10<sup>th</sup> Australian Masters Games are being held in Adelaide from 7<sup>th</sup> to 16<sup>th</sup> October. Again the Tasar is an invited class and we are hoping for a good turnout. See the website for more information on either event.

See you at Lake Macquarie.

Jonathan Ross

## 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.

The Notice of Race can be found at the end of this newsletter.

The entry fee covers 2 people to the Welcome function and the Presentation Night, extra tickets can be purchased with your entry. A function will be held on New Years eve at the Yacht Club, details to be provide later.

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](http://www.visitlakemac.com.au) offers information on:

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

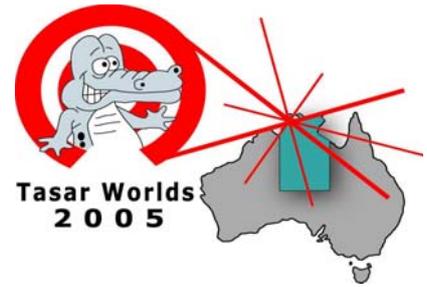
## Thank You

After 5<sup>1/2</sup> years as ATC President and 2 years as President of TANSW I have produced in excess of 25 Tasar newsletters and this is my last, I would like to extend my thanks all those who have contributed and assisted in there production over this time.

Chris Parkinson



## QANTAS 2005 Tasar World Championship and 32<sup>nd</sup> Australian Championship.



After four years hard work, planning, blood, sweat and some tears, the World and Australian Tasar Championship Regatta was conducted at the Darwin Sailing Club from 1 – 8 July.

The idea that DSC could host a worlds was originally planted in the minds of local Tasar sailors at the last Australian Tasar titles held in Darwin, in 2000. Chris Parkinson, the then president of the Australian Tasar Council indicated that he thought we had run “a pretty good regatta”... and that we should throw our hat into the ring to run the 2005 worlds.

After some of the aforementioned sweat and tears were produced, “Plummy” (aka John Plummer) put together a Power Point presentation, which was presented to the Tasar sailors at the Port Lincoln SA, worlds. After some dire predictions that a regatta in Darwin would be a failure because “no-one would go to Darwin”, the organising Committee under the astute chairmanship of Peter Chilman were thrilled that we were able to host the largest fleet ever of Tasars – 131 in all.

The Organising Committee received huge support from the DSC, the Management Committee, the club manager and staff. Major sponsorship deals were negotiated with the Government (Sport and Recreation and the Tourist Commission), Qantas and Orlando Wyndham (better known to the members as Jacob’s Creek).

Fast forward to late June this year... who failed to notice the enormous white marquee erected over the beach? Or the white tents on the lawn area? Or the huge containers that disrupted the car park area and those that were placed on the grass outside the outer?

What a sight met the eyes of our interstate and overseas visitors as they came through the front gate in their hundreds... the manicured lawns led the eye to the white marquee, outlined against the azure blue of the waters of Fannie bay. That first sight set the tone for what was a fabulous series. At the welcome barbecue, hosted in that marquee on July 1, the amazing firework display to mark Territory day, the local firework displays and the Viking funeral pyre on the beach all contributed to set the scene for the success that was to come.

What a sight the inner boat park was, with 131 Tasars rigged, ready for the on-course encounter!

The weather is the major factor that no organising committee has any control over. This regatta was no different. With 12 races scheduled and no great weather systems coming across the Great Australian Bight, completing all 12 races was always a big ask. The winds varied from stout offshore breezes to nothing, to good onshore breezes and we eventually managed ten races: only race 11 on the last day was abandoned.

Competitors came from the UK, USA, Japan, Canada, Holland and all Australian states except Tasmania. With our own home-grown world Tasar champions Ben Nicholas and Thomas Winter (Japan, 1999) and several Australian past and present Tasar champions, competition was expected to be exciting. Ben returned from the UK where he’s presently working, to recombine with Thomas in an effort to regain world champion status.

That wasn’t to be in the flukey conditions... but the eventual winners, father and daughter Rob and Nicole Douglass from NSW, sailing *Chukkel*, won the title. Interestingly, they didn’t win one heat, but sailed so consistently well they managed an overall win. Just goes to show: consistency of performance can often be superior to patchy bril-



## QANTAS 2005 Tasar World Championship and 32<sup>nd</sup> Australian Championship.

JACOB'S CREEK®



PJ's Customs



liance.

Overall second in the series went to *Code Flag Z* (Craig McPhee and Kevin Kellow from SA) and third overall went to *Kai Ona Ikuya Tanaka* and wife Noriko Tanaka from Japan. The best of our NT crews was Nicholas and Winter, coming in fifth, 23 points behind the winners.

A full score card can be viewed at the following web page: [www.tasar2005worlds.org.au](http://www.tasar2005worlds.org.au)  
Thanks are due to so many people that to try and list them would be impossible, and would be sure to offend someone.

Thanks to the numerous volunteers who assisted in so many ways. Thanks to those who billeted visitors. Thanks to our judges, the International Jury, the rescue boat drivers and crews, the crews of the other vessels engaged in race management. Thanks to the various committees and sub-committees. Finally, thanks to our sponsors, large and small, without whom the event could not have proceeded.

John Plummer

### NT Tasar Association News - Part 2

What an absolutely magnificent event the recent 'Worlds' was. Even the organising committee managed to enjoy themselves, not to mention the rest of the NT Tasar Association members. It was such a rewarding experience to witness all competitors, family and friends enjoying the regatta and to sense that most things went according to plan, all except for a lack of wind on a couple of days - nothing that Darwin people could do anything about, however. The racing was great, social functions a lot of fun and the camaraderie brilliant.

The NT Tasar Association are very proud to have three crews in the top 20:

**5<sup>th</sup> – Ben Nicholas & Thomas Winter (2674)**

**12<sup>th</sup> – Mark Henger & Mark Edmonds (2064)**

**17<sup>th</sup> – Luke Owen & Amelia Butler (2776)**

Several race days were incredibly long – on the water from 9 am right through to 5.30 pm. This resulted in rather tired and sore crew, the majority of whom, still managed to attend most of the social functions.

These long days and sometimes adverse conditions didn't deter the spirit of the 130 Tasar crews. In particular, even after tripping over a dangerous step at Mandorah Beach Hotel and spraining her ankle, one of the Super Grand Masters, Moira Hill, retained her fighting spirit and sailed the very next day.

Rosie Plummer, one of the organising committee, also took a fateful plunge on that very same step. Everyone can be relieved to hear that Rosie is due to have restorative surgery on her broken nose next week. Rumours are that she may also have a few other things nipped and tucked in the process!

This courage just goes to show the fighting spirit of the Tasar crowd and proves that you don't have to sail to be at peril.

However, I believe there were some handsome bruises amongst the fleet – unfortunately we ran out of time to display, compare and compete in the 'Best Bruise' competition.

The following people also need to be congratulated on attempting to break records during the regatta:

- Constantine (Rudo/Nudo) Udo - For having the most reasons for baring all!
- Alistair Murray - 16 crew on a Tasar
- Sharon Thompson - Most pregnant competitor
- Jared & Tayla Tallis - Youngest crew (6 & 8 yrs)



## QANTAS 2005 Tasar World Championship and 32<sup>nd</sup> Australian Championship.

**Darwin  
Orthodontic  
Centre**



**PortalComputing**



**PW Baxter &  
Associates**



**Randazzo C & G  
Developments**

The Japanese contingent were very competitive and not only went home with quite a number of prizes and trophies, but they also took quite a liking to 'Kamikaze Kid' (NT yacht – 774) and all had their photo taken with the boat. After discovering that it was actually for sale post-event, ended up purchasing it and shipped it safely back to Japan. Just goes to show how innovative boat names can be excellent marketing tools !

The Channel 9 media coverage during the 'Worlds' was very thorough and entertaining, however few of the competitors managed to view any of the coverage as the social program always took precedence over a night at home watching TV! The coverage certainly assisted in the promotion of the Tasar class and many non-sailers commented on how much fun the regatta seemed to be. One viewer, in particular, ended up purchasing a Darwin-based Tasar after being inspired by the media coverage.

Competitors would be envious to hear (especially after the Friday's no-wind day) that on the Sunday post-'Worlds' the morning race was held in a 15-18 knot breeze. It was a very different scene to behold from the Club compared to the previous Friday of a fleet of 130 Tasars on the water. A sole Tasar braved the conditions and ventured out for some post-regatta training – ended up with 1<sup>st</sup> prize of \$100 Darwin Yacht Shop voucher. I'm sure if some competitors had known they may have even stayed on - just for that one last Darwin Sailing Club experience !

Mike Cleveland from Marine Photography did a wonderful job taking photos of everything that moved. If you weren't in Darwin for the event I'd encourage you to visit:

[http://www.marinephotography.com.au/images/link to the 2005 Tasar Worlds>Album 34 - Specials/Panoramas](http://www.marinephotography.com.au/images/link%20to%20the%202005%20Tasar%20Worlds/Album%2034%20-%20Specials/Panoramas) ..... just to view the magnitude of the start and the special group photo of all competitors in the boat park.

The NT Championships were held just two weeks after the 'Worlds' and unfortunately many Tasar Association people were away so we didn't have full representation on the water. Races were held over 3 days and congratulations go to:

- 1<sup>st</sup> - 2776 - Luke Owen & Amelia Butler**
- 2<sup>nd</sup> - 2184 - James Livesley & Libby Ewens**
- 3<sup>rd</sup> - 2072 - John & Jenny Simondson**

Many of the organising committee members departed Darwin fairly quickly after the regatta for some much needed R & R in a multitude of exotic destinations: Saumlaki, Fiji, Thredbo, Litchfield Park, Bikini Atoll, Groote Eylandt, etc. All have since returned invigorated and refreshed, now sitting about twiddling their thumbs, wondering what on earth they'll do in their spare time, in particular on Monday nights, instead of attending meetings!

One last 'Worlds' function was held at the Darwin Sailing Club recently – a BBQ to thank all the volunteers. Another great night was had by all.

So far the NT Association have two crews intending to participate in the Lake Macquarie Nationals:

- Luke Owen & Amelia Butler (Rastafarian Rocket - 2776)
- Lucille Taulelei & Sally Jones (charter boat)

I'm sure many 'Worlds' competitors felt as though they were just 'warming up' when the time came for Presentation Evening and final goodbyes. With old friendships reunited and many new friendships founded the week-long regatta just didn't seem long enough.

Congratulations, once again to our very deserved championship winners, Rob & Nicole Douglass, who put in an almighty effort. Congratulations also to all competitors – hopefully winners in their own realms.

*Fiona McManus*

**The Tasar Worlds racing photographs in this issue can all be viewed and purchased (in much higher quality) from the marine photography website [www.marinephotography.com.au/gallery.php](http://www.marinephotography.com.au/gallery.php).**



## QANTAS 2005 Tasar World Championship and 32<sup>nd</sup> Australian Championship.



Peter Chilman  
Chairman TWOC  
Dear Peter,

On behalf of Nicole and I as sailors and the balance of the family as fun seekers (even Kate), I wanted to sing the praises of you and your committee one more time. The enormity of your tasks was not lost on us and as the only leg up you had was a fabulous location, you and your team must be ecstatic with the outcome.

From a personal viewpoint, particular congratulations and thanks on:

1. The website – pre and during the regatta it was outstanding. We had friends ringing us excited at the results while we were still washing the boat;
2. Accommodation/billeting process, thanks to Lucille;
3. The measurement process was one of the best and most efficient I have ever experienced;
4. Registration process was easy, friendly and informative;
5. The socials were varied and extremely well done given the huge population to cater for; and
6. Publicity was well looked after by John;

You must have been so proud of your team.

Needless to say, Nicole and I will remember Darwin with the fondest of possible memories, somewhat helped by our win. Our focus on enjoying our sailing leading up to and during this Championship was aided enormously by the efficiency and friendliness which surrounded this regatta.

Thanks  
Rob & Nicole  
Chukkel



Mr John Hardy  
Commodore  
Darwin Sailing Club  
Dear John,

As a family we feel compelled to write a thankyou to the Darwin Sailing fraternity for our wonderful experiences yet again in Darwin. I confess that winning the championships certainly added a dimension to our joy at the end, but you can be assured we had a great time anyway.

We were delighted to be at DSC with its fabulous location, excellent on water facilities and of course the friendliness of your members and staff. All these things made the experience fantastic for all the participants and their friends and family.

So on behalf of the Tasar Sailors worldwide – **Thankyou.**

Rob Douglass & Family  
Chukkel

## WOW – How did that happen???

*There are no great people in this world, only great challenges which ordinary people rise to meet.*

~ William Frederick Halsy, Jr.

### Realisation

After years of coaching businesses I knew that there were common themes to organisations which under perform. I think the most rewarding aspect of my working life is the surprise my clients express at the performance improvement from changing just a few things. Of course, what I did for them was to help identify the little things and mentor them through implementing the changes.

So why couldn't we do this with our sailing? No reason!!! So away we went.

### Planning

The first phase of any major achievement is either setting or reviewing goals. Are they realistic? If not they will need adjustment. Our goal for this regatta was initially hard to establish. But we settled on top 3 overall, and Nicole wanted First Lady. Looking over the past World Championships there was very little difference in the top 3, so we did finally have to aim to win the regatta. In the last three months we both came to accept (with some nervousness) that we had a real chance. Ok we had to have the right strategy and we had to execute it, but we just had that feeling.

### Diagnosis

Now that the goals were set (This was all done by October 2004) we moved on to Stage 2 - the "Diagnosis". In the business situation I look at every aspect of the operation in detail with the simple aim of fleshing out the strengths and weaknesses of the organisation. This needs to be a completely honest assessment and is often a difficult process. I know that emotion can easily get in the way of good decisions, especially in family owned and run operations, somewhat like "Chukkel".

Our "Diagnosis" took some time and was not ultimately complete until April 2005, however, there were a number of "Weaknesses" identified early on, including:

1. Slow in the medium airs expected in Darwin
2. Slow running down wind
3. Tactical decisions upwind were too slow
4. Minor boat details needed changing or fixing
5. Poor starting
6. Poor team work and cooperation in the boat
7. Our mental toughness had to improve

In addition to this set of actions we knew we had to hone our boat handling at every point on the course to have any chance.

This diagnosis wasn't done around the BBQ one night. I have kept notes on every race I have sailed in a major regatta since the Laser Masters Worlds in 1996.

(Except Melbourne 1998, which reads: Heats 1 to 9 - 185 degrees, 25 knots, HANG ON!) So I had a good record of brain explosions, lack of research, wrong gybe, hit marks, poor starts, 720's etc etc etc.

We did have a number of positives, however the list of weaknesses was a great starting point for us to build "Action Steps" for us to follow on our road to improvement.

### Implementation

Good ideas and plans are nothing without implementation. We all suffer "FTI" (Failure to Implement) disease at some stage. The most successful businesses are those that avoid the disease the longest or suffer it in the shortest spurts. In my business coaching experience about 1 in 20 businesses actually implement every agreed action step. Even then they are often not implemented fully or on time. With recreational sailing I suspect it is more like 1 in 100 get that far. So how did we go?

In October 2004, we set our goals and roughed out a sailing program for the season. It was a light pre Christmas load, but full on after that. We planned a trip to Melbourne for the Chelsea Summer Champs in January, the SA States at Rivoli Bay in February, all the NSW Traveler Series, and sailing at least two times per week every week. We did this with the exception of 1 week-end in May due to work commitments.

Our sailing included at least 1 day per week of working on specific boat handling issues away from the race course.

We deliberately sailed Scribbel with old sails early on, to force us to concentrate on the little things – tacks, gybes, and mark roundings and put us under pressure amongst the fleet. This would flesh out the failure on the mental toughness side and also test our teamwork and boat handling.

On the individual action steps we did the following:

#### 1 & 2) Medium air and downwind speed

To fix these two things we knew we had to lose weight, get a new jib (at least) and get our role tacks and gybes up to standard.

We commenced the weight loss program in January (Sorry Mr Toohey) and stuck to it. Our target weight was 141 kgs down from 147kg in Canada. We got to 143 kgs in March, and knew we were on track. We weighed in at 138.5 at the regatta.

In medium airs we now have a graduated scale of roll tacking all the way up to 12 knots.

After reading every Tasar article as well as asking the gurus (thanks Craig) our downwind speed took the greatest step with a small change in body position for both of us, and a fierce concentration on steering with weight.

We purchased the new sails and trialed them just before and at our NSW State Championships in March. They were definitely quicker.

## WOW - How did that happen??? (continued)

### Mission accomplished.

#### 3) Upwind Tactics

We bought the Tac Tic and learnt to use it. It also became an important feature in our teamwork as Nicole started to call the headings, which had my head out of the boat a lot more. An unexpected gain from this was that we started to plan our route to windward together so that there were fewer hurried tacks and last minute decisions.

### Mission accomplished

#### 4) Fix the boat

Anything that was annoying us was reviewed, replaced, or repaired.

We continually made lists as soon as we came ashore of the minutest aggravation.

Examples include:

- Redesign and install the mast end whisker pole fitting
- Carbon fibre tiller
- Front wheel for the trolley
- Get new 29er boom

Before the invitation race I checked every screw, bolt, shackle and pin on the hull and spars. I did the same before Heat 7.

We did have a problem though and it could have cost us the regatta. On our last day of practice (29<sup>th</sup> June) the mainsheet block started to slip or uncleat or I kicked it out -who knows. I bought a new cleat but things were still not right. It uncleated five times during the regatta. At least two of them cost us places and one of them was the elusive win in heat one.

### Mission incomplete

#### 5) Improve starting

My recording showed that starting problems were a mixture of poor pre race planning and shyness as we approached the line.

We formulated a pre race checklist which included general race preparation as well as the starting fundamentals – transits, preferred end and first work priorities. We had resolved to get some coaching on this as well.

I rang Nev Whittey, a laser mate from a forgotten era who has gone on to much bigger and better things. We spent one on water session with Nev practicing starts and a subsequent session on our own. We didn't do enough! We only had two great starts in the regatta and we had four absolute horrors. However, the strategic issues we had ticked off before the start had us sailing the preferred side of the beat on every occasion bar one (in heat 10) So we got them half right!

### Mission incomplete

#### 6) Improve teamwork

This was the most important aspect of our preparation. The Tasar is definitely a 2 person boat and unless both parties are doing their assigned tasks properly, disaster can strike. Nicole and I did plenty of soul searching here. Firstly, to define and redefine the roles in the boat. Then secondly but more importantly, create rules about

sticking to our own tasks. This discipline and the coaching made a huge difference in our boat.

### Mission accomplished

#### 7) Improve mental toughness

Nic and I, and me in the earlier Laser days have been in front in so many races and regattas, only to drop the bundle. A large part of this was uncertainty, nerves and frustration. This is where the coach was invaluable. We had four sessions split equally on and off the water. The on water stuff was great, but in the context of this regatta, we got a lot more from the off water reviews and discussions.

After our 4 coaching sessions we had strategies to follow and personally built techniques to calm the nerves and keep the minds on the job.

We also read up on sport nutrition and agreed to follow a plan for each of us leading up to and during the regatta. The increased fitness level and our planned diet certainly helped support our meagre brains.

There was also a morning routine including "music" while we rigged and a "worry box" to be filled and locked before we left the shore.

We both had a resolve throughout the regatta that surprised the hell out of me and kept us in it. Right from our poor start in heat 1, through the rubbish of heats 2 and 5, to the 40 sterns we ducked at the start of heat 10 our minds were on the job. As soon as I complained about something Nicole would bring me back to the next important matter at hand (this was one of her assigned tasks). We had come a long way from our last World Championship and I don't think I have ever enjoyed sailing more.

### Mission accomplished

#### Some Thankyou's

By the time this goes to print we will have had our "South Coast Henshke" night of celebration. 24 different people invited to that "Do" all had a part in our success in Darwin. "It is always the little things that make the difference" and each of those people made a little difference.

Other thankyou's are due to:

- Frank B for the use of the simulator (Congratulations on 30 years)
- Craig & Kevin (who trained with us and helped us in so many ways – and made things so exciting the final stages of the regatta)
- Nev Whittey (who made all the difference)
- Our Darwin friends for the tidal tips and their smiling faces
- And of course the two old guys looking down on us with beaming smiles.

Rob Douglass,  
Chukkel 2710

Happily typed and edited by the crew!!!

## Worlds Prize Winners

### Overall Championship

1	2710 Chukkel		
	Rob Douglass	Nicole Douglass	AUS; NSW
2	2780 Code Flag Z		
	Craig McPhee	Kevin Kellow	AUS; SA
3	2765 Kai Ona		
	Ikuya Tanaka	Noriko Tanaka	JPN
4	2475 ADFS A 01		
	Rick Longbottom	John Force	AUS; ADF
5	2674 Darwin Shipstores		
	Ben Nicholas	Thomas Winter	AUS; NT

### Masters

2765 Kai Ona		
Ikuya Tanaka	Noriko Tanaka	JPN

### Grand Masters

2601 Watchamacallit		
Derick Warne	Gwen Warne	AUS; VIC

### Super Grand Masters

2280 Chill Out		
Richard Spencer	Peter Graham	CAN;

### Junior Helm

2570 BPR Consulting		
Megan Ridgway		AUS; VIC

### First Lady

2710 Chukkel		
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Nicole Douglass		AUS; NSW
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### Lady Helm

2781 Chaos Theory		
Heather Macfarlane		AUS; VIC

### Handicap Results

1	2674 Darwin Shipstores		
	Ben Nicholas	Thomas Winter	AUS; NT
2	2475 ADFS A 01		
	Rick Longbottom	John Force	AUS; ADF
3	2484 RNSA 02		
	Dan Walker	Caroline Eyre	GBR

### Silver Fleet

1	1954 Sailfast		
	Dave Higgins	Brett Yardley	AUS; SA
2	1047 Wild Thing		
	Chris Batenburg	Camille Woodhouse	AUS;
3	2673 Liquid Asset		
	Chris Allen	Lee-Anne Allen	AUS; VIC

### Bronze Fleet

1	2246 All Blick		
	Simon Cruickshank	Jamye McManus	AUS; NT
2	2731 Masquerade		
	David Seaton	Deborah Seaton	AUS; NSW
3	2768 Mega Ptera		
	Yoshinobu Kure	Saori Watanabe	JPN

## THE SUPERSTITIOUS SAILOR

### 3<sup>rd</sup> time lucky?

***Darwin!!! The place I couldn't wait to get to, the Sailing Club that I remembered from 5 years prior, and a regatta that for obvious reasons, I will never ever forget***

I know that Dad is writing a report on all of our planning and training, mainly because I typed it for him ☺ so I thought that I would look at another aspect of our sailing. That is, being happy in the boat, and basis to the 'feeling' that we had in Darwin. Dad and I discovered that being a team is so crucial to regatta success, and at Darwin, we managed to grasp this with an intensity that we had not previously been able to source. Whether this was because of our training, our mental outlook, making sure everything was perfect (within our capabilities), or most likely a combination of all of these efforts is unknown to me. As Dad is checking out the serious side, I am going to focus on our (but mainly my) MANY superstitions, and ask the question: is it possible for good sailors to make their own luck?

Now everyone should be aware of the basics... no re-naming your boat (which we did initially do with Chukkel, 3 years ago), T Shirt Etiquette (which involves digging up your most high class, and oldest t shirts to wear during the regatta, and saving the current regatta shirt for later), get a "fast" hair cut before the regatta, look out for

lucky numbers, always have a mascot, don't win the practice race, and even not changing clothes once you start winning.

So firstly, many who know me will know how big the bag that I took to Darwin was, and secondly, that I had a bigger one in the container! Although, once the regatta started – we wore the same outfits (or uniforms!) to and from sailing every day: shorts and Chukkel shirt, that (don't worry!) got washed nightly, and the original Chukkel Bukket hat. In line with this, every night of the regatta, I wore a blue top, to give the Chukkel shirt a bit of time off!



## THE SUPERSTITIOUS SAILOR

### 3<sup>rd</sup> time lucky? (continued)

What we wore sailing never changed either... the most stylish part being our Ocean & Earth Rash vests. What no one knows is that in order to "be a team" I squeezed Dad into a women's size 14 rashy to make sure we could have matching ones!!! Even sporting the 'Honey' branding on the front, just to make sure we could wear blue! And light blue too so we didn't boil... This didn't quite work on the first day of racing, when I was so cold in between races I thought I was in Canada.

Now clearly getting new boots for the regatta must have paid off with the stars (the newest superstition for my list!). I hadn't had new boots for years, Dad bought some, and ordered me to get some the next day. Sexy, black, Ronstan AND even extra extra small!!!! Wow! That was lucky too! So lucky that we ended up with three pairs each actually after the first days racing!!! So guys, the Ronstan black boots are really lucky! Especially for Kate and Gary, who got a pair each too (the other pair got swapped for red hot rashys! Thanks Alis-tair!).

Now taking this to extremes, as I tend to do – numbers, animals and other random events can come to stand for luck, and not unlike the clothing, become necessary rituals!

The first night we arrived (24<sup>th</sup> June) I went up to the list to see what bow number we were. About four days earlier, the family was joking about bow numbers and saying, "wouldn't it be funny if it was 18 (My Birthday in Feb) how cool would that be Nic"... so reading 18 on the list resulted in me screaming, running through the bar past the pool table leaving my wallet on the ground to find Dad, with all the Darwin people wondering what it was I had been drinking!!! The number was so cool that I had to even ask the ladies at the sign on/off desk if I could have my tag when I signed off for the last time!



Now dependent on how long members of the Tasar fleet have known me, they will be aware of the many mascots that take the journey to regattas around the country. I have lucky spectra from the Perth Nationals, when I was collecting left over ropes from the skiffs, lucky frogs, one which is from a Yowie I got at Lake Macquarie Nationals and the other that Mum got for me last time we made the trip to Darwin. BUT! Our most significant of these

mascots would have to be the ducks. The two rubber ducks (one from a Port Lincoln Nationals prize ('Starboard'), and the other a birthday present ('Port')) made their first appearance when I skippered at Yarrawonga, gaffa taped on the bow of the boat. The third is a cushion that we rest the spars on every night when we pack up. So imagine my hysteria when Jenny Simonson offered to stamp my measurement sheet, then all my foils, and all our sails with a duck stamp!!! Seemed too good to be true to have our mascot all over the boat, and in blue as well!

The Chukkel war cry also had to be done on the start line once the start sequence commenced. It is a rare sight, and anyone who saw us doing this would have surely been confused!!!! Basically it involves a rather large Chukkel, sounding phonetically something like "Woh, Woh, Woh ho ho ho ho", complete with arms, and fits of giggles when we finish. Nothing like a good Chukkel to get you focused! We didn't get to do this on the last day, but instead had a good game of eye spy for distraction purposes, and a hug that lasted at least five minutes once the gun had gone! Another superstition - we were very careful about not counting our chickens - right up until that last gun.

Oh and the diet related superstition! Don't drink alcohol until the last night! Let's just say that much water was consumed throughout the regatta!!! This is possibly not as crucial as Dad doesn't believe in this one – at all (No matter what he says in his article)! The two lucky stubby holders, the one from Darwin Nationals, and his Sydney Swans jersey were well used, especially during the regatta!

The other aspect of supernatural consequence was being recognised from the two previous worlds I had attended by two different international boats. The first case was by the Japanese Crew, Mitsuru Komatsu and Masaru (Mazza!) Ogawa on Strawberry Shake, who said to me as I walked past them... "Awwwww Douglass" gesturing the height of my middle (so that's very short!!!!), "from Sandringham!!!"... and yes that was me. I was 11 in Sandringham, and somehow, these guys recognised me. The next occurrence was from the Macy's who looked at me strangely and asked me if I was the 'Love Shack Girl' from the Worlds in Canada. Yes that was me too... singing away with Mum and the band on Seattle night. I am wondering if this world's was third time lucky. I'm probably likely to be remembered as the girl who was on the Fake Bridal Party, or the one who got told off for taking the Ronstan Flag (they were on to me after I didn't get blamed for the shorts in Mission). From my point of view, some things I will never forget are the hugs from Simo and Jenny (it was all your ducks!) on the last day and their excitement, getting dived onto by Tony Creek for a hug when I jumped in shortly after the gun and poor Jordon who realised just how far it was from the measuring tent to the water, when he ran with me over his shoulder just to chuck me in (Ha ha serves him

## THE SUPERSTITIOUS SAILOR

### 3<sup>rd</sup> time lucky? (continued)

right I say!)

So just to recap, we have Chukking, (literally), 2 rubber ducks and lots of stamps (among other things), 100 hugs, at least 12 black boots, 2 blue **women's** rashies, two haircuts, hull number 18, two abused stubby holders, a semi trailer of water, some well worn Chukkel team shirts (and a partridge in a pear tree)! There can't possibly be anything else...



Well wearing the same shirt everyday was part of being in the team, the 'I like Chukkel' team, to which all my sisters (adopted sister ☺), and Mum had membership as well. This is passed down from my Dad's dad, who also started the tradition of how our boats are named, with the double consonant, vowel consonant pattern. Our sticker, made to go on the back of was just so that we could have another piece of Grandpa out with us everyday. The lucky fluoro yellow colour being a part of my wardrobe too, wearing fluoro ribbon tied anywhere I could have it!!! On either side of the mast, we had a blue star, made out of spinnaker tape, one for each Grandparent which was cool as well.

The support of our family, and friends was immeasurable before we went to Darwin, especially with every-

thing that we had going on in between. The greatest aspect of our good fortune! None of my superstitions, or the countless lucky things would never have amounted to anything without having the time to go sailing, the phone calls telling us we could do it, and an immense encouragement and understanding that the Worlds were just something that we had to do (Mum adopted "Just Do It" as our slogan – sorry Nike...).



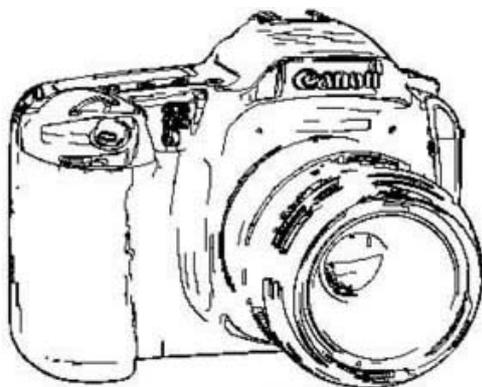
*So when you think about it, sailing in general, and especially in a Tasar is luck in itself. So many friends, so many hugs every day (well for me anyway!), and hey sailing with Dad isn't too bad either. So team Chukkel was extra lucky! We were happy, we all had a fantastic time in Darwin (one of the most beautiful places in the world – can you tell I have a soft spot), being with family (and extended family), doing what we love!*

**Nicole Douglass**

Chukkel 2710

(Scribbel 2087)

Thanks to anyone who helped us out, in any way! I will never be able to thank you enough!



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## SA Report on the Worlds

### Regatta Results

Ten races held over 4 sailing days, 131 boats registered, 30 degrees of heat, most races held in light and / or fluky conditions and zero crocodiles sighted, but we did see turtles :-)

The World Championship was won by Mr Consistent and his daughter Very, otherwise known as the Douglass's, Rob and Nicole from NSW in Chukkel. They didn't win a race but were never out of the top 12, stayed out of trouble and handled the difficult and windless conditions exceptionally well, Congratulations and well done Rob and Nicole.

Runners up were Craig and Kevin in Code Flag Z, They came oh so close and in doing so racked up 4 race wins but the late charge came too late and didn't make up for some earlier results which included an over the line 26 place penalty .

Ian James and Peter Nicholson in Dune Buggy from Somerton Yacht Club came away with runner up prize in the Grand Master category, Congratulations Gentlemen Excellent places, to Sean and Matthew in Hard Attack, Dave and Brett in Sailfast, Kym and Melissa in Hudwalloper, Adrian and Rebecca in Game On and Jordan and Jackie in Donut Delerium.

Mentioned in dispatches would be RnR with a 12<sup>th</sup> and More Small Things 41<sup>st</sup> in race 8. Taramanta was 23<sup>rd</sup> in race 1, Strategy 48<sup>th</sup> in race 5, Magic Moments 55<sup>th</sup> in race 8 and Scooter placed 38<sup>th</sup> in race 2.

Your Point came 3<sup>rd</sup> and Touchy Feely were 9<sup>th</sup> in the Bronze category.

Some good individual race placings for Water Soluble (68), Charisma (86) Red e set go (82) and Hi Tech Tomato (81)

All can tell stories of what might have been with boats placed in the 70's arriving just seconds outside the 30 minute limit recording DNF's and good results bumped down 26 places (20%) for being pinged as over the line.



### Darwin Quotes

- From the organisers: "....and we promise to have you all back on the beach by 4pm...." And we were , but only because they pulled up the finish line 30 minutes after the winner had crossed it so the last thirty odd boats DNF'd
- "Starboard...STARBOARD.....STARBOARD" : "Sorry we nearly hit you mate, we were looking at the 2 jugs

girls....."

- "Great location, great food, and a great time, pity about the sailing....."
- "Are you out on the water long mate ?.....St Johns Ambulance Man
- From a prominent member of the SA Tasar Committee following a particularly frustrating 9 hours on the water including a spell with fluky winds where boats spent as much time going backwards as forwards..... "I think I'm beginning to lose my faith....."



### Darwin Ditties

- Sailing is a contact sport: Following a small difference of opinion regarding a 720 near the finishing line two competitors carried their "discussion" into the boat park. It concluded with a visit to hospital for one and a night in the cooler for another....
- During the long drifting spell under the unrelenting equatorial midday sun while I was dipping my feet in the water to stop the rubber from my shoes melting onto my toes I said to my skipper "you show me a Brit boat and I will show you sailors with their shirts off turning into lobsters" First one we saw (it was an RN boat I think) I was dead right, its years of conditioning and genetics you see, we cant help it.
- As always there were several different categories such as masters and grand masters and these were listed as letters following a sailors name. O.M.F. seemed to appear after a few of our older sailors names and the consensus was that it should be applied in the same vein as the old Prince song "Sexy M.F."
- A big *Thank You* to all the SA TASAR people involved in all the logistics and arrangements, for Darwin such as container loading, transportation, accommodation bookings etc etc – Great Job



## SA Report on the Worlds A View from the Back



Its Sunday and Day 1 and we are up at 7AM shaking off the excesses of the welcome barbecue which was a terrific night. We have to get ready, get down to the club and get out on the water for 9am. The organisers had prepared 4 different courses which were 1, double loop; 2, triangle; 3, double triangle; 4, triangle – loop. so we

were in for lots of variety over the Regatta right ?

Race One was a course #4 and started off with fairly brisk conditions and a few minutes before the start line the crew on Red e Set Go had a bit of a drama with the spanner and we went over to leeward Doh ! Anyway I scrambled up over the windward side and managed to get on the centreboard without getting wet, I was feeling quite pleased with myself about this but then struggled to right the boat, Rob had to come around and assist. I reckon a croc was holding the mast down. They extract about 200 crocodiles a year from Darwin Harbour, they cant get them all can they ?

Race 2: Another course #4, the wind had moderated and predictably heaps of boats were over the line several times and the recalls seemed to go on forever until half the fleet had their number chalked up on the naughty board.

After completing race 2 it was now about 2:30 pm and we had been on the water for almost 6 hours, naively I thought we would be heading back, but no we went into the starting sequence for a third race, well at least they would make it a course 2 or a 1 wouldn't they ? – No course 4 again. We had left the beach at 9am for the 30 minute sail to the start line that morning and didn't return till 5pm, a bit like a day at work really but without the lunch break and limited opportunities to skive off.

So, back to the beach, push the boat up what seemed in the morning to be a gently sloping ramp which now feels like the north face of the Eiger. Get the boat squared away, find some food, prepare gear for tomorrow and sleep

Day 2: Get up at 7 get ready, get down to the club, get out on the water at 9am. (see a pattern emerging here)

Race 4: course #4 (see a pattern emerging here)

Race 5: course #1 – no just kidding, they displayed the number 1 for a while and then put a number 4 up. This was an awful race for many of us, we came up to about 30 boats all stuck against a buoy, no wind, no momentum, no way out. We took a very long way round and went well wide of them all, keeping the momentum going and made up a heap of places. However, the rules state that you had to finish within 30 minutes of the winner or you are classed as DNF.

We didn't. Its quite disheartening to slog around 95 % of a course to record a DNF but we weren't alone and it

wouldn't be the last time either. Curses - foiled again

Race 6: course #4 (deja vu)

Day Two draws to a close at 5pm and we head back to the beach, sort out the boat and head to changing rooms for shower. Two dwarfs and a midget had entered the men's changing room just before me and now it was completely full so I got changed and showered outside (I wont ever criticise SYC's changing facilities again). Pack gear up, find some food, prepare gear for tomorrow and sleep (see a pattern etc etc etc)

Day 3 dawned with zero wind, did the organisers know this and that's why they had been packing the races in, hmmm, perhaps I have done them a disservice, Maybe there is a grand plan ? But that doesn't account for sticking us with their 2<sup>nd</sup> longest race every time though, that must be pure sadism.

A little thing like lack of wind wasn't going to keep us off the water though and following a postponement we drifted out to the start line and slowly barbecued under the midday sun. After about an hour the microwave pinged, we were all done. We did hear later that there had been a couple of cases of sunstroke over the regatta, and no it wasn't the Brits, we are immune, all those holidays in Spain you see. A bit of breeze came in and we had a race, (Woo Hoo) it was course #4 (Doh !)

The winds came and went and came and went and stayed went, we failed to finish within 30 minutes of the winner and so our second DNF – a completely wasted day and extra grey hairs under my skippers hat for nothing – not a good day.



Lay Day – Woo Hoo. Didn't go near any water

Thursday was to be our last sailing day, although we didn't know it at the time.

We had 3 good races with a decent breeze, Craig and Kev won all three races and we sailed 2 course #1's (wow) Definitely my favourite day. We were still out there almost 9 hours but it was more exciting as we were zipping along for most of the day.

Friday: No wind, The organisers had to try and get a race in so we all tooled out there but it was never going to happen as the land breeze was holding its own personal battle with the sea breeze. A skipper in a nearby boat shouted across to us at one point "hey did you see

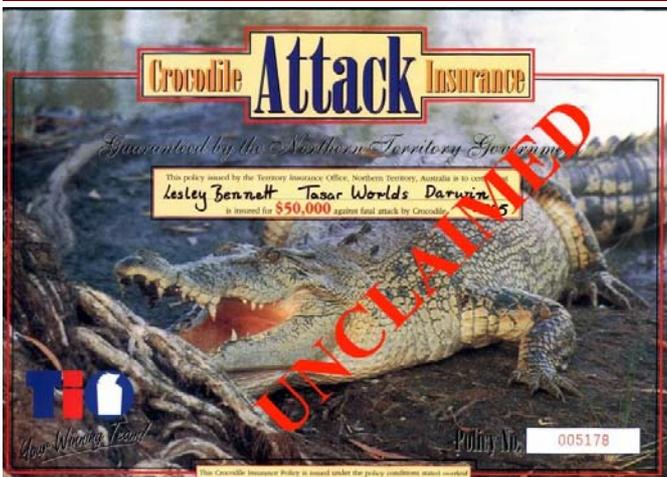
## A View from the Back (continued)

that, I have just sailed round in a complete circle and I haven't touched the sails once !”

So, Boats packed up, presentations and speeches made and that's it, all over. I have had a bit of a tongue in cheek dig here at the race organisers but they actually did a terrific job in very trying conditions comprising very fluky winds, no winds, a 30 minute hike out to the race area and 130 boats to try and start fairly. Overall you have to take your hat off to them for lots of very hard work, but, I must admit to some dark thoughts involving starting guns when I saw that #4 sign near the end of some very long days.

The social events were great, particularly Christmas on the Beach and the Welcome Barbeque (with firework display thrown in) and the food at Darwin Sailing Club excellent, thank you and well done to everyone involved.

Kevin Bennett, Somerton YC



## A haircut too far

Four years ago I'd never even been in a sailing dinghy, let alone entertain the idea of sailing in a World title race. So how did I get myself into this?

It all started when having dinner with David and Leonie.

Of course, the conversation centred on sailing and we were discussing the fact that Kevin would sail with Rob and I'd hang around with whoever would have me. Before I knew it David suggested I sail with him in the World Tasar Championship in Darwin in July 2005. It all seemed a long way off and quite unreal so I said yes, and then thought about what I had done!

After Christmas it was time to switch to the Tasar as I had crewed for Peter Dixon in what was once our old boat Dire Straits for the first half of the season. I was quite pleased at getting to grips with the spanner so quickly but always seemed to have a battle of wills with the whisker pole, which probably didn't help when I couldn't get the pole down, David jibed and we went for a swim – some of us further than others!

Once the crew had got the hang of staying on board and not parting company with the boat, unless the skipper said "abandon ship", training went reasonably well. With the good weather continuing into May, advantage was taken by the Tasar sailors to get in lots of extra training

as that championship was now coming up fast.

While the boats were being packed for their trip to Darwin Kevin and I were warm weather acclimatising in Cairns. We had an excellent time but unfortunately we both returned with colds, not happy as we were now only two weeks away from Darwin. Escaping onto that NT bound plane was looking better all the time as at the end of June we had waved Mum and Dad off on their long journey back home. More salty water – but from the eyes this time. It was good to have Darwin to focus on, as after three months it was going to seem strange without Mum and Dad around.

The next four days was spent racing around at work, picking up final items for our trip and packing. Finally it got to Thursday and the hours just seemed to fly by. 4.00pm and still way too much to do before I leave work. At 4.55pm the boss' final words were "Do you have time to ...? Ah, probably not." My final words were "I'm out of here, see ya."

I had a doctor's appointment at 5.30pm before my hair appointment. However when I arrived there were still four people waiting to go in. 5.50 and still three people waiting to go in. "I'm sorry I have to leave for another appointment, too bad if I die in Darwin because I've run

## A haircut too far (continued)

out of medication but my hair is far more important!" When I got home Kevin had to listen to me banging on about my woes. Once it was out of my system I settled down to finishing the packing and getting an early night.

10.00am where's that taxi? When the taxi did arrive the driver immediately started complaining he couldn't find us. I do sympathise, the numbers along our street are not logical due to the new houses that have been built but Five minutes later and the taxi driver was still trying to figure it out..

I just got in the car leaving Kevin to stuff the suitcases in the boot while the driver just stood there first pointing down the street, then up the street, muttering about number 2 this way and number 12 that. With the driver still complaining we set off, although by the time we'd

got to Tapleys Hill Road I was on the verge of saying "FOR GOODNESS SAKE, LET IT GO" but didn't want to get thrown out. Halfway down Sir Donald Bradman Drive he'd got over it and started to tell us about visiting his family in Greece, which he did by gesticulating lots and taking both hands off the steering wheel simultaneously. When he dropped us off he was happily grumbling about something else as he disappeared into the distance.

Check-in went very smoothly, but the girl who checked us in had a cold - first stop toilet to wash germs off hands - did not want even a sneeze at this point. As it wasn't too long before take-off we went straight through to departures. Finally, we were on our way.

Lesley Bennett, Somerton YC

## Have Tasar - will travel

My crew, his family and I opted to drive up to Darwin in convoy from Brisbane for the Worlds. I've done the trip many times before having previously lived in Darwin, but still very much enjoy the experience. We had a ball during the week of the regatta and it was a wonderful opportunity to catch up with old friends. When it was all over we planned to drive back to Brisbane a less direct way and make a bit more of a holiday out of it.

I doubt whether many Tasars have ever been seen traveling the Oodnadatta and Birdsville tracks, but that's where we carried 'Hippocampus'! The boat traveled well 'up top' along hundreds of kilometres of dirt roads. Recent rain had turned the desert green and brought out carpets of glorious yellow and purple wild flowers. Lake Eyre appeared as an inland sea, and we were almost tempted to rig the boat there!

The thing I love about regattas isn't just the event itself, but some of the places it can take you.

Hugh Bekkers



My crew, John Connell, outside the famous outback pub in Birdsville – SW Qld

## Balmoral Waves of 2005

Big, challenging and exciting, are the only ways I can explain the "Tasar Worlds" in Darwin.

The fleet size, the wind variances and the tidal influences put out a series of events that were never a procession and always a challenge to the competitors. Our thanks and appreciation to the organisational committee in Darwin for performing at their optimum.

The sunset over the water as seen from the Darwin Sailing Club put many tears in the glass eyes and coupled with the social events, Darwin Sailing Club had all competitors occupied and mixing with like-minded people from all round the world.

Seventy percent female participation explains the Champagne consumption and the age variance between competitors sees this class as "special" in the sailing community.

I must extend out collective thanks to those people exiting positions held within the class and those accepting positions in their absence after all the meetings and elections.

Never before have the Darwin Chemists seen a run on "hair of the dogs" like they saw after the Presentation Night but I personally blame dehydration from loading the boats into the containers for the return journey as the cause. I am sure many will agree with me especially those from the dance floor.

My thanks to all from Balmoral who ventured north for the series and my encouragement to those who didn't for the next series.

Kind regards

Ian Best

Half of "Galah" 2619.

## Queensland Report

Queensland may not be the most populated when it comes to Tasar sailors but we have shown that we are very competitive after the recent State and World Titles. Queensland was represented by eight boats from around its regions. Crews travelled from Brisbane, Gladstone, Yeppoon, Tinaroo and Mission Beach. Although it was a long drive for some everyone agreed it was well worth the effort. While the sailing conditions weren't what we all expected, a number of the Queensland boats were able to record results in the top 10 and finish within the top 50. The experience of sailing in a fleet of that size was a first for many of the competitors and a real learning curve. Another first for Queensland was team shirts, it's a pity that Qld lost the state of Origin and wearing Maroon shirts became the 'out' thing even if only for a minute.

The Tasar sailors from Queensland would like to thank Territorians for a fabulous regatta, sensational socializing and great companionship. Well done NT!

This years state titles were held in Townsville and attracted a small, but eager fleet of seven boats and were held in light conditions. The regatta winners were the usual suspects Peter and Duncan MacGregor, second was taken out newcomers David Mann and Caitlin Walz who surprised many after winning a race in their first regatta. Third was John Jacob and Camille Woodhouse. Next years state titles will once again be held up North and we hope to attract more boats.

Caitlin Walz  
Itchy and Scratchy 2584



## Victorians News

The Victorians who had sailed at Darwin gathered at Chelsea Yacht Club last Saturday 13/8 to compare photos, swap stories and burn some sausages. The function was well attended and augmented by a public recognition of those who had covered themselves in glory at Darwin. Vics fared well with Megan and Hugh Ridgway taking the Junior title, Gwen and Derek Warne taking the Grand Masters and Heather McFarlane taking out first lady helm. Someone mentioned that the foul weather outside (raining, 40 kts, 9C) was a suitable reminder of what we had left behind in Darwin (30C and 10-15 kts). The day finished well with everyone asking about the next worlds location - hopefully in a warm location !!

Paul Ridgway



The Darwin Sailing Club Inc Presents  
**QANTAS 2005 Tasar World Championship**

Place	Sail No	BowNo.	Boat Name	Skipper	Crew	From	Category	Agg Score	Race 10	Race 9	Race 8	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1	2710	18	Chukkel	Rob Douglass	Nicole Douglass	AUS; NSW	O:F	38	8	3	4	6	[9]	[12]	6	3	6	2
2	2780	11	Code Flag Z	Craig McPhee	Kevin Kellow	AUS; SA	O	45	1	1	1	17	6	[47]	13	1	[31Z]	5
3	2765	37	Kai Ona	Ikuja Tanaka	Noriko Tanaka	JPN;	O;M;F	65	10	28	10	1	1	[39]	[132O]	5	2	8
4	2475	65	ADFS A 01	Rick Longbottom	John Force	AUS; ADF	O	70	2	7	5	16	7	[41]	[24]	12	4	17
5	2674	114	Darwin Shipstores	Ben Nicholas	Thomas Winter	AUS; NT	O	71	5	2	2	8	27	[61]	14	[33]	12	1
6	2790	123	On Edge	David Bretherton	Doris Bretherton	AUS; VIC	O:F	74	6	8	3	11	17	[132B]	8	17	[132B]	4
7	2482	66	ADFS A 02	Martin Linsley	Nick Grey	AUS; ADF	O	83	7	26	23	4	4	[42]	5	8	[132B]	6
8	2492	103	RNSA 01	Dan Vincent	Hamish Walker	GBR;	O	95	37	4	9	[40]	[132O]	8	1	6	11	19
9	2484	104	RNSA 02	Dan Walker	Caroline Eyre	GBR;	O:F	100	3	14	27	3	5	1	[132O]	27	20	[132F]
10	170	51	Ultralite	Phil Darby	Chris Darby	AUS; NSW	O	109	20	5	[35]	12	[49]	3	4	25	33Z	7
11	2781	125	Chaos Theory	Heather Macfarlane	Chris Payne	AUS; VIC	O;M;F;FH	127	25	13	[34]	[48]	22	18	23	4	10	12
12	2064	115	Vamoose	Mark Henger	Mark Edmonds	AUS; NT	O	130	4	17	13	31	10	17	36	2	[132B]	[132C]
13	2659	124	Hakuna Matata	Michael Paynter	Kim Paynter	AUS; VIC	O;M;F	154	26	[32]	[46]	21	11	24	16	13	21	22
14	2734	4	Feral Ferret	Lachlan Brown	Trish Collocott	AUS; NSW	O;M;F	156	17	[132O]	17	36	3	33	10	14	[132B]	26
15	2601	91	Wotchamacallit	Derick Wame	Gwen Wame	AUS; VIC	O;GM;F	158	14	33	8	9	35	[132F]	26	24	[132B]	9
16	2793	13	Jacobs Creek	Bruce Gage	Indra Finch	USA;	O;M;F	163	15	15	20	10	12	[132F]	[49]	48	16	27
17	2776	96	Syneigy	Luke Owen	Amelia Butler	AUS; NT	O:F	164	[60]	23	11	5	25	[32Z]	15	31	29Z	25
18	789	95	Easy Beat	Dave Collins	Stephanie Sheridan	AUS; NSW	O:F	169	13	18	[53]	24	26	23	25	16	[132B]	24
19	2570	41	BPR Consulting	Megan Ridgway	Hugh Ridgway	AUS; VIC	O;JH;F;FH	170	[132O]	12	7	49	24	[132F]	30	11	9	28
20	2742	42	SBD	Paul Ridgway	Bronwyn Ridgway	AUS; VIC	O;M;F	177	9	9	6	2	132C	[132F]	7	9	[132B]	3
21	2714	61	Magic Pye	Peter Wilson	Glen Wilson	AUS; NSW	O	177	27	[80]	[40]	34	13	38	3	23	19	20
22	2779	118	Clarebuoyant	Alistair Murray	Clare Murray	AUS; VIC	O:F	180	19	[38]	26	37	32	10	[47]	20	18	18
23	2667	23	Hard Attack	Sean Hackett	Matthew Neale	AUS; SA	O	185	12	[37]	15	35	30	5	31	26	31	[35]
24	2580	89	Freya	Jeff Mephram	Matthew Fitzgerald	AUS; NSW	O	193	16	25	[54]	29	39	[132F]	34	22	17	11
25	2777	36	Upyzawl	Martyn Sly	Sue Sly	AUS; VIC	O:F	201	39	27	31	[132F]	[132F]	2	19	18	36	29
26	2579	102	Nothing Suss	Mark Lainson	James Lainson	AUS; VIC	O	205	22	11	44	[132F]	[51]	41Z	28	7	42	10
27	638	16	Dutch Courage	Constantine Udo	Jan Slotemaker	NED;	O;GM	206	44	43	14	23	29	[58Z]	11	19	23	[48]
28	2789	60	Sheepstations	Jonathan Ross	Jane Sly	AUS; VIC	O	209	21	16	18	18	28	[69]	32	[61]	39	37
29	2669	81	La Festa	Junichiro Hirao	Reiko Hirao	JPN;	O:F	213	50	44	[78]	32	15	[132F]	9	10	1	52
30	2608	29	True Blue	Rob Gilpin	Jacqui Isaacs	AUS; VIC	O;M;F	216	[52]	19	33	27	23	45	21	15	[72Z]	33
31	1954	40	Sailfast	Dave Higgins	Brett Yardley	AUS; SA	O	232	23	6	21	43	45	[132B]	43	30	[132B]	21
32	2785	33	Too Dry Martinis	Ray Martin	AnnMaree Martin	AUS; VIC	O;M;F	240	42	52	36	26	[62]	13	20	37	[132B]	14

The Darwin Sailing Club Inc Presents  
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33	2782	17	Hudwallöper	Kym Widdows	Melissa Crawford	AUS; SA	O;M;F	244	11	21	22	46	41	[132F]	[66]	41	49	13
34	2761	7	Strawberry Shake	Mitsuru Komatsu	Masaru Ogawa	JPN;	O	257	24	24	65	[132F]	37	35	17	40	[132B]	15
35	2676	113	Scoop Chance	Fumio Kaneko	Rumi Kaneko	JPN;	O;GM;F	258	67	[132S]	[132S]	19	20	54	12	32	13	41
36	2536	50	Tortle	Peter MacGregor	Duncan MacGregor	AUS; QLD	O	265	31	47	47	45	[58]	4	38	[132Q]	8	45
37	2656	19	Violet Femme	Alexandra Almond	Lockie Pearman	AUS; VIC	O;F;FH	268	34	31	37	30	[56]	11	[46]	42	41Z	42
38	1047	130	Wild Thing	Chris Batenburg	Camille Woodhouse	AUS; NT	O;F	270	30	10	38	13	47	[79Z]	35	49	48Z	[65]
39	2092	63	Hair of the Dog	Stuart Templeton	Nicole Kidman	AUS; NT	O;F	273	55	36	25	20	33	16	[57]	[85]	50	38
40	2075	49	Game On	Adrian Nicholson	Rebecca Nicholson	AUS; SA	O;M;F	284	29	29	68	[132F]	38	49	18	39	14	[132F]
41	2569	21	Wild	Hugh Tait	Penny Tait	AUS; NSW	O;F	300.2	56.4G	56.4G	56.4G	[132F]	21	9	50	35	[132B]	16
42	2462	5	Knight Frank	James Chilman	Libby Collins	AUS; NT	O;JH;F	311	41	51	32	15	18	[132F]	[74]	54	51Z	49
43	2613	97	Donut Delirium	Jordan Spencer	Jackie Prentice	AUS; SA	O;F	315	49	53	30	[132Q]	34	40	27	51	[63]	31
44	2736	120	Miyako	Satoshi Ikeuchi	Kazuhiro Yonekura	JPN;	O	317	18	20	16	132F	2	46Z	[132O]	29	[132B]	54
45	2673	30	Liquid Asset	Chris Allen	Lee-Anne Allen	AUS; VIC	O;M;F	321	66	46	29	[132F]	42	21	41	52	24	[77]
46	2473	105	RNSA 03	Kate Rooke	Dave Moy	GBR;	O;F;FH	325	43	[59]	42	28	53	36	37	45	41	[132O]
47	2237	69	Dodgy Element	Darryl Bentley	Andrew Foulkes	AUS; ADF	O	332	53	61	[77]	62	[77]	7	39	34	30	46
48	2584	111	Itchy & Scratchy	David Mann	Caitlin Walz	AUS; QLD	O;F	341	59	65	43	38	8	34	[71]	44	[71Z]	50
49	2727	20	Single Malt	Graham Hanna	Liz Kemmis	AUS; NSW	O;GM;F	348	[78]	39	65Z	42	50	56	[88]	21	28	47
50	1908	52	Slippery When Wet	Cary Pedicini	Pat Pedicini	AUS; VIC	O;GM;F	353	32	40	57	[132F]	16	57	65	43	[132B]	43
51	2578	112	Southern Stars	Derek Hadwen	Trish McVeagh	AUS; NSW	O;M;F	363	28	41	24	54	60	[132B]	63	[67]	40	53
52	2709	122	09 Magic	Tomoyuki Miyashita	Hirofumi Kanetsuki	JPN;	O	383	33	35	48	58	48	[132B]	72	28	[132B]	61
53	782	72	Bungarra	Kayne Blinks	Louise Blagrove	AUS; WA	O;F	387	47	30	19	[132F]	84	29	[90]	57	63	58
54	1918	28	Hippocampus	Hugh Bekkers	John Connell	AUS; QLD	O;M	398	[84]	66	66	25	[87]	27	48	70	33	63
55	2717	55	Boyz Light Up	Michael Prender-	Andrew Rae	AUS; VIC	O;JH	401	51	22	28	132F	61	[132F]	33	38	[132B]	36
56	2747	3	Tsunami	John Eriksson	Jim Rae	AUS; VIC	O;GM	413	57	55	52	[132F]	40	22	[85]	77	59	51
57	2319	119	Liquid Asset	Josh McCall	Ben Callard	AUS; QLD	O;JH	416	71	60	51	[132F]	[73]	51	60	36	48	39
58	2590	10	Siam Dunc	Duncan Robertson	Paul Robertson	AUS; NSW	O;M	417	35	56	[71]	61	70	[132F]	40	56	29	70
59	2184	101	Cuci Mata	James Livesley	John Livesley	AUS; NT	O;M	419	63	75	74	33	[78]	14	52	64	[132B]	44
60	2235	83	RnR	Jamie Richardson	Leigh Richardson	AUS; SA	O	444	75	42	12	[132F]	69	[132F]	82	66	66	32
61	2076	57	That's Kool	Tony Creak	Julie Creak	AUS; VIC	O;GM;F	444	46	68	[87]	[132F]	52	65	67	55	32	59
62	2728	15	Tokay	Geoff Klein	Jane Klein	AUS; NSW	O;GM;F	448	77	81	[85]	39	54	50	53	68	26	[92]
63	2665	8	Agamemnon	Chris Parkinson	Beryl Parkinson	AUS; NSW	O;GM;F	458	56	69	45	51	[83]	[132F]	61	59	35	82
64	772	2	Amour De La Mer	Fred Ackland	Tracey Deckert	AUS; VIC	O;M;F	461	72	58	86	[132F]	19	57Z	44	53	[132B]	72
65	2134	26	Beeboop	Greg Heath	Judy Heath	AUS; QLD	O;GM;F	480	[95]	64	73	41	64	[132F]	84	63	57	34

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66	2640	25	Not Drunk just cool	John Lawton	Kevin Baker	GBR;	O	485	92	76	49	50	57	[132F]	22	72	67	[132O]
67	2788	77	Flasher	Warren Morris	Matthew Morris	AUS; WA	O	485	54	92	99	[132F]	66	[132F]	29	58	27	60
68	2666	100	More Small Things	Chris Carden	Chris Smith	AUS; SA	O	491	64	45	41	47	82	[132F]	83	[106]	62	67
69	2143	74	Fat Boy	Bill Quinn	Megan Darby	AUS; WA	O;F	498	40	70	58	63	59	[86Z]	81	71	[95Z]	56
70	1673	116	Set of Jugs	Claire Wharton	Taryn Batenburg	AUS; QLD	O;F;FH	499	69	78	76	22	46	52	76	[83]	80	[88]
71	160	117	Tramuntana	Bob Wright	Gillian Berry	AUS; SA	O;GM;F	512	38	73	69	[132F]	89	45Z	106	69	[132B]	23
72	2067	80	Strategy	Lars Gustavsson	Taison Eady	AUS; SA	O	524	62	72	80	[132F]	[97]	48	69	60	55	78
73	2658	76	The Usual Suspects	Kim Short	Michael Lees	AUS; WA	O;M	533	74	50	60	[132F]	94	46	97	46	[132B]	66
74	1862	109	T-Totaller	Karl Cooksley	Pam Martin	AUS; NT	O;GM;F	534	[98]	89	63	44	[95]	62	55	78	64	79
75	2024	128	A and E	Amy Nicholas	Elaine Nicholas	AUS; NT	O;M;F;FH	542	82	93	[132C]	55	44	63Z	77	74	54	[132C]
76	2731	39	Masquerade	David Seaton	Deborah Seaton	AUS; NSW	O;M;F	543	58	54	72	56	55	132F	59	[132C]	[132F]	57
77	2072	45	Bogey Boat	Jenny Simondson	John Simondson	AUS; NT	O;GM;F;FH	555	86	67	89	53	[105]	58	79	65	58	[91]
78	2619	38	Galah	Ian Best	Karen Tocque	AUS; NSW	O;M;F	564	70	34	132Q	132F	36	[132F]	73	47	[132B]	40
79	2246	87	All Blick	Simon Cruickshank	Jamye McManus	AUS; NT	O	570	36	111	88	60	68	[132F]	62	62	[132Q]	83
80	2768	78	MegaPtera	Yoshinobu Kure	Saori Watanabe	JPN;	O;F	572	45	62	62	132F	63	[132F]	58	79	[132B]	71
81	2551	94	Magic Moments	Evan Steele	Darryl Brooksby	AUS; SA	O	572	73	79	55	[132F]	75	[132F]	56	76	96Z	62
82	2348	34	Simply Red	Bruce Gillespie	Anne Muller	AUS; NSW	O;M;F	576	88	74	70	[132F]	76	25	80	82	[132B]	81
83	2762	99	Kurumba	Hiroshi Akai	Asuka Akai	JPN;	O;F	578	132C	132F	105	7	74	30	2	[132O]	[132B]	96
84	2131	73	Mystic Rhythms	Bart Thompson	Sharon Thompson	AUS; WA	O;F	584	90	82	84	[132F]	79	59	[104]	92	43	55
85	2611	75	TasarBack	Mark Hansen	Graham Hansen	AUS; WA	O	598	83	87	64	59	[91]	[132F]	70	84	76	75
86	1885	70	ADFS A 06	Ross MacDonald	Michael Campbell	AUS; ADF	O	610	[132O]	83	67	[132F]	80	44	92	75	63Z	106
87	2002	67	ADFS A 03	Michael Rock	Scott King	AUS; ADF	O	611	94	71	[111]	52	85	[132F]	75	89	52	93
88	774	86	Kamakasi Kid	Damien Ford	Storm Ariho	AUS; NT	O;F	612	68	85	83	132F	67	[132B]	51	50	[132B]	76
89	2280	9	Chill Out	Richard Spencer	Peter Graham	CAN;	O;SGM	615	76	63	56	132F	31	132F	45	[132C]	[132C]	80
90	2567	27	Sea Ferret	Gary Foley	Kate Douglass	AUS; NSW	O;F	622	48	49	61	132F	72	132F	64	[132C]	[132B]	64
91	760	58	Dune Buggy	Ian James	Peter Nicholson	AUS; SA	O;SGM	623	89	98	[132N]	65	43	[132F]	100	104	34	90
92	2650	24	Akatonbo	Ken Pearson	Marie Hannaford	AUS; NSW	O;GM;F	640	85	57	79	[132F]	81	[132F]	105	86	73	74
93	2395	35	Miracle Porgy	George Motoyoshi	Mahoro Sekiguchi	JPN;	O;M;F	641	132C	132C	132C	14	14	55	132O	[132Q]	[132Q]	30
94	1666	31	Sheer Bliss	Jennifer Ramsay	Scott Ramsay	AUS; NSW	O;M;F;FH	657	112	96	81	[132F]	108	26	[112]	94	56	84
95	2337	79	Filling in Time	John Jacob	Connor Gollow	AUS; QLD	O	661	65	77	59	132F	65	[132F]	102	88	[132Q]	73
96	2079	92	Scooter	Steve Tyerman	Sue Tyerman	AUS; SA	O;M;F	662	104	[106]	100	[132F]	88	66	89	90	38	87
97	2593	84	Shibuki	Tetsuo Miyamoto	Hiroichi Kameyama	JPN;	O	709	61	48	50	132F	124	[132F]	121	105	[132B]	68
98	1926	93	Your Point	Philip Smith	Russell Steele	AUS; SA	O	724	80	105	75	57	132O	[132F]	108	98	[132B]	69



## News from the 2005 Tasar World Council Meeting

The Tasar World Council met on July 4, 2005, at the Darwin Sailing Club. Here are some highlights from the agenda items discussed.

### World Council Authorizes Change to Mylar Sails:

The World Council authorized the specification change from dacron to mylar sails proposed by Frank Bethwaite. This authorization, required by class rule A.1.2, confirms the official position of the World Council: that the change to mylar should go ahead.

### Rule Changes for Mylar Sails

To ensure an orderly and well managed transition from dacron to mylar, the class now has to consider the rule changes required as a result of the adoption of mylar sails. The World Council agreed that regions and districts should be asked to vote on the rule changes circulated with the agenda for the meeting. (See: Proposed Changes...Sails).

### Approval of rule changes is urgent:

If possible, we need to approve the rule changes for the adoption of mylar sails by early September, 2005. This will allow ISAF to consider them at its November, 2005 meeting, so they can go into effect on March 1, 2006. This in turn will allow the class to make a well managed transition from dacron to mylar sails.

### Minimum hull weight:

Julian Bethwaite asked the class to keep the minimum hull weight at the current level of 68kg, and not to consider lowering it to an ultimate value of 64kg as currently required by rule D.3.2. The World Council agreed, and regions and districts will be asked to approve amending rule D.3.1 and deleting rule D.3.2 (see: Proposed Changes...Hull Weight). The effect will be to end the current practice of reviewing the minimum hull weight at each World Council meeting.

### Site of next World Championship

The site and date of the next Worlds could not be confirmed.

Following a suggestion from Constantine Udo in 2001, and with the agreement of the Japanese Tasar Association, the World Council agreed in Victoria in 2003 that Europe should take Japan's turn and host the 2007 Worlds, with Japan hosting the Worlds in 2009. Unfortunately, it did not prove possible to organize a World Championship in Europe as originally envisaged by Constantine. The World Council therefore asked the JTA if it would be possible to revert to the original schedule, and have Japan host the Worlds in 2007. Because of the short time available, the JTA was not able to make a commitment to hold the worlds in 2007, but will discuss the situation. The World Council agreed that the date could be changed to 2008, if the JTA wished. Some other proposals for the next Worlds may also emerge in the next weeks and months.

The World Council will finalize the date and venue of the next Worlds as quickly as possible, and inform all members as soon as they can.

### Election and Appointment of Officers

George Motoyoshi (Japan) was elected President of the World Tasar Class Association, and Tim Knight (Europe) was elected Vice President. Graham Hanna was appointed Chief Measurer, and Richard Spencer was appointed Executive Secretary.

There was a unanimous vote of thanks for the great work done by Chris Parkinson as President, and Dave Bretherton as Chief Measurer.

Minutes of the meeting will be posted on the Tasar web site in the near future.

Richard Spencer  
Executive Secretary.



## Proposed changes to the Tasar Class Rules

### A - Hull weight

**A1.** Amend the first sentence of rule D.3.1 to read as follows: D.3.1 "A minimum hull weight of 68 kg shall apply for class racing." Leave the rest of D.3.1 unchanged. Delete rule D.3.2.

**Comment:** This change is to accommodate Julian's request to builders re hull weight.

### B - Sails - rule changes required if mylar sails are adopted

#### B1. Measuring two jibs

**Withdrawn.** Measuring one dacron and one mylar jib should be permitted.

#### B2. National letters and sail numbers.

Amend the first sentence of rule C.1.3 to read:

*"On dacron sails the national letters shall be wholly between the 4th and 5th batten pockets from the head point and the sail numbers shall be wholly between the 3rd and 4th batten pockets from the head point."*

Add a new second sentence to read:

*"On mylar sails the lower national letters shall be placed on the port side, approximately 50 mm above the 4th batten pocket from the head point, and the upper sail numbers shall be placed on the starboard side, approximately 50 mm below the 4th batten pocket from the head point."*

**Comment:** The new section reflects the different batten placement in the mylar sails, ensures the letters and numbers are placed as on the trial sails, and places the letters above the numbers, as required by ISAF.

#### B3. Measurement to head of jib.

Amend rule F.1.4 to read as follows:

*"For dacron sails, the measurement from the bearing point at the hounds to the aft head point of the jib shall not exceed 115 mm. This rule does not apply to mylar jibs."*

**Comment:** This rule is not applicable to mylar jibs.

#### B4. Length of whisker pole

**Withdrawn.** The maximum length for the pole with a mylar jib will be included at a later date.

#### B5. Jib halyard and furler

Add a new rule F.4.5. *"When a mylar jib is used, a jib furler and swivel are not fitted, and a jib halyard and associated fittings, as supplied by the builder, are required. Any replacements of the supplied equipment are subject to all applicable rules, including C.2.4 and F.4.1."*

### B6. Mylar sails

Add a new rule G.2.4: *"The mainsail and jib may be of different materials, either mylar or dacron, but may not be changed during an event, except as permitted by rule C.2.1(c)."*

**Comment:** I am assuming that people may buy either a new mylar main or a new mylar jib first, so we should allow a dacron and a mylar sail to be used at the same time, at least initially. Obviously, this will happen less and less as time passes. If the sails can only be used as a pair (i.e. both dacron or both mylar), this rule should state: *"The mainsail and jib must be of same material, either mylar or dacron."*

### B7. Leech take up.

Amend rule G.2.3 to read: *"For dacron sails, leech take-up not extending more than 150 mm from the leech, for the purpose of compensating for stretch with use, is deemed to be a repair. The associated re-stitching may not extend more than 200 mm from the leech. Leech take up is not permitted for mylar sails."*

**Comment:** Leech take up is not required with mylar sails.

### B8. Hull Weight – added

Amend rule D.3.1 as follows:

- delete "the furler and furler line" from the list of required equipment;
- add "A furler and furler line" to the list of equipment that can be included if it is always used.

If A1 is approved, D.3.1 would then read:

*"A minimum hull weight of 68 kg shall apply for class racing. Any ballast required to bring a hull up to the specified minimum weight shall be secured in the cockpit. Hulls shall be weighed dry with shroud pull-backs, hiking straps and all associated adjuster lines and shock cord erectors, inspection port covers and all permanently attached fittings in place. A furler and furler line, and a removable compass with a permanently attached mounting, may be included if they are always fitted when racing. All other equipment shall be removed prior to weighing."*

**Comment:** Boats using mylar jibs will not have a furler or line, and should not include these items when the hull is being weighed.

**Note:** If proposal A1 is not approved, the words "of 68 kg" will not be included.

Drafted by Richard Spencer

Revised 2005/08/12



## Minutes of AGM of the ATC

Present

### Executive

**President:** Chris Parkinson,

**Secretary/Treasurer** Graham Hanna,  
**Officer**

**National Measurer** David Bretherton

### Delegates

**Victoria** Jonathon Ross, Paul Ridgway

**New South Wales** Chris Parkinson, Graham Hanna

**South Australia** Bob Wright

**Queensland** Greg Heath, Peter McGregor

**Northern Territory**

**Western Australia**

**Defence Forces** Martin Linsley

### Observers

Martin Sly - Agent, Rob Gilpin, Beryl Parkinson, Liz

Kemmis, Bronwyn Ridgway

Apologies Craig McPhee, Ian Guanaria, Shane Guanaria

### 1 Confirmation of previous minutes

Confirmed as read

### 2 Business arising

None

### 3 Chairman's report

Accepted as presented

### 4 Secretary/Treasurer's report

Accepted as presented

### 5 National measurer's report

Presented verbally by David Bretherton. The World measurer's meeting had been held the previous night. Matters discussed included new pull back shroud tracks, Cunningham eye swivel and pulley/cleat. The proposed Mylar sails are to be discussed at the World Tasar Council meeting scheduled for the 4th July 2005. The matter of non complying foils has been resolved to allow owners dispensation for this regatta only.

### 6 District reports

**Queensland** - Greg Heath

After the 2004 Nationals Tasar activity has fallen away a little. Tasars now sailing in Gladstone and Brisbane.

**South Australia** - Bob Wright

Fleet has grown from three to four boats in the past to about 20 regulars. Interest in the class is building and the association has two loan boats.

**Victoria** - Jonathon Ross

There is a lot of activity in Victoria with 8 to 10 new boats and the membership the highest for some years.

The state titles were well supported but there is some concern re the Traveller's trophy format.

**Defence ADFSA** - Martin Linsley

The Defence Force fleet is experiencing instability and the Navy is withdrawing financial support for racing. Despite this there has been a resurgence of interest in the class.

**New South Wales** - Chris Parkinson

There has been a disappointing start to the season especially to the travelers trophy. Things picked up after Christmas and the numbers have been good since then. There were 50 boats at the State titles with a number of interstate visitors. Active clubs in Sydney are Balmoral, Concord/Ryde, Woollahra and Northbridge. In the country Batemans Bay and SPASC where they are getting 10 to 15 boats per week.

### 7 Election of executive and officers

Jonathon Ross was elected President/Chairman

Paul Ridgway was elected Secretary/Treasurer

Craig McPhee was elected Measurer

Chris Parkinson and Graham Hanna were thanked for an excellent five years of service and support to the ATC.

David Bretherton is thanked for his efforts as the National Measurer.

### 8 National title arrangements

The 2005/2006 Australian Championships will take place on Lake Macquarie Yacht Club at Belmont. The Notice of Race will be published in the next newsletter. All sailors were invited to attend.

The 2006/2007 Australian championships are proposed for Perth.

### 9 Builders and agents' report

Martin Sly noted that 20 Tasars have come out of Australia this year and that the manufacturing has now been shifted to Malaysia. The new boats are now weighing around 67 kg and are very well finished.

A representative of Starboard Products was not present at the meeting.

### 10 General business

The future directions workshops have been very successful and one is again proposed to be held, probably in Sydney during August. The location will be notified once details are finalised.

A presentation was made about the proposed brochure and information CD.



## Billabong Regatta 2005

The Tasar flag flew high over a lovely lagoon near Blanchetown in South Australia's Riverland from May 13<sup>th</sup> – 16<sup>th</sup>.

This was not the first Regatta 'Sinclair's Lagoon' had seen.

When the Gwen 12 was still a viable class, annual fun regattas were staged from 1979 through to 1990.

Being a triangular shape with sides of approx. 1km, good courses could be set. 50m from shore the depth is 1.5m, just enough to use the centreboard fully.

Friday the 13<sup>th</sup> was obviously a good luck day. I arrived to see that the camping area had been slashed smooth by host Vic Herrmann while hostess Ruth was cleaning out the last of the four caravans. A second toilet/shower had been built in our honour and the large gas BBQ was ready for a cookup.

Buoys were in place on the lagoon, the tinny was fuelled up and tied to the small jetty, as was the official start boat, Vic and Ruth's RL24. The temperature was a beautiful, balmy 25 deg. and the beer never tasted lovelier, as we set up the banana chairs under the huge river red gum, which has stood sentinel over the launching area and Aboriginal Corroborees in its 250 year lifespan to date.

While Vic and I took 'Hudwalloper' for a cruise, three generations of the Nicholson family arrived and set up camp.

That night became a blueprint for the following nights – Big Barbie, too much red wine and port, and plenty of laughs around a roaring campfire.

(massive mallee stumps kindly supplied by locals 'Kranzy' and 'Ferdie'.

Early Saturday morning and it's cold but by 9:30 we're down to shirtsleeves and there's a nice breeze. By mid-day every-one's arrived, tents and vans are occupied and organised and there's a reasonable breeze. But before racing, a solemn ceremony was needed – the official opening of the new toilet!

The S.A. Tasars are of course blessed to have the Reverend

David Ingleton as State President and after some apt words he opened the door and duly christened the 'loo'.

Then it was only 10 minutes to the 1<sup>st</sup> start, but no problem, with only 100m to the line from the launching area. There may have been only 6 boats but with a short start line there were some exciting starts and plenty of close shaves.

Three races were held on Saturday with variable breezes of 3-12 knots. Hudwalloper had a good day while 'Touchy Feely' showed good speed to win 2 races on handicap.

(however we had to guess the handicap results on sat. as all the 'officials' on the RL24 got shickered on champagne and after starting each race they retired below decks and forgot to note finishing positions or times!)

Champagne cocktails were enjoyed before the 'share

your favourite casserole' meal, and that night we enjoyed a special musical treat around the campfire with David Rose playing some entrancing melodies on his Cello.

Sunday was again warm and we kicked off with a crews race. 12 Y.O. Sam Moulden showed plenty of skill to win in Tramuntana, just squeezing out Melissa Crawford skippering Hudwalloper.

The 4 other races sailed that day in winds of 8 – 15 knots saw many lead changes with Tramuntana having a great day. Game On and Dune Buggy were also right up there.

Meanwhile, while we sailed, partners, friends and children were relaxing under gums or paddling the canoes around the creeks and lagoon, which have fantastic bird life – pelicans, black swans, various species of duck, hawks and the odd wedge tail eagle.

Monday started with a good breeze that slowly dies away. Tramuntana had a near unbeatable lead in the handicap series but Game On showed their mastery in shifty breezes while Bob had a couple of clangers.

When the fabulous 'Red Gum' trophy was awarded the results were:

Place	pts	Name	Crew
1 <sup>st</sup>	18.5	Game On	Adrian & Rebecca Nicholson
2 <sup>nd</sup>	21	Tramuntana	Bob Wright & Sam Moulden
3 <sup>rd</sup>	23.5	Dune Buggy	Ian James & Peter Nicholson
4 <sup>th</sup>	28.5	Hudwalloper	Kym Widdows & Melissa Crawford
5 <sup>th</sup>	32	Water Soluble	Zoe Chilman & David Rose
6 <sup>th</sup>	(sat only)	Touchy Feely	David Ingleton & Michelle Jahn

While the racing was good, the major objective of the weekend was fun and that was had in heaps.

It's on again in 2006, from April 22 – 25 and is open to any Tasar sailors and family.

The only catch is that we can only cater for 45 adults max.

11 boats have nominated already.

If you want to be in it ring 08 83797567, Kym Widdows, 2782, Hudwalloper



## Report from Concord & Ryde SC, NSW

Since the last edition of Tasar Australia, members of the C&R Tasar fleet has been enjoying some great racing – however it hasn't been on the water – it has been using Frank Bethwaite's newest invention – the Virtual Sailing Simulator. It might have been very cool Sydney winter temperatures outside but for those Tasar sailors on the simulator, their concentration focussed on a VDU screen telling them and those watching that that they weren't trying hard enough – that they weren't leaning hard enough – that they wiggled the tiller more than necessary - that they weren't yet sailing at target speed - that their tacking or gybing techniques required improvement. They were only 3 to 4 minute races but each participant was breathing deeply when they emerged from the simulator – smiling at the times and vying to improve next time round. So accurate is the simulator that all participants can race in identical conditions – getting the same gust at the same time as other competitors. Bench marks have been set by top notch sailors but times are achievable with practice and concentration. Frank was there to demonstrate correct techniques particularly for leaning, tacking and gybing. Frank is still hard to match in undertaking those techniques. The first race of the season is bound to be interesting to see how many of the crews can put the skills learned on the simulator into practice.

Its also going to be interesting in that in the last few months of last season, the Tasar fleet at Concord &



Ryde was often the second largest fleet on the water. Hopefully this level of participation will be repeated during the coming season.

Word is spreading that Concord & Ryde is Tasar sailing's best kept secret. Anyone wishing to join us with their Tasar at Concord Ryde for some friendly Tasar racing is most welcome.

Sail A Tasar

Tony Keevers  
Tasar Class Captain  
0423.036.452

## 10<sup>th</sup> 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 – 10<sup>th</sup>, 11<sup>th</sup>, 13<sup>th</sup> & 14<sup>th</sup> 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](http://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 29<sup>th</sup> April. Closing date for entries is 5<sup>th</sup> 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.



# Tasar ASSOCIATION OF NEW SOUTH WALES

PO Box N711 Grosvenor Place, Sydney, 1220

## 2005/2006 SUMMER SAILING PROGRAMME

<b>Tasar Anniversary</b>			
Sat	13 Aug 05	30 <sup>th</sup> Anniversary of 1 <sup>st</sup> Tasar presented to public at Royal St Lawrence YC	
<b>Callala Bay Regatta</b>			
Sat	01 Oct 05		
Sun	02 Oct 05		TT Heat 1 PM
<b>Speers Point Amateur Sailing Club Regatta</b>			
Sat	22 Oct 05		TT Heat 2
Sun	23 Oct 05		
<b>Concord &amp; Ryde Sailing Club</b>			
	Nov 05	Coaching Clinic	Details to be provided
<b>Try Sailing Day</b>			
Sun	06 Nov 05		Participating Clubs
<b>ACT Tasar Titles</b>			
<b>YMCA Sailing Club - Canberra</b>			
Sat	26 Nov 05	Race 1	10:00 AM
Sat	26 Nov 05	Race 2	TT Heat 3 2:00 PM
Sun	27 Nov 05	Race 3	10:00 AM
Sun	27 Nov 05	Race 4	1:00 PM
<b>Bethwaite Skiff Series - Round 2</b>			
<b>NSW Tasar Short Course Championship - Round 1</b>			
Sat	10 Dec 05	Sydney – Woollahra SC	
Sun	11 Dec 05	Sydney – Woollahra SC	TT Heat 4
<b>33rd Australian Tasar Championships</b>			
<b>Lake Macquarie Yacht Club, Belmont NSW</b>			
Tue 27 Dec 05 - Wed 04 Jan 06			
<b>Balmoral Sailing Club</b>			
Sat	21 Jan 06		TT Heat 5
<b>Bethwaite Skiff Series - Round 3</b>			
<b>NSW Tasar Short Course Championship - Round 2</b>			
Sat	11 Feb 06	Sydney – Woollahra SC	
Sun	12 Feb 06	Sydney – Woollahra SC	TT Heat 6
<b>2006 Sail Expo</b>			
Details still to be provided.			
<b>Victorian Tasar State Championships</b>			
Yarrawonga Yacht Club			
<b>29<sup>th</sup> NSW Tasar State Championships</b>			
<b>Wangi Wangi Amateur Sailing Club</b>			
Fri	14 Apr 06	Race 1	2:00 PM
Sat	15 Apr 06	Race 2	9:30 AM
Sat	15 Apr 06	Race 3	2:00 PM
Sun	16 Apr 06	Race 4 & 5 back to back	1:30 PM
Mon	17 Apr 06	Race 6	10:00 AM



## Mylar Sails.

At the Darwin World Championships, it became clear that many Tasar sailors world wide were not aware of the steps which had been taken to change from Dacron to Mylar Sails.

I have been asked to summarise the history and reasons behind the change.

### **Brief History of Tasar Class.**

1960 Decision by a small group to create a new boat for ourselves. We wanted "most fun and highest performance within the strength of man and woman to handle in the water and out". No existing boat was satisfactory. Most were far too heavy. A prototype was constructed. Many followed. We established broad rules which encouraged experiment, and called the new class "Northbridge Senior", later "NS14"

1966 Development of flexible spars plus ability to adjust sail shape by manual adjustment. This development called for cooperation between the spar maker and the sail maker to achieve the desired range of shapes.

1967 Development of datum mark system to enable crews to repeat efficient shapes.

1967/9 Development of flexible wingmasts. This called for a second level of cooperation between spar maker and sail maker.

1969 Development of fine-entry hull to which the highly developed adjustable wingmast rig was fitted. This boat is recognizable as the genesis of the Tasar.

1972 Re-rig with larger sails (123 sq ft in place of 100 sq ft). Class called Nova.

1974 Combined NS14 and Nova fleets (both development classes) exceeded 1000 boats.

1974 Invitation from Ian Bruce (responsible for the Laser class) to Frank Bethwaite to join with Performance Sailcraft Inc "to produce a 2-person boat for the world market based on the Nova; the boat to be rigidly one-design."

1974 Tasar prototype constructed and trialed.

1975 First production Tasar exhibited at Annapolis Boat show Oct 75; then at London and New York shows in Dec 75 – Jan 76

1976 to 1978 Tasars were produced by Performance Sailcraft Inc in Montreal, Canada; and in Banbury (UK). Fleets were administered and regattas programmed and races managed by Performance Sailcraft Inc (Montreal) or P.S.UK.

1977 Starboard Products (now Bethwaite Design) started Tasar production in Australia Jan '77

1979 Performance Inc suffered financial difficulties which became terminal. Gifted CEO of PSUK killed in auto accident. Tasar production in Montreal and London ceased. Reason - demand was only 400 per year. Fleet support of Tasar class by Performance Sailcraft ceased in both countries.

1979/80 Fleets which had relied on Performance' administration and support, ie those nearest to London in UK, and nearest to the New York-Toronto axis in North America, withered and vanished. Those which had

never relied on Performance for support continued to grow, ie the more remote UK clubs; and the Calgary to Vancouver area in the Pacific Northwest. Australia, in particular, continued to grow strongly.

1980 Designer licensed new builders in UK and North America.

1981 First Tasar World Championships were held in Canberra. We loaned Tasars to the 20 app overseas entrants.

1983, 85 etc Subsequent World Championships were held in Vancouver, Sydney, London, Vancouver etc. Entries of up to 120 boats (Sydney and Keppel Bay). Boats were chartered to overseas entrants.

1985 app First Tasars into Japan.

1992 app First Japanese Worlds at Hayama. The total Tasar fleet in Japan was not numerous enough for local entrants plus surplus to charter to overseas visitors, so for first time overseas entrants shipped boats to regatta and return in containers, and have done so ever since.

1982 to 1996 The Apparent Wind Revolution. Initially only in Sydney. Explosive development of hulls, wings and rigs of Eighteen foot skiffs. Shift from Dacron to Mylar reinforced warp and weft only, then to Mylar reinforced diagonally, then to beginnings of automatic rig.

1996 49er skiff selected as Olympic class. Apparent wind revolution became global.

1998 29er apparent wind skiff youth trainer introduced. Immediately licensed to builders world-wide and constructed in seven countries.

1998/99 Beginnings of class obsolescence trouble for Tasar Class. Global annual demand for Tasars which had been steady at 10 to 15 boats per year for many years began to diminish sharply - down to about 5 per year by 1999.

### **1999 First Effort to Revive Class**

At the Tasar World Championships at Hamana-ko, Japan, I was asked by the class to experiment to see if a simple asymmetric spinnaker similar to that on the 29er could offer a new and attractive performance level.

Experiment, trialing, measurement and analysis revealed that the Tasar design style cannot set enough sail to deliver consistent apparent wind performance across the whole wind speed range. It needs a stronger topmast to carry a bigger, masthead spinnaker.

I advised the class that satisfactory apparent wind performance could not be achieved, and terminated the experiment.

2000/02 Global demand for Tasars diminished to 3, 2, 1 per year.

### **2001/2 Second Effort to Revive Class**

I offered to build and trial a "Tasar Two", a Tasar-style boat with 2003 dynamics, an automatic rig, and much higher performance. The proposal was that this new class would be nurtured through its early growth by the existing class. Support was strong, but opposition was so strong that I withdrew the offer rather than damage the social fabric of the class.

## Mylar Sails.

### 2003 Third Effort to Revive Class

A Melbourne "Future Directions" workshop group headed by Jonathan Ross, Paul Ridgway, and Alistair Murray arranged promotional team-racing in Tasars at and throughout the Melbourne Boat Show together with other associated class promotional activity. The effect of this was so positive that strong local demand (16 in first year) and robust class activity have been restored.

### 2004 Fourth Effort to Revive Class

To build on the local momentum already achieved and to promote the Tasar nationally and globally, the workshop group invited the ATC and myself as designer to become involved. They identified "re-imaging" the Tasar as a strong need, and asked me whether as designer I would consider achieving this with a more modern rig which would use Mylar sailcloth.

I welcomed this invitation for two reasons –

- The primary reason is that the cost of Dacron has been rising and suitable material is becoming progressively more difficult to source. This trend has already progressed to the point where a 29er Mylar main and jib costs about two thirds of the price of the slightly smaller Tasar Dacron main and jib. In my opinion it is inevitable that the class will be forced to make the change to Mylar before long. This invitation presented me with the opportunity to make the change in a deliberate and unhurried manner in the technical sense and in a time span acceptable to the class.

- The second reason is that I am now in a position to design a better sail.

I advised the class that I would do my best within the brief that the new sails would fit the existing spars.

#### Forward-Thinking Sailmakers.

Most of the original 1965 to 1975 NS14 and Nova sail development including the sails for the Tasar was by Mike Fletcher who with Ian MacDiarmid then ran the Elvstrom loft.

Mike became a coach. Ian set up his own loft.

My younger son Julian, supported by Ian MacDiarmid's sail development, has been central in the 1982 to 1996 apparent wind revolution which became mainstream with the selection of Julian's 49er as an Olympic class.

For the 2004 to 2008 Olympiad all sails for both the 49er and the 29er are produced only by the Neil Pryde loft in Hong Kong with which Ian MacDiarmid is associated.

#### The Dynamic Considerations.

When I designed the Tasar rig in 1974/75 my core beliefs were –

1. That the structure of the typical wind was about 50% lull or "base wind" and about 50% gust about 40% stronger.
2. That the speed within each gust and lull was reasonably steady.
3. That while the period of and the duration between

gusts and lulls varied at random, the mean was surprisingly consistent at about 30 seconds gust, 30 seconds lull at all wind speeds.

4. That it was the business of the crew to set the optimum sail shape for the wind of the moment.

5. That it was the business of the rig to hold whatever shape was set until next adjusted. The Tasar rig is a relatively stiff manually adjustable rig which reflects these beliefs.

What I have learned since 1975 is –

6. 1 above is correct.

7. 2 above is wrong. 2 above describes only the steadiest winds. Most winds are more unsteady. In these the speed within both gust and lull can vary by up to 20% every six to eight seconds.

8. 3 above is correct, but again, the overall steadiness of the wind is a factor. In the more frequent and unsteadier winds the boundaries between gusts and lulls tend to become more blurred and are harder to read on the water..

9. 4 above is wrong. We now understand (7 above) that significant wind speed changes occur too quickly for any crew to adjust to.

10. As a result, 5 above is wrong.

More "automatic" rigs which reflect this new knowledge are now proving both easier to sail and to sail substantially faster.

Typical of these modern automatic rigs are say the 49er and 59er. Both are characterized by a small-diameter lower mast held rigid by lower stays, and a topmast flexibility, upper mainsail cut and batten stiffness matched so that in the gust the upper leech opens and flattens first at the top, the opening of the leech and flattening spreads down as the wind speed increases, and the sail "fills up" from the bottom upwards as the wind speed decreases.

In designing the new Tasar mainsail I could not change the stiffness of the whole mast. But I was able to change the shape and the cut of the upper mainsail. I was able to change the battens, and by playing with the diamond stay tension I was able to control the relative stiffness as between lower and upper mast.

These measures have taken the sail a significantly way toward the modern thinking.

Two further points –

In 1975 I did not understand that light air (glassy water surface) implied a linear boundary layer 5 to 6m thick in which a twisted sail will always be faster (except straight downwind). The Tasar Dacron mainsail does not twist readily. We have tried to make the mylar sail twist more easily. It should be easier to handle and therefore faster in drifty conditions.

The Tasar is just short of windward planning capability in stronger winds when it is pointing at a reasonable angle. (Sail a Tasar three up all hiking in a blow and you cannot stop it from windward planing.) I had hoped that by extending the jib foot to the deck and by using a

## Mylar Sails.

cuff on the mainsail I could improve the ratios sufficiently to make routine windward planning possible for the normal crew. We tried, but it proved to be one step too far.

For this reason I have settled on a simple mainsail which has no cuff. The good news is that the simpler sail is substantially less expensive.

### The Design Interpretation

The notes above are what I discussed with Ian MacDiarmid. We agreed the shape of the mainsail leech, and I left the rest to him. The sails you see are his interpretation of my dynamics.

### Australian Trialing

I no longer sail at competitive level, so asked others to evaluate the new sails.

For about two months, I loaned the sails up and down the coast and to Victoria to all who asked, on condition that they reported. Reports were published globally. Early reports and pics are on [www.tasar.org](http://www.tasar.org). All subsequent reports went onto [tasarsailors@yahoo.com](mailto:tasarsailors@yahoo.com). Broadly speaking, nobody sailed slower, but these "one day stands" were insufficient for either the crews to develop any familiarity or for any clear difference to develop.

For the next two months Graham Hanna and Liz Kemmis offered to use the sails regularly in the pre-worlds practice racing programmed by Balmoral Sailing Club. Their reports are on [tasarsailors@yahoo.com](mailto:tasarsailors@yahoo.com) and [www.tasar.org](http://www.tasar.org).

With this opportunity to become increasingly familiar with the sails, and with regular high-level competition from Rob and Nicole Douglass a pattern developed –

- If they started last (to begin with Graham let the standard boats go and followed), they sailed through the fleet (usually 10 or 11 Tasars) and finished second to Rob and Nicole.
- Later, they usually started well and almost always won, and this was true from drift to 20 knots.
- I encouraged him to tighten his diamonds "to make the topmast do more of the work". The sails stopped feeling "springy" and sailed slower. When he slackened his diamonds to his "standard" (able to pinch to the mast 30mm above the whisker pole attach fitting) the springy feeling and speed were restored.
- Because of their springiness (upper leech more mobile) the sails are easier to handle in unsteady conditions than the dacron sails. (A number of early reports by lighter crews comment on the unexpected ease of handling).
- They appear always to be faster on the broad reach.
- Another unexpected factor is that because the leech of the jib is visible, crews are able to be certain of jib trim and will probably trim jibs better in future.

At a late stage I extended the length of a whisker pole 100mm. The length of the jib foot is a little longer and this extension restores the geometry.

We advised sailors world-wide that Graham would

have the sails in Darwin for overseas sailors to look at and sail with as opportunity offered.

### Global Trialing

Following Darwin, I loaned the sails to Fumio Kaneko to use and show in Japan, and arranged for two further pre-production suits to be made and sent, one to Richard Spencer in Vancouver / Seattle and the other to Mandy Stock in Lymington.

There will be no further pre-production sails.

In Vancouver, a pattern broadly similar to that which developed in Sydney seems to have repeated. Richard Spencer advises that he sailed for four or five days with different crews and sensed no performance difference. Then came a day with four races, and in every race he was first at the first mark and went on to extend his lead. He has now loaned his sails to Jay and Lisa Renehan in Seattle, who will make them available to the fleets in Seattle and Portland.

I have encouraged Mandy to loan her sails to Egbert Gerlich in Germany.

We await reports from Fumio and Mandy Stock.

I think that the above summarises what we know at present. The new sails –

- Re-Image the Tasar by giving it a more modern look. This will extend the life of the class by ten years at least, probably fifteen.
- Are easier to handle and sail at best about 5 per cent faster.

### The Formal Adoption - The Three Key Requirements.

Prior to the World Council meeting at Darwin I described the prototype sails to the ISAF Technical Manager, received "in principle" approval for what ISAF regard as a specification change, and advised the World Council..

At the Darwin Tasar World Council meeting, the council voted to approve the use of mylar sails. With this vote, two of the three key requirements for adoption were put in place -

- Approval by the designer,
- Approval of the change by the class.
- and with these the class adopted Mylar sails.
- Following this approval, full manufacturing specifications have now been developed by the sailmaker and loft, and on 12<sup>th</sup> Aug 05 I filed a copy of these with ISAF, who very reasonably ask for complete specifications, which they hold as the final evidence in event of any dispute about conformity.

With this lodgement we have completed the three key steps. Confirmation of approval by ISAF is expected in due course.

### The Final Steps.

What remains to be done -

1. For the Class through the World Council to initiate and carry through the minor rule changes re forestay without furlers, jib halyard arrangements and longer

## Mylar Sails.

whisker pole, which will make the new sails convenient to use.

2. For the class to decide how the change should be implemented.

I have no doubt that you will hear from the Exec Sec before long re the rule changes and the implementation.

### Practical Matters.

#### Source

All sails will be made at the Neil Pryde loft near Hong Kong, with which Ian MacDiarmid is associated. This will give uniform quality world-wide, together with a substantial reduction in price and generally uniform prices world-wide.

#### Availability

It is expected that the test production sails from the Pryde loft will be in Sydney within a week or so. Initial batches will be delivered in late November or December.

#### Price

The prices below are indicative. Final price will not be known for a few days, but will be very close. If mylar sails were available now at the indicative price, we would sell them in Australia, and understand that our licensees will sell at similar prices world-wide at

	Mylar (Indicative)	Dacron was
Mainsail, with insignia, sailbag, repair kit, and battens (no numbers)	\$US 663	\$US 1058
Jib, with sailbag and repair kit	\$US 382	\$US 519
Total	\$US1045	\$US 1577

Government taxes excluded

Class Royalty The class did not respond to my enquiry about this, so Julian and I have included in the above price a \$US15 per sail royalty.

- Of this \$10 will find its way back to the class.
- Bethwaite Design will administer the other \$5 in class promotion eg regattas, trophies etc.

I compliment the class on their vision in initiating this change, and thank them for their support.

Frank Bethwaite,  
Designer

17<sup>th</sup> July 2005

## NOTICE OF RACE

### 33rd AUSTRALIAN TASAR CHAMPIONSHIP, 2005-06 28<sup>th</sup> December 2005 to 4<sup>th</sup> January, 2006

The Tasar Association of New South Wales Inc. and Lake Macquarie Yacht Club, invite you and your crew to the 33rd Australian Tasar Championship to be held at Lake Macquarie, New South Wales from 28<sup>th</sup> December 2005 to 4<sup>th</sup> January 2006.

#### 1. Organising Authority

The Organising Authority is the Tasar Association of New South Wales in conjunction with the Lake Macquarie Yacht Club.

#### 2. Rules

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

#### 3. Eligibility and Entry

Entries will only be accepted for Tasar Class yachts, whose skipper and crew are both members of a Yachting Australia (YA) affiliated club and one of whom is a financial member of a Tasar Association which is affiliated with the World Tasar Council. All competitors shall comply with ISAF Regulation 19, Eligibility Code and will be required to prove their YA membership number as a part of the registration process.

A completed Entry Form and Entry Fee of \$295.00 shall be lodged with the Race Secretary, Tasar Association NSW, by 16<sup>th</sup> December 2005 at:

The Race Secretary  
12 Asquith Avenue,  
Windermere Park, NSW 2264

Copies of the Entry Form are available from the Tasar Australia Newsletter, August 2005 edition or the Australian Tasar Council website, [www.tasar.org.au](http://www.tasar.org.au).

#### 4. Advertising

The event will be a Category "C" event as described in the Racing Rules of Sailing 2005 – 2008, Rule 79 and ISAF Regulation 20, Advertising Code.

#### 5. Schedule of Events

##### 5.1 Registration

Registration and Measurement will be at Race Headquarters on Tuesday, December 27<sup>th</sup> 2005 between 10.00 and 16.00 hours and again on Wednesday, December 28<sup>th</sup> 2005 between 10.00 and 12.00 hours.

##### 5.2 Racing

Races	Day	Date	Warning Signal
Invitation	Wednesday	28 December	13.55
Session 1	Thursday	29 December	12.55
Session 2	Friday	30 December	13.55
Session 3	Saturday	31 December	10.25
	Sunday	1 January	Lay Day
Session 4	Monday	2 January	12.55
Session 5	Tuesday	3 January	13.55
Session 6	Wednesday	4 January	10.25

## NOTICE OF RACE

### 33rd AUSTRALIAN TASAR CHAMPIONSHIP, 2005-06

### 28<sup>th</sup> December 2005 to 4<sup>th</sup> January, 2006

### (continued)

Ten races are scheduled. There will be a maximum of two races on one day

#### **6. Measurement**

All competing yachts shall conform with the measurement requirements specified in the Tasar Class Rules. Competing boats shall be available for inspection or measurement by the Official Measurer or his/her representative at any time during the Regatta.

#### **7. Sailing Instructions**

The Sailing Instructions will be available upon registration.

#### **8. Regatta Site**

The regatta will be conducted from the Lake Macquarie Yacht Club, Belmont Bay, Belmont, NSW.

#### **9. Racing Area**

The racing will take place in the waters off the Lake Macquarie Yacht Club, Belmont Bay, Belmont, New South Wales.

#### **10. Courses**

The courses shall be as described in the Sailing Instructions.

#### **11. Scoring**

The Low Point System, will apply. Ten races are scheduled. A minimum of four races shall be completed to constitute a series. If six or seven races are completed each boat's worst single result will be excluded. If eight or more races are completed each boat's two worst results shall be excluded.

#### **12. Jury**

A suitably qualified National Jury may be appointed in accordance with Yachting Australia Addenda A. If a National Jury is appointed, its decisions will be final as provided in Rule 70.4. Approval to deny the right of appeal will be posted on the Official Notice Board.

#### **13. Buoyancy**

All competitors shall wear personal flotation devices which are in good condition and are in accordance with applicable boating regulations in New South Wales. Attention is drawn to Fundamental Rule 1.2.

#### **14. 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 against the support personnel and/or any boats supported by them.

#### **15. External Communications**

A boat shall neither make radio transmissions whilst racing nor receive communications not available to all boats

for the purpose of obtaining outside assistance. This requirement also applies to mobile telephone communications.

#### **16. Prizes**

Prizes will be awarded for the following (ages are determined as at 29 December 2005):

Perpetual trophies for:

The Championship

Masters (combined ages of 80 to less than 100 years)

Grand Masters (combined ages of 100 to less than 120 years)

Super Grand Masters (combined ages of more than 120 years)

First Lady Helm and

First Junior Helm (aged under 19 years)

Other prizes may be awarded arbitrarily by the Race Organisers.

#### **17. Rights to Use Name and Likeness**

In participating in this event 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.

#### **18. Entry Disclaimer**

It is the competitor's decision to enter the 33rd Australian Tasar 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, Fundamental Rule 4, 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 howsoever arising in connection with the event.

#### **19. Insurance**

All boats competing in the 33rd Australian Tasar 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.

#### **20. Further Information**

For further information, please contact Chris Parkinson on 02 4973 4859 or email at parkys@ozemail.com.au

**33RD AUSTRALIAN TASAR CHAMPIONSHIP, 2005-06**

28 December 2005 to 04 January 2006

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

In accordance with the terms set out below and with the Notice of Race, please enter  
Tasar ..... No .....  
in the 33RD AUSTRALIAN TASAR CHAMPIONSHIP from 28/12/05 to 04/01/06.

Name .....

Address .....

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

Name of Helmsman ..... Name of Crew .....

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

Email .....

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

Yachting Australia Silver Membership No. ....

Please tick the appropriate space if you are eligible for any of the following trophies and enter your dates-of-birth:-

Junior Helm [ ] (aged less than 19 years), Masters [ ] (80 to &lt;100 years),

Grand Masters [ ] (100 to &lt;120 years), Super Grand Masters [ ] (over 120 years).

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

Entry fee: \$295.00

Note: A late entry fee of \$50 applies to entries received after 16<sup>th</sup> December, 2005.

Additional tickets for the Welcome function adults \$20 each \$

Additional tickets for the Presentation Dinner adults \$40 each \$

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

**DISCLAIMER OF LIABILITY**

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

The Tasar Association of New South Wales and Lake Macquarie Yacht Club are not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment. The Tasar Association of New South Wales, Lake Macquarie Yacht Club and the Australian Tasar Council reserves the right to refuse any entry.

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

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

(Owner or Representative)