



December 2001

Tasar Australia Newsletter

Our Cover Photo



Tasar Major Events

29th Australian Tasar Championships Port Lincoln Yacht Club SA
Saturday 12 January 2002 to Friday 18 January 2002

Victorian Tasar State Titles – Yarrowonga Yacht Club
Saturday 9 March 2002 to Monday 11 March 2002

25th NSW Tasar State Titles - Point Wolstoncroft
Friday 29 March 2002 to Monday 1 April 2002

30th Australian Tasar Championships Victoria
January 2003

2003 Tasar World Championships Victoria Canada
July - August 2003

President's Message

The biggest news for the Tasar fleet is that we are now an International Recognized Class and can once again conduct World Championships. This also entitles us to put National Identification letters on our sail. While it is not compulsory unless sailing at international events the ATC encourages you to do this to promote this new status for the class. Details of the placement of the letters can be found in the Tasar Class Rules on the World Tasar Council web site.

As a result of the World Tasar Council meeting all districts are again required to vote on the minimum hull weight and I would strongly encourage all members to discuss this issue prior to voting at your next state AGM. Should you require any clarification on this matter please contact your state. or the national measurer.

The Japanese Tasar Association has requested that each region be asked to promote discussion that the issue of crew weight be

reviewed. To assist in this process an article written by Frank Bethwaite. some years ago, has been included in this newsletter. I look forward to receiving your comments as I am required to report the A'I'C's views to the World Tasar Council in August 2002-.

I look forward to seeing many of you at Port Lincoln both on the water and participating in the ATC meeting to be held there. It is impossible to run the ATC without your input.

Articles for the next newsletter are required early March 2002.

I would like to wish all Tasar sailors and their families a happy and safe festive season.

Chris Parkinson
Agamemnon
2665

Inside this issue:

2003 Tasar World Championships. ISAF Recognition. Hull Weight. 2005 World Championships.	2	ACT Dinghy and Tasar Championships	10
Resin for fibreglass and gelcoat repairs. Proposal JTA to review the crew weight ballast requirement. 29th Australian Championship Measurement Procedure.	3	Tasar Coaching Day Balmoral Sailing Club 14/10/01	11 & 12
Performance Equalisation for Smaller Stature Crews	4 & 5	Tasar Report Woollahra Sailing Club The Balmoral Waves Greetings and Salutations	13
2002 Victorian State Championships Notice of Race	6, 7 & 8	Speers Point Tasar Fleet Increases Double Bay Sailing Club - The Fun Loving Fleet	14
An Invitation to all Tasar Sailors	9	Concord & Ryde Sailing Club Tasar Fleet	15
Queensland Tasar Association Report	9 & 10	Masters Games 2001 Lake Macquarie	16–18
		NOR 25th NSW Tasar State Championship 2001–2002	19 & 20
		Entry Form 25th NSW Tasar State Championship 2001/02	21

2003 Tasar World Championships - Victoria, Canada

The first 'official' Tasar World Championship since Melbourne, 1998 will be held in Victoria, Canada between the 20-27 June, 2003.

That's only eighteen months away.

It's now time to start thinking about annual leave, accommodation requirements and most of all, start saving!!

The regatta will be held on Fleming Bay, our host club will be the Royal Victoria Yacht Club. (www.rvyc.bc.ca)

With the Australian dollar buying more than eighty Canadian cents, a holiday in Canada is much more attractive than say, England, Japan or the USA.

Find out more about Vancouver Island and Victoria at www.visit-vancouverisland.com. A quick check shows there's lots to do for our non sailing team members.

Along with other Tasar sailors, I've enjoyed the adventure of competing at the last few overseas regatta's and have been impressed with Ian Guanaria's

professionalism in arranging to get boats to and from overseas venues. For all of my sins it now seems I've inherited the job of making those arrangements on behalf of the Aussie contingent.

So, armed with Ian's check list we'll start the process rolling.....

First of all, I imagine we'll be booking two large containers, each capable of taking eleven Tasars. That means there'll be a maximum of twenty two spots available.

At this early stage I'm simply interested in obtaining the names of those people who might be interested in joining us on this trip. I'll make up an information pack and send it out to those who have shown interest early in the New Year. No money will be required from anybody until mid 2002.

Please email me at grahamhanna@optusnet.com.au to register your interest or telephone (02) 9639 1146.

Graham Hanna
Single Malt 2727

ISAF Recognition

At the 2001 ISAF November Conference the Tasar Class was granted status as a Recognised class.

In anticipation of achieving this status a motion was made at the WTC meeting at Whitstable, that as there are no significant changes in the effect of any rules in the version that has been reformatted to conform to ISAF requirements, the Executive Secretary is authorised to adopt them as part of the process of ISAF recognition.

A copy of the ISAF version of the rules can be downloaded from WTC web site.

Hull Weight

Class rule 4(c) requires that the interim minimum weight be reviewed at each World Council meeting with a view to reducing the weight to the design weight of 64kg.

As a result of a motion at the WTC meeting at Whitstable all State Associations are to discuss and votes on the following motion:

"That the interim minimum weight of the Tasar hull for class racing, specified in Tasar Class rule 4(c), be reduced from 68 kg to 66 kg."

The results of the votes in each State are to be sent to the ATC by August 2002 for on forwarding to the Executive Secretary of the WTC.

2005 World Championships

Australia is scheduled to host the 2005 World Championships and three state associations have submitted proposals to host the event.

All three proposals are extremely detailed and the committees are to be congratulated in putting the proposals together.

NSW has proposed the event be hosted by the Lake Macquarie Yacht Club and be sailed in January 2005.

WA has proposed the event be hosted by Royal Perth Yacht Club and to be held over Easter 2005.

NT has proposed the event be hosted by Darwin Sailing

Club and be sailed in August 2005.

The proposals have been sent to the state associations for consideration.

State delegates will present their proposals at the ATC meeting at Port Lincoln. Following these presentations a vote will be taken to decide the final venue.

Under the ATC Constitution voting is limited to 2 delegates from each state association.

Should you wish to see the proposals contact your state associations and make them aware of your preference.

Resin for Fibreglass and Gelcoat Repairs

Question: There are several cracks in the interior of my boat and one gouge about an inch and a half in diameter on the bottom of the hull next to the bailer. Would the Tasar take standard fibreglass repair techniques or does the foamcore require something different?

Thanks, Burt

Answer: Resins which cure chemically have a "green" period between gel and full cure during which another coat of the same resin will form a solution bond with the existing laminate which is very strong. This is the principle used for normal layup, whether polyester, vinylester or epoxy. This period is typically one to several days depending on temperature and desired rate of cure ("Hot" mix etc.)

A different resin applied during this "green" period will not dissolve and bond with the substrate, and will soon fall off. Once the resin has fully cured it becomes insoluble to its own solvents (and any other solvents), and any repair must rely on a mechanical key for grip. So any repair starts with masking the area to be glued and roughening it with coarse sandpaper, 80 grit at

finest, to give the new resin a key to surround and key onto as it wets the surface. Since no solution occurs, there is no reason why a different resin system should not be used.

In practise polyester will not stick to epoxy for a surprisingly long time. Epoxy sticks to polyester sooner and generally better as it is a stronger resin. So it is good for mechanical repairs, but if you then want to repaint with polyester gelcoat you are stuck with the problem that polyester does not like going over epoxy. For this reason polyester boats are usually repaired with polyster resins and then painted without trouble with polyester gelcoats.

Hope this helps, Frank Bethwaite

Question: Frank, were the old boats (ie 1976 vintage) also made with polyester resins/gelcoat?

Colin Goldrick

Answer: No Tasars have ever been made other than with polyester resins and gelcoats.

Frank

Proposal from JTA to review the crew weight ballast requirement

At the World Council meeting in August, 2001, the following proposal from the Japan Tasar Association was approved:

Each region to is requested to promote discussion with the aim of preparing a report expressing the views of its membership regarding:

- a. The importance of the current rule 29 to the Tasar class in the future.
- b. The lack of consideration of crew height (leverage) when considering equalisation.
- c. Whether regional crew equalisation rules would be

more appropriate than world rules.

These items should be discussed at AGM where Possible. Reports to be submitted to the world council by August 31, 2002 for distribution.

The Japan Tasar Association feels strongly that the crew weight rule should be changed. Frank Bethwaite has also discussed alternatives for compensating for crew weight. I encourage all districts and regions to think about this issue, and to report back to me by August, 2002, so that I distribute these reports.

Richard Spencer
Executive Secretary

29th Australian Tasar Championships Measurement Procedure

Friday 11th January 0900 - 1600hrs
Saturday 12th January 0900 - 1100hrs

1. Collect measurement form from clubhouse registration desk (upper deck).
 - Present sails/battens for stamping in boathouse. 5, 6.
 - Skipper/crew to be weighed in light clothing. 1.
 - Any ballast to be used if <130kgs must also be weighed. 2.
 - Hull to be weighed less rigging/sheets with

weights in and must be completely dry ie 'wet' boats will not be weighed. 3, 4.

2. On grassed area adjacent to the club rig mast and place the boat on it's side for 7, 8, 10 and 12. There will be at least 3 officials available to check boats and sign the form.
 - Have boards, pole handy for checking. 9, 11.
 - Ensure trowing/towline fitted. 13.
 - Return completed/signed form to rego desk.

We look forward to a great regatta.



Performance Equalisation for Smaller Stature Crews

*A reprint of an article by Frank Bethwaite,
first published in 1995.*

I would like to suggest that our present crew weight rule is unfair to smaller-stature crews. I suggest that we ought to discuss this problem, trial possible solutions, and then propose and enact a rule-change which is fair to smaller-stature crews.

From time to time this subject has been raised in a peripheral manner such as the problems of a "two very light lady crew", and some encouragement has been given to find local answers. I now make the point that the subject is becoming central to the Tasars growth through Asia.

It is now ten years since the first Tasars went to Japan. In the years since we have watched with admiration while Japanese Tasar sailors grew into a coherent fleet, began to visit World Championships in Australia and Canada and England and invited us to enjoy their own Worlds and their hospitality at Hayama.

We have watched while their sailors, and particularly their better sailors, have developed speed and racing skills which I suggest are now about as good as ours. I have become increasingly concerned to note that while they can now often finish well in light and moderate wind conditions, they never finish well in stronger winds.

I now realise that with the present weight rule they can never expect to finish well in stronger winds and therefore can never expect to win any regatta.

My reason for bringing this subject up now is that in addition to the present Japanese concern voiced by Keiji Yoshikawa, others will shortly become concerned. Last year we shipped 9 B-14s to Hong Kong, and one B-14 to Brunei. At least one Tasar demonstrator has been requested in the next container to Hong Kong. South East Asia is the world's fastest growing market for Western-style recreational activities such as sailing. I think it is important that we be seen to be conscious of this problem, and to be willing to trial possible solutions. as a matter of some urgency.

I was responsible for the crew-weight rule. To start the discussion, it may be helpful if I outline why we needed a rule, and how it has worked for us, and why I now think we need to refine it.

In 1960 a group of us observed that while there were good boats for children, and good boats for athletic males - the Olympic classes and the Australian skiff classes - there were no boats truly suitable for a man and a woman. We decided to develop one ourselves, and set ourselves the object of "Most fun and highest performance within the strength of a man and a woman to handle in the water and out". We put on the water prototypes which had stiff conventional masts and full sails, men and women enjoyed them and sailed

competitively, the women who were central within the class used their skills to make the class a pleasant community to be in, and a great class began to grow. At the same time a core group within the class engaged in the wind-tunnel, tow-test and empirical experimentation which is described in my book, and the boats became more efficient, more adjustable, more pleasant to sail, and faster. In 1969 I put a well-developed wingmast rig on a particularly intelligently designed hull, and we had a break-through boat which was much faster than anything which preceded it.

But it was soon found that while a crew, (usually man and woman) of about 300 to 320lbs total weight had sailed faster than any other crew in the previous boats, a crew of about 250lbs sailed 10 to 12 minutes faster in the new boats when the wind was 8 knots or more. ie. when they could plane on a reach. The effect on the class was shattering. Within a year the number of women sailing had reduced by nearly half. They had been driven away or had walked away from the boats rather than sail 10 minutes slower than boats crewed by lighter children.

My response was to redesign the rig and increase the sail area to re-match the unchanged weight of a man and a woman with the new rig technology. This boat became the Nova. Those of us who were the nucleus of this new "retain women" class developed its rules, and central within these was the crew weight rule. We invited the remaining man-woman NS crews to re-rig their hulls and sail with us. Within a few years the Nova had been consumerized to become the Tasar.

The object of the crew weight rule which I wrote in 1972 was to ensure that women normal (Western) stature would never again be put at any disadvantage. In this it has succeeded brilliantly, and this function of the rule must never be changed. But at that time we simply did not pause to consider whether or not it might be fair to any lighter crew.

Now, in changed circumstances 23 years later, I think we should take a harder look at what might both protect the place of Western-stature women in Tasar crews and also be fair to all crews of smaller stature whom we invite to sail with us.

At the end of this note I tabulate what I think would be the effect of some possible changes to the rules. My beliefs were illuminated by two initial experiences, and subsequent observation has suggested that these were true, so I will share them here.

Planing and non-planing conditions in flat water.

Mark, my elder son, designed and built the hull on which I put the new rig in 1969, and he won the 1969 Australian Championships with it. Julian and I won the 1970 NSW State champs in a similar boat with one 2nd and five 1sts in a 100-boat fleet. By 1971 the influx of kids and the outflow of women threatened the class, so I

Performance Equalisation for Smaller Stature Crews (Continued)

decided to measure the problem. The 1972 Australian NS14 Championships were sailed on the Hume Weir, near Albury. The typical summer wind pattern there is a morning cold-air downhill flow of 15 knots about dawn fading to nothing at noon, and light winds from anywhere after that. So morning and afternoon races tended to be in distinctly different winds. The lake near the dam is about two miles wide from shore to shore, so the water is "inland lake" calm, ie. it is glassy in light airs. I estimated the weights of all 70-odd crews and timed all the boats around all the marks and across the finish line and noted the winds as the races progressed, and analysed the results.

The key observation is that in races in which the wind speed was 0 to 7 knots and no boats planed, the average elapsed time of the first 5 "light" (ie. about 250lb) crews was one minute faster than the average time of the first 5 "heavy" (ie. about 300lb) crews.

But in races in which the wind speed was 8 knots or more, the light crews planed sooner, the planing speed brought the apparent wind forward of the beam on the reaching legs and they then "rode their own apparent wind" and they finished on average 12 minutes faster than the heavy crews.

Non-planing conditions in waves.

At the 1983 Tasar World Championships at Vancouver, many races were sailed in winds, typical of English Bay, of 4 to 6 knots. But these conditions were not at all the same as at Albury. English Bay is 4 miles North-south and 10 miles east-west and is open to the Georgian channel and carries much commercial traffic, so the water surface has the constant small waves typical of Sydney Harbour, Port Phillip, Annapolis or say Plymouth in similar light winds.

One crew sailed the first few races lighter than 300 lbs. At this reduced weight they sailed off down wind with unmatched speed, and won those races by legs. They sailed subsequent races at 300 lbs, and such races as they won, they won by lengths, not legs.

Everything that I have seen in subsequent years has confirmed these lessons, ie., that when sailing similar hulls and for crews of equal skill:

1. In non-planing winds and flat water, crew-weight makes little difference.
2. In non-planing conditions and even small waves. lighter crews sail faster.
3. In planing conditions, lighter crews sail faster.
4. (In very strong winds heavy crews will retain control better and may sail faster, but only in winds stronger than we are expected to race in.)

I have tabulated below what I think happens now, what I think would happen if we carried no ballast, and what I think would happen if we carried only some fraction of the ballast we now require to be carried.

Rule Scenario

Estimated performance of 250lb crew compared with 300lb crew.

1. Present rule: Carry total difference between crew weight and 300lbs as ballast.

(E = equal, EF = Slightly Faster, FF = Much Faster, ES = Slightly Slower, SS = Much Slower.)

Wind	Upwind	X'wind	D'wind
------	--------	--------	--------

Light	E	E	E
Mod	S	E	E
Strong	SS	S	E

A light crew can never win a regatta

2. Carry No Ballast.

Wind	Upwind	X'wind	D'wind
------	--------	--------	--------

Light	F	F	F
Mod	E	FF	FF
Strong	S	F	FF

A light crew will win every regatta (as with NS 14's at Albury)

3. Carry as ballast say 67% of difference between crew weight and 300 lbs.

Wind	Upwind	X'wind	D'wind
------	--------	--------	--------

Light	E	E	EF
Mod	ES	E	EF
Strong	S	ES	EF

At some percentage all crews will have an equal chance of winning the average regatta.

It would be the business of several years of trialing different percentages to establish confidence in the final figure chosen. The tricky point is that the only trialing which would be meaningful would be at World Championships etc where the best Asian and Western crews compete, so an interim rule to permit this trialing with systematically changed percentages would be necessary. I invite the views of owners, worldwide, on this question of performance equalisation for Tasar crews of different weights. **Frank Bethwaite**

Note. The conclusions above apply only to planing sailboats which sail slower than the wind, such as Tasars and 470's. Non-planing keelboats all heel when close-hauled and reaching, and the less they heel the faster they sail, so these boats, from Ocean Racers to Etchells, all sail faster to windward in all winds, and no slower downwind in any winds, with heavy crews, so heavy crews always win. Skiffs which sail faster than the wind, such as the Eighteens, also B-14's etc., obey different laws - they sail close-reaching even when sailing downwind so need real "power" to drive themselves up to the optimum apparent wind speed for that true wind speed. The end result is that the heaviest crews do not sail fastest to windward in the stronger 'winds, neither do the lightest crews sail fastest downwind in the lighter winds.

Performance equalisation for crews of different weights is turning out to be a complicated business.

2002 Victorian Tasar Championships

Yarrowonga Yacht Club Inc.

Tasar Association of Victoria Inc.

Notice of Race

1. Date, Venue & Organising Authority

The 2002 Victorian Tasar Championships will be held from 9th – 11th March 2002 inclusive. The organising authority for this regatta is the Tasar Association of Victoria Inc. The regatta will be conducted by Yarrowonga Yacht Club on behalf of the Tasar Association of Victoria Inc.

2. Rules

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

AYF Special Regulations, Part 2, Off The Beach Boats will apply.

Advertising

The Regatta is classified as a Category C Event in accordance with RRS 79 and Appendix 1 Regulation 20 of the RRS.

3. Eligibility and Entry

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

3.2 Eligible boats may enter on the attached Entry Form which shall be lodged with the Race Secretary of The Tasar Association of Victoria Inc by Tuesday March 5th 2002. Late entries will be accepted up till 1100hrs Saturday March 9th 2002. Accompanied by the appropriate late fee.

4. Fees

The Entry Fee for the regatta is	\$60.00
The late Entry Fee is	\$80.00
Camping Fee for the regatta is	\$25.00 Per boat

5. Schedule Of Events:

Saturday	9 th	March 2002	Registration and Entries from 0900hrs.	Entries close 1100hrs.		
Saturday	9 th	March 2002	Information session approx. 1130hrs			
Saturday	9 th	March 2002	Starting signal 1300hrs	Short course		Heat 1
Saturday	9 th	March 2002	Starting signal ASAP after Heat 1	Short course		Heat 2
Sunday	10 th	March 2002	Starting signal 1000hrs	Long course		Heat 3
Sunday	10 th	March 2002	Starting signal 1400hrs	Short course		Heat 4
Sunday	10 th	March 2002	Starting signal ASAP after Heat 4	Short course		Heat 5
Monday	11 th	March 2002	Starting signal 1000hrs	Long course		Heat 6

Where two or more races are scheduled for the same morning/afternoon the start times for the second and succeeding races will be as soon as practical after the conclusion of the preceding race, at the discretion of the officer of the day.

6. Measurement

All competing yachts shall conform with the measurement requirements specified in the Tasar Association International Class Rules.

7. Sailing Instructions

Sailing Instructions will be available from the Race Secretary of Yarrowonga Yacht Club Inc. prior to Heat 1.

2002 Victorian Tasar Championships Yarrowonga NOR (Continued)

- 8. Regatta Site**
The Regatta site will be on the shores of Yarrowonga Yacht Club.
- 9. Racing Area**
The racing area will be on the waters of Lake Mulwala, New South Wales.
- 10. Courses**
The format and courses to be sailed will be detailed in the Sailing Instructions.
- 11. Scoring**
The Low Points Scoring System specified in Appendix A will apply as modified below. 6 races are scheduled, of which 3 races shall be completed to constitute a series. If 4 or more heats are completed her worst single score may be excluded.
- 12. Buoyancy**
All competitors shall wear personal flotation devices, which are in good condition and are in accordance with the specifications issued or approved by a national authority affiliated to the International Sailing federation, or a standards organisation, or certification authority, recognised for the purpose by its respective government. Attention is drawn to Fundamental Rule 1.2.
- 13. Support Boats**
Team Managers, Coaches, and other support Personnel shall keep and to leeward and more than 50 metres clear of any competitor or mark of the course between the preparatory signal and the finish of the last boat in a race, except in boats provided by the organising authority or when asked to assist by the Race Committee.
- 14. Radio Communications**
A boat shall neither make radio transmissions whilst racing nor receive communications not available to all boats for the purpose of obtaining outside assistance. This requirement also applies to mobile telephone communications.
- 15. Prizes**
Prizes will be awarded at the discretion of the Tasar Association of Victoria Inc.
- 16. Entry Disclaimer**
It is the competitor's decision to enter the Events or to start and continue in any race. Competitors shall accept that their participation in the Events is at their exclusive risk in every respect. By way of entry in the Events competitors shall indemnify the Organisers and Yarrowonga Yacht Club Inc., their officers, members, servants and agents in respect to all claims and demands of whatever nature which may be made upon them in connection with or howsoever arising from their participation or intended participation in the Regatta. The Organising Authority, the Yarrowonga Yacht Club Inc., their officers, members, servants and agents accept no responsibility in respect of loss of life, personal injury or loss or damage to property which may be sustained by reason of their participation or intended participation in the Events or howsoever arising in connection with the Events.
- 17. Insurance**
All boats shall have third party insurance cover of not less than \$AUD1,000,000 (recommend \$AUD5,000,000 or equivalent thereof in any other currency) for any accident. All owners/competitors who sign the entry forms are deemed to have made a declaration that they hold such cover. Owner/competitors not holding this cover shall withdraw their entry.
- 18. Further Information**
Further information may be obtained from :
The Race Secretary of the Tasar Association of Victoria Inc.

Mr. Martyn Sly
8 Challenger Crt
CHELSEA HEIGHTS
VICTORIA 3196

2002 Victorian Tasar Championships Entry Form

To be conducted by Yarrowonga Yacht Club Inc and the Tasar Association of Victorian Inc. on the waters of Lake Mulwala, New South Wales.

Return To: The Secretary Tasar Association of Victoria Inc.
8 Challenger Crt.
CHELSEA HEIGHTS VICTORIA 3196. Entries close March 6th 2002

Or: **Late entries** may be lodged at registration at Yarrowonga Yacht Club, Saturday 9th March 2002, prior to 1100hrs.

Entry Fee: \$60.00 Make cheques payable to : Tasar Association of Victoria Inc.
Camp Fee: \$25.00 per boat
Late entries: \$80.00 **Make cheques payable to: Tasar Association of Victoria Inc.**

Yacht Name: _____ Sail No: _____ Club: _____

Helmsperson: _____ AYF Membership No: _____

Address: _____

Postcode: _____ Date of Birth: _____ Phone: _____

Crew: _____ AYF Membership No: _____

Address: _____

Postcode: _____ Date of Birth: _____ Phone: _____

Emergency Contact: _____ Phone: _____

Medical Conditions we should know about? _____

Competitors Declaration:

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

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

Signed: _____ Date: _____

Consent For Junior Skippers (Under 18):

I _____

Of _____

being Parent / Legal Guardian/ of _____ consent to him/her to participating in the 2002 Victorian Tasar Championships and upon the terms and conditions set out in the entry form hereby release organisers and officers and any representatives thereof, from any claim or demand that I may have or deem myself to have on my or anyone else's behalf arising out of this regatta.
(PARENT / GUARDIAN)

Signed: _____ Date: _____

An Invitation to all Tasar Sailors

Legend Nautilus



29th Australian Tasar Championship ©Tasar 2002

The Tasar Association of South Australia would like to extend an open invitation to all Tasar sailors throughout Australia to gather in Port Lincoln for the 2002 National Titles. This will also be a great opportunity to help celebrate 25 years of Tasar Sailing.

The series will be conducted by the Port Lincoln Yacht Club and will commence on Saturday the 12th of January for the Invitation Race and complete on Friday the 18th of January. We will hold a series of 10 races during this period.

Port Lincoln was chosen over other rival South Australian clubs because of its experience in running large regattas eg. 2001 National Sharpies, the annual Adelaide - Port Lincoln Keel Boat regatta and also the Tasar Nationals when they were last hosted by South Australia.

For those who sailed in the last Nationals in South Australia, they will remember Port Lincoln as having a temperate climate with constant sea breezes of 10 - 20 knots. The Port Lincoln harbour is completely land

bound and offers generally flat waters, which is ideal for the fast Tasar reaches.

The event has generated interest from a vast number of state, national and international companies all of whom have made sponsorship monies available to ensure great prizes will be won. Legend Nautilus an international ships supplier is our major sponsor and along with MLH Insurance Brokers, Beaver Sales, Quin Marine, T.M. Rowan / Shell Distributors, Danzas, Tony Harwood & Associates, Coldwave - U.S.A., Port Lincoln Tuna Processors, Greg Eden & Associates and Sail Sun Smart all providing sponsorship for the event.

Port Lincoln is famous for its seafood and local wines, a good array will be available not only at the Port Lincoln Yacht Club but also at some great social functions around the town.

The small but aggressive committee in Port Lincoln are well and truly into planning and organising to make sure the 2002 National Title will be one of the best regattas you will ever attend that revolves around good sailing on good courses, to good social activities after.

As an extra special incentive for those who still have not made up their mind we will waive the \$50 late fee until December 15. You can see all the details at WWW.PLYC.COM.AU

See you in Port Lincoln 2002 !

The Tasar Sailors of South Australia.

Queensland Tasar Association Report

December finds the fleets in FNQ finishing our 2001 season. Mission Beach Sailing Club has taken over as the No 1 Tasar location in the North with a consistent 10 boats on the water. Tinaroo Sailing Club continues on with only a handful of competitors at this point in the season. Both clubs are looking forward to a big season next year.

Our last major regatta for the year was held at Mission Beach at the end of October. This is a large regatta involving many classes and 90-100 boats. Unfortunately as with most of the big regattas in the north this means the local Tasar sailors are instrumental in the smooth running of the racing and so this always reduces our fleet numbers. We were however able to get 10 boats out on the race course.

The weekend was made extra special this year with the presence of Tom King Olympic Gold Medalist in the 470's at the Sydney Games! The Tasar fleet was further honoured when Tom accepted an offer to race, in a Tasar, in our famous "Around Dunk Island Race". Local up and coming young helmsman Warwick Heath was the lucky one to have Tom steer his boat.

Race one was the "Around Dunk Island Race". A steady

10-15 knts greeted the fleet. Clear skies, crystal clear water, beautiful! The first part of the race was sheer hard work. A solid work around the Northern end of the island taking more than an hour. First to free their sheets was Rock Steady with Tom King at the helm. Whisper sailed by Lachlan Heath and Trent Fuller followed closely in his wake. A little further back after trying something different were Peter and Wendy MacGregor sailing Turtle. The wind died somewhat on the far side of the island and the first two boats were able to move away from the rest of the fleet. By the time we came to gybing for the reach back towards the mainland most of us no longer had the opportunity of swapping tactical notes with Tom. With Warwick's expert tutoring they disappeared over the horizon. A looong reach in a freshening breeze saw the fleet planing for the beach. After a race lasting almost 3hrs Lachlan and Trent (our current State Champions) were still only about 40 metres behind the winners. A real feather in their cap. Peter and Wendy finished a distant 3rd with Darryl Bently and Sarah Jacobson sailing Ra right behind in 4th.

Saturday night saw an avid horde lapping up a wonderful talk presented by Tom about his experiences at two Olympic Games and many international regattas all over the world.

Queensland Tasar Association Report (Continued)

Sunday's races were closely fought out. Peter and Wendy won the first race with Warwick and his regular crew David Duncombe in 2nd followed by Lachlan and Trent. Heat 3 decided the weekend's final placings.

1. Warwick and David
2. Peter and Wendy
3. Lachlan and Trent
4. Darryl and Sarah

Both Warwick and David and Lachlan and Trent will make the long trip to Port Lincoln after Christmas. I am sure they will represent us well and demonstrate the growing talent of young Tasar sailors here in FNQ. These sailors together with Jay Whitem, Jamieson

Barnes, Rebecca Ross and Stephanie Creedy are all going to (with their forward hands help) make next season's racing even better.

The Queensland State Titles will be held at the Townsville Sailing Club over Easter 2002. Any Tasar sailors who will be around at that time are welcome to join us for the regatta. Why not make it an extended holiday of beautiful North Queensland while you are at it! We may even be able to organise you a boat!

Best wishes for the festive season to all members of our association from those of us in FNQ.

Peter MacGregor

ACT Dinghy and Tasar Championships

With temperatures around 20° C and near steady winds of between 14-16 knots the November conditions were perfect for sailing throughout the weekend. Unfortunately, this was the weekend following the ACT Dinghy and Tasar Championships. The weekend before was good too, with winds over 20 knots. But although the sun shone over 3-4 Nov and the air was crystal clear, the little breeze that was Canberra's worst – variable left, light, right, light, up, down, back and forth. The Canberra Yacht Club hosted Championships and over 75 dinghies of various types entered. There were over 30 Lasers, a big bunch of Spirals, and the 12 Tasars constituted the third largest class. We sailed in the fast handicap division against some Fireballs, a 29er, Cherub and a 14 skiff, and took the first seven places.

Three races were planned for each of the two days, but the Race Officer had great difficulty setting course due to the winds, so just five were completed. Given the conditions, achieving consistently good results was the mark of a highly skilled crew. In winning four races and placing second in the other Rob and Nicole Douglass in 'Scribbel' excelled. They consistently demonstrated patience, perseverance and skill, either holding a lead or recovering positions when 'dumped' by a spiraling thermal of wind. They are worthy ACT Tasar Champions.

All credit too to Peter and Gillian Wilson sailing 'Formula Pye'. Newer to Lake Burley Griffin than most of the Tasar sailors they handled the conditions well to finish second overall with race positions of 1, (5), 2, 3 and 3. Martin Linsley and Nick Grey were third, in 'Navyboat' with positions of 8,2, (8), 4 and 2.

The designated Tasar Interclub was Race 4 of the series which was won by Scribble, with Navyboat second and Flying Ferret third. The complete results are as follows:

										Agg.
2087	Scribbel	Rob and Nicole Douglass	1	1	1	1	(2)			4
1913	Formula Pye	Peter and Gillian Wilson	3	3	2	(5)	1			9
2482	Navyboat	Martin Linsley, Nick Grey	2	4	(8)	2	8			16
2619	Flying Ferret	Lachlan Brown, Trish Collocott	(7)	7	4	3	6			20
2727	Single Malt	Graham Hannah, Liz Kemmis	5	5	3	7	(19)			20
2665	Agamemnon	Chris Parkinson, Bronwyn Douglass	4	6	6	(11)	7			23
2728	Tokay	Geoff and Jane Klein	12	2	5	(13)	10			29
2717	Kookaburra	David and CamRobinson	11	12	10	(16)	5			38
1784	Shmoo Too	Rob and James Landis	(13)	10	12	10	11			41
2475	Seaking	Rick and Carmen Longbottom	(19)	19	19	4	3			45
1842	Martini Dry	Gus and Sam Kernot	17	8	13	18	(19)			56
2672	To The Max	Michael Sant, Fiona Darling	(19)	19	19	6	19			63

Due to the limited local turnout of Tasars (despite many in garages around Canberra) it's been suggested that the ACT Tasar Championship changes in 2002. The two main options seem to be:

- i. holding the Championship over the three day October LWE, accepting lower temperatures and shorter days, but increasing the chances of wind and giving more time in the city; and
- ii. moving the Championship to Batemans Bay, possibly over the October LWE, but maybe at another time of year.

The second choice seemed preferred, but BB's representative (Lachlan) thought the club could only accommodate the event if it is combined with a Laser regatta. The issue should be resolved between Chris P, Lachlan B, Martin L and possibly the NSW Laser class. If you have any thoughts or suggestions, please make them known to one of these people.

Tasar Coaching Day Balmoral Sailing Club 14th October 2001

Notes from the "Boat Set Up" session by Shane Guanaria

These are the notes taken from the great session that Shane did on the morning of the coaching day at Balmoral on how to set up your boat. Shane also "walked" through some boat handling techniques including tacking, jibing and "roll tacking". The advice was simple and practical and there were some great "tips" thrown in by Ian Guanaria which will make a big difference around the race course.

The bottom line is - talk to the quick guys and check out how they set their boats up. These guys have spent many hours thinking about how to make Tasars go fast and they will be happy to talk you through their trim techniques and boat set up. This is a great way to get "on the pace" quickly.

I'd like to thank Shane for giving us the benefit of his time and his knowledge.

1. Jib Furler

TIP

When furling the jib, always pull on the starboard furling string. This is because the jib luff wire is "threaded" and pulling on the port furling string effectively unravels the wire causing damage to the wire and ultimately wire failure.

2. Jib Luff Tension

The jib luff should be tensioned enough to take the wrinkles out - a little softer on a light day and a little more tension as the breeze increases. No real "tricks" here except don't over tension the luff as it pulls the draft way too far forward.

TIP

If you haven't already got one, get Shane to fit a cleat to the tack of the jib to make adjusting the luff tension easier.

3. Jib Clew Position

Start off in the middle hole, or maybe one hole below middle the other holes generally should not be used - jib sheet tension is more important for adjusting jib trim.

4. Jib Traveller Position

Upwind

In light air, Shane has the traveller down one hole to open the slot. The main will be eased in these conditions and it is important that the slot between the main and jib is a little more open to compensate.

In medium air, have the traveller all the way in and as the breeze increases move the jib cars out. Also, if the main is back-winding move the jib cars outboard.

TIP

Start to move the jib cars out board, down the traveller when the breeze is strong enough to need the main sheet traveller to be dropped below the centre line when both skipper and crew are hiking.

Downwind

When reaching, have the jib cars all the way out board. This is an absolute must!

5. Jib sheet trim.

The jib should be trimmed in conjunction with the main. Don't over trim the jib - if the leach is straight, you're over trimmed. Don't cleat the jib sheets in light and moderate air, the jib should be eased off in light air and waves and pulled on as the breeze builds and in flat water. Work the jib in conjunction with the main. Jib sheet trim is one of the most important things that affect speed (and height).

TIP

When reaching trim the jib using the upper telltales this may give the impression of being slightly over trimmed on the middle telltales but this is fast on Tasar jibs. Mark your jib sheets with a reference point (make sure they are even) this will give you an immediate visual for trim.

6. Diamond Tension

The rule of thumb here is to have the wires touching the mast under reasonable finger pressure (whatever this means) at the top of the goose-neck. If the diamonds are too tight, the bottom of the main will be too deep. If the diamonds are too loose the top mast will bend less deepening the top of the sail.

If you stiffen up one part of the mast, the next softest point will bend. As on all boats, you need a mast that bends evenly.

TIP

Test your tension against Shane's or Ian's boat and make sure that both wires have the same amount of tension.

7. Rig Tension

Rig tension determines the amount of forestay sag and therefore the depth of the jib and this affects pointing. The rule of thumb is to have the slides all the way forward in light winds and when running. As the breeze increases move the slides aft to tighten the rig this also straightens the forestay and helps pointing. Stays should be right back in the fresh breeze. (It was noticeable that most of the boats on Sunday had their rigs too loose for the conditions - it was blowing pretty hard) Overall, there doesn't seem to be any right answer as rig tensions vary according to the conditions and hemispheres it seems (during the recent worlds the North Americans had comparatively loose rigs and were very fast). I think the best plan here is to check out the fast boats.

TIP

The great tip from Ian was to sail with the "stopper" down the side a bit so when the breeze eases off you can move the rig forward quickly and easily to power up. Also make sure the slides move easily (5 minutes a night with grinding paste will do wonders. I have heard that toothpaste also works!)

Tasar Coaching Day Balmoral Sailing Club (Continued)

8. Cunningham Eye

Shane views the Cunningham as one of the less important controls. Basically use it when it's blowing to flatten the sail. A few wrinkles down the luff doesn't seem to matter much.

If you have trouble pulling the main up the mast or you have excessive wrinkles up the luff, unpick the stitching at the bottom of the bolt rope (the rope in the luff shrinks a fair bit over time). Make sure you re-stitch the rope. If you don't you will only be stretching the cloth with the Cunningham achieving nothing.

9. Boom Vang

The Vang is an important sail control on the Tasar. "The tighter the vang the flatter the sail".

The rule of thumb for Shane is to leave the vang loose until the wind is strong enough that the crew needs to move up on the side. At this point he starts to "snug it up".

Ease the vang as the breeze softens to power up (or in waves) and tighten it as the breeze freshens. Also keep it easy when off the breeze particularly in light to moderate wind strength.

As the breeze gets fresher tighten the vang. The vang should be very tight when you stop using the main traveller and start using the main sheet for gust response (at about 18-20 knots of breeze). If the vang is not tight in these conditions and you ease the main sheet the mast will straighten and the main sail will power up and this is exactly the wrong time to have the main powered up.

TIP

Mark the Vang with reference marks to get an easy visual for setting vang tension.

10. Main Traveller

This is one of the most important adjustments on the boat. The starting point is, in light air, have the main traveller all the way to windward and the boom on the centre line of the boat.

As the breeze builds drop the traveller and tighten the main sheet. Play the traveller all the time in response to changing wind pressure. Never cleat the traveller.

TIP

Get ratchet blocks for the traveller this makes it easier to work - and no, you're not a wimp, these will let you work the traveller all race. Some boats have a Tasar sticker in the centre of the back tank. If you don't have one, mark the centre of the tank to use as a "sighter" for getting the boom in the middle of the boat. This is also useful to see if the rudder is in the middle (straight)

11. Outhaul.

The outhaul controls the depth of the mainsail particularly the bottom half.

When going to windward if the outhaul is too loose the main's leach will curl too much to windward (sounds slow). Shane recommends keeping it snug to keep the main a little flatter in the bottom as this seems faster. Adjust by easing a bit off the breeze but otherwise

Shane does not adjust this control much.

TIP

Use thin line that runs easily through the outhaul pullies on the boom and put a saddle in about the centre of the boom to keep the outhaul from "hanging" down (it's really slow having the outhaul around your neck in a jibe).

Also tie a "stop knot" in the outhaul to prevent it from being eased too much and again use reference marks to give you a visual trim guide.

12 Main sail trim

Use the top two leach ribbons for trimming the main. The rule of thumb is keep the ribbons flowing in light air or sloppy water. As the breeze freshens a bit of "hide and seek" behind the leach is OK.

13. Other key Tips

Keep the boat flat

When sailing upwind **KEEP THE BOAT FLAT.**

By flat we mean **flat**, uncomfortably flat! When the boat feels like it's starting to come back in on top of you the boat is probably flat – get the picture!

Mark Everything

All adjustments should have reference marks to assist you getting the correct trim. Reference marks make it easy to replicate fast trim. All the fast guys have everything marked.

Use Telltales on Your Stays

Put wool or equivalent on your stays. The fast guys at the coaching session can't understand how you can sail without them.

Use your jib telltales upwind, your mast head feather running and your woofs reaching.

Storing the Jib Pole

Attach the jib pole to the boom, when not in use, to a shock cord, which is positioned behind the vang saddle. This will allow you to easily set the pole to port or starboard without getting it caught between the boom and the stays – a good tip from Ian.

**Thanks Shane and Ian,
See you on the water
David Seaton**

SPECIAL NOTE

For those not attending 29th Australian Tasar Championship Port Lincoln, you can follow the results on the [tasar](http://www.tasar.com.au) page of the Port Lincoln Yacht Club Website at www.plyc.com.au

Past Tasar Newsletters Wanted

I'd be interested in reading some of the past Tasar Association newsletters. So, if you have any copies of Tasar related newsletters cluttering up the house which you don't want then give me a call on 9841.8659 (b) or 9743.1719(h) (but don't tell the wife) or send me an email at "tonycathy@bigpond.com"

Tasar Report - Woollahra Sailing Club

After a couple of seasons of a diminished active Tasar fleet at Woollahra Sailing Club we are pleased to report that our active fleet is building, and there is stiff competition throughout the fleet.

Over the past 12 months we have had 11 Tasars join our fleet, these are all active sailors, with many of them new to the class. Combined with our more experienced Tasar Sailors we are now boasting an average of 8 boats racing every Sunday in our Spring/ Summer Series. However, we have some way to go, as we have about 20 Tasars registered at the Club.

At present, Jenny Sumsion is leading the Championship series, however it is early days, and Michael Sant has his eyes set on the trophy, which Alan and I in "Espresso" are valiantly attempting to defend and other sailors such as John Tyrell will be making sure whoever is the final victor will have to have earned the Championship with some tough racing.

To help us all improve our Tasar sailing skills we have held two Coaching Clinics this year, with Frank Bethwaite and David Ginty passing on their vast

knowledge and experience with the Tasar. The most recent coaching Clinic was held in October and we plan to have these as regular events.

With all this increased activity we are hoping to get some of our more dusty Tasars stored at Woollahra, back on the water and joining in the fun.

At Woollahra we get to hone our racing skills all year, with racing all through winter, recently we have added the welcome alternative to Thursday night shopping – Twilight Racing.

We welcome any Tasar sailors who would like to visit and race with us. Our start gun fires at 1:55 pm Sunday, and 5:30pm Thursday evenings.

For further details please contact Kim Gentle – Tasar Delegate WSC (2729 – Espresso – the infamous bunny ears at the State Championships)

(02) 9571 4073 or 0416 214 908 or
alanandkim@hotmail.com



The Balmoral Waves - Greetings and Salutations

The 01 season has gone off with a lot of wind to entertain the lot of us with the boats who didn't go to England taking full advantage of the lack of boats available to those who did.

The front runners have settled since then to acquired the points as expected but I feel that the recent training day has passed along a lot of worthwhile information to those who attended Comments coming to me indicated that the information was "way over some of the attendees heads" to "a top day, and it should be repeated". From here we fine-tune the presentations to suit the attendees expectations and do it all again. If you were there or feel you would attend a future presentation please send me your wish list, to those who were not there but feel they would like to attend the next presentation, also please send me your wish list to enable us to fine tune any future event.

YOU ONLY GET OUT WHAT YOU PUT IN.

Sounds like the first work doesn't it!

To those who attended thank you, to those who had an input on the day thank you and to those who let us go and play with our boats on the second day of the week end thankyou.

The new courses at Balmoral have created the expected havoc amongst the fleet with those expected to come last coming in first and those expected to come in first

still coming in first but the openness of the day is entertaining to all.

You can expect a very competitive race at Balmoral with the cries of "almost all trophy's" at the last State titles still ringing in our ears.

I won't name boats or people who have excelled in recent races in this report for fear of missing a boat or a person but congratulations to all as you know who you are.

THE SPIT;

Wait until you see Liz's (Single Malt) blond hair do, I guess it explains why she lost their way around the course the other day Fantus will be soon renamed Fatarse due to their expanding knowledge.

Michael Soo's no-claim bonus will soon increase.

Dave and Deb's claim that all 16FT Skiff sailors bumper sticker read "MY OTHER BOAT IS A JET SKI" will be acquitted.

John "Trivial Pursuit" will admit he enjoyed getting his bottom cleaned in Port Macquarie recently.

Kind regards and warp your halyards.

Ian Best.

Speers Point Tasar Fleet Increases

- return of Tuatara
- Suttons see sense
- Howes multiply

We have had good Tasar fleets sailing at Speers Point this season, with total member numbers up to 14. There are hard-fought battles all through the fleet, with relative newcomers Peter and Gillian Wilson and the team of John Pateman and David Ralston making us take notice. Julia Fitzgerald is back on the helm of *Dynamic* with Allan Hughes, and her brother Matthew does what is needed to keep Jeff Mepham up there in *Freya*. There is danger of historical complications with both *Agamemnon* (Parkos) and *Cleopatra* (Mark Morson) on the water each week – will the next conflict lead to Troy or Egypt???

The black boat *Tuatara*, with Ian Mossop, has returned to the water after several seasons of mental preparation to strengthen the fleet.

Alan and Marilyn Sutton, who have periodically sailed in Tasars in events such as the Teams Racing, have succumbed to good sense and taken on Bob Mepham's beautiful yellow Tasar (all yellow boats are by definition beautiful!).

The Howes have become two units on the water. With *Coco Pops* and *Weeties* (a *Query* on these names) they are well set for breakfast sailing – and Benny is enjoying helming as well.

In the Club Championship series Jeff Mepham and Peter Wilson are vying for the lead.

The Parkos are probably leading our point score – they always seem to do the best on handicap, and any similarity between the skipper and our race secretary/computer program operator is completely uncoincidental.

Club members have held the Speers Point Club banner

high in events including the Northbridge Interclub and Canberra. At Northbridge a tremendous finish saw our Peter Wilson miss out by 1 second to Rob Douglass, with our Jeff Mepham as well as Graham Hanna also finishing within 9 seconds. Peter again fought it out with Rob in Canberra. Speers Point sent three boats to each of these regattas, and was represented by the Darbys, Parkos and Kleins at the 8th Australian Masters Games, held in October on Lake Macquarie – the Darbys brought away silver medals.

And now for this issue's quiz.

Query no. 1:

What is the difference between sailing in Northbridge and sailing in Canberra?

Query no.2:

Will *Agamemnon* woo *Cleopatra*, or will *Freya* step in (as the gods will do) and wield a *Razor's Edge*?

Or using *Formula Pye*, perhaps the *Ultralite* form of the *Bateau d'Or* will whiz up to the *Vortex*, showing superb *Dynamic*, and leave *Coco* to laugh (as clowns will) and dot his Ei's (showing empathy with *Eidotter*)?

With *Tokay* it's all *Vintage Stuff*, anyway.

Quiz answers please to Tasar Australia. There will be a prize for the neatest correct entry. This will be announced in the next issue.

While pondering your answers, you are welcome to join us on the beautiful waters of northern Lake Macquarie! We sail on Saturdays, race starts around 2pm – added bonus: after Club Championship races we “hang around” for a meal afterwards, specially to watch the sunset colours mirrored on the lake... We look forward to seeing you at the next Travellers' Trophy, or the Port Lincoln Nationals. **Jane Klein**

Double Bay Sailing Club - The Fun Loving Fleet

Sailing on Saturday afternoons on Sydney Harbour the Double Bay fleet would welcome any visitors anytime.

Our courses are set generally between Garden Island and Shark Island and we start at 2 pm. This year we are mixing it up a bit and sailing a mixture of long course (1 race per day) and short course (with 2 races per day).

We are a fairly young fleet with a combination of sailors from the UTS club and home grown Double Bay sailors.

This leads to some great social events being organised - wine tasting and golf in the Hunter Valley, sailing on Pittwater, sailing in the Whitsunday's, and a few casual evening activities as well as BBQ's at the club.

But we don't just have fun off the water, on the water we have some pretty good racing.

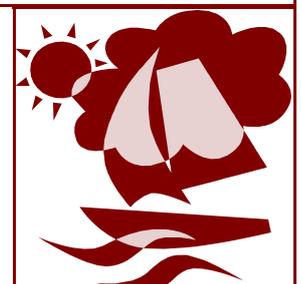
At the front of the fleet *Wallow Express* and *To The Max*

are vying for supremacy, behind them *Encore*, *Grand Larceny*, and *Grand Vitesse* are also locked in a close battle.

It is too soon to predict the results for this year, but we can tell you its going to be close.

Double Bay is hosting an Inter-club on Saturday 9th February. The rigging area is huge, access to the water is really easy, and the sailing area is great.

Look forward to seeing lots of you there.



Concord & Ryde Sailing Club Tasar Fleet

Hello fellow Tasar Sailors

The past few weeks have seen interesting times for the Concord & Ryde SC Tasar fleet. Yes - we've had it all, strong breezes and close racing and spectacular capsizes ... want to know more then read on.

Firstly, a warm welcome to our newcomers – Glenn & Ben Ferry in Tasar 2030. We hope that you find sailing with us here at Concord & Ryde a pleasant and rewarding experience. You will hopefully have seen our untiring desire to help all those who sail a Tasar get the most from their boat. I extend an invitation to you as well as any other Tasar sailors to become a regular part of Saturday afternoons Tasar fleet here at Concord & Ryde SC.

Looking for Sail Number 1819 ... yes with the arrival of Frank Pilling and Matthew who were sailing Tasar 1817 at Concord & Ryde prior to sailing from Northbridge SC, meant that for a few weeks Concord & Ryde Tasar fleet had Tasars 1817, 1818 and 1820 – all we needed was Tasar 1819 to give us a running series of 4 numbers. Does anybody know where Tasar 1819 is located? It would be good to have a re-union between these sister boats.

The addition of these two Tasars 1817 and Tasar 2030 meant that Concord & Ryde Tasar Fleet had up to 11 Tasars in the rigging area - quite an achievement which we hope we can repeat often.

Late October saw some strong breezes, and more than the usual number of capsizes and withdrawals due to the heavy conditions.

The first heat of the club championship was held in a steady but strong south easterly, with Robert and James McMaster in Tasar 1848 "*Bucentaur*" showing the way with a brilliant display of how to keep a boat flat. Five boats started the race but only two finished. Of the withdrawals, Nick Brown in Tasar 1903 "*Shoki*" had some anxious moments after his crew fell ill and then overboard. This caused a capsize, which then resulted in Nick bending his topmast. I was sailing Tasar 1820 "*Lucky Break*" and retired earlier after my centreboard decided it didn't want to be in the water either, and was able to help Nick get his now rather shaken boat *Shoki* back to shore.

The following week saw equally strong winds, which yours truly decided to sample prior to the start in Majors Bay. This resulted in me getting caught in the dead patch between Majors Bay and the starting line and missing the start by 1½ minutes. However, by the time the Tasar fleet had reached the first mark, the conditions had taken their toll on at least 3 of the starters who had either opted to or were forced to withdraw from the race. This saw me in third place, I suppose you could call it a series of Lucky Breaks, however not so lucky for those who were the breakees Robert and James McMaster again demonstrated supreme skills in keeping

their boat flat to win impressively. Having mentioned previously in Concord & Ryde's Sailing Club Magazine called "Up The River" that the Tasar rig can generate a great deal of power, sometimes this power is just a little more than both crew and equipment can handle. A recent demonstration of this being Tasar 762 "*Roaring Fourties*" who was having a "you know its ... one of those kind of days" when they saw their brand new mainsheet traveller car open up like a can of sardines in a strong gust not long after getting the best start in the fleet. This led to a spectacular but tragic end to their race.

Russell Morrow in Tasar 2181 was obviously keen for all to see his freshly painted hull and capsized his yet to be named boat not long after the start for the benefit of the rest of the fleet. This prompted a pertinent suggestion for a name for this frequently inverted member of the Tasar fleet , may we be so bold as to agree with the suggestion of - *Stuck in the Mud*

Robert and James McMaster too had their share of spectacular equipment failure when after sailing to an impressive half lap lead on the field, they saw their mainsheet strop literally explode in front of them with barely a lap of the course to complete. After evading the flying pieces of stainless steel wire, Robert put the extra length of his mainsheet to good use jury-rigging this to the boom to get them back to shore. Gary Paterson in *Roaring Fourties* was also having one of those days when the traveller track threatened to leave the thwart altogether. Enterprising skipper and crewmanship saw them hold it together to complete the race and hold off the late challengers.

The Marathon Charity Event from Putney to Cockatoo Island and return saw a fleet of ten boats greet the starter including two new additions to the fleet, with a distinct possibility of at least one becoming new members. The day promised much and the fleet eagerly awaited the arrival of the promised north-easter. Those boats who positioned themselves to catch the first blasts of it as it came in stole a march on the remainder of the fleet, who quickly strung out. The race then became a set of smaller two and three boat contests, which made for a very enjoyable afternoon of match racing. Nick Evans in Tasar 2231 "*Mughlai Rice*" led to Cockatoo island only to have Robert McMaster in Tasar 1848 "*Bucentaur*" pick the wind just that bit better and slip past. Nick Brown and Tony Keevers in Tasar 1903 "*Shoki*" kept up with these two until their whisker pole decided to part company with the boat and launch itself like a torpedo into the water. Gary Patterson on Tasar 762 "*Roaring Fourties*" was again having "one of those days" when trying rather unsuccessfully to get a keel boat on starboard tack to give him water, as he tried to negotiate his way beneath Gladesville Bridge.

So its been enjoyable, if but in some cases literally heart-breaking sailing.

Looking forward to seeing you all out on the water soon.

Robert Lees – Tasar Class Captain

Masters Games 2001 - Lake Macquarie

Arrival Preparation and Repairs

After our great experiences at Adelaide in 1999 Gary Foley and I took the week to sail the Master Games on Lake Macquarie from the 8th to 12th of October.

We hit Speers Point for a practice sail on the Saturday where we sailed in a variable and shifty norwester. Gary and I struggled round the course leaving pieces of centreboard on "Ship Builders" as souvenirs for the locals along the way. Peter and Gillian Wilson gave us a great work out before Jeff Mephram stole the show to beat us in the last 20 metres.

Racing at Speers Point over we set about drying our centreboard ready for repair and booked into the Speers Point Sailing Club alias "the Resort".

On Sunday we poured the first fibreglass onto the centreboard early and set off for Club Nova in central Newcastle to register for the Games. These big cities like Newcastle are scary but Jane Klein had skillfully drawn us a map to navigate from the Resort to Newcastle in a flash. In no time we had been issued our sailing instructions, seen two sets of the Masters Dancing competition and were on our way to the sailing club. Not a sail in sight at Belmont 16's but the wind was blowing 20+ knots from the Southwest and we vowed to return to watch the 16's sail that afternoon. Unfortunately the wind strengthened even further and the skiff racing was ultimately called off. So we had to be content fixing our centreboard and readying the mighty Scribbel.

Until the Opening Ceremony.

The Opening Ceremony was held at the racecourse. We met the Kleins, Rob Gilpin and the Darby family there. Unfortunately, due to their suspicious looks the Kleins had been strip searched at the entrance and had their champagne and Red confiscated. We enjoyed the entertainment and march past of the competitors from the comfort of the grandstand. This is a big affair with approximately 1/2 of the 11,000 competitors marching.

Monday

Monday saw the wind speed indicator at the Resort measuring 18-25 knots all morning from the South. Being a 155 kg crew Gary and I started to worry about racing being called off. We set the boat up with all the old gear in full expectation that we would not be sailing. The other Tasars did likewise. There were 8 Tasars altogether. Racing was initially delayed an hour and as the breeze strengthened boats started to unrig. To our amazement the race organisers continued to set a course so we hit the water. Only the Darbys and us braved it from the Tasar fleet. After a roaring reach to the start line we raced the Darby's back to the club because they called the racing off as soon as we got there.

Racing off, we set about preparing for the second

function of the week - a BBQ at the Darbys. A great time was had by all drinking a Toohey's 5 litre keg, discussion was all serious including a story as to why Peter Hilberd ran aground trying to get his yacht through the Swansea channel at low tide and how he had to wait all night for the bridge to open anyway. This was only topped by the story of the lady who was to sleep on Peter's boat on Sunday evening. Apparently under the careful guidance of Peter she stepped gently onto the gunwhale of the dinghy and sunk both dinghy and self into the crisp waters of Lake Macquarie.

Discussions continued about things like an alternative prize for towels - eg the Laser Cube concept and Tasar Merchandising. It turns out that Rob Gilpin has done some preliminary wind tunnel tests on boxer shorts with full length battens and ladies and gents g-strings made from used cunningham lines and jib sheets respectively. Market research is to continue.

Tuesday

The second days racing was still scheduled for 1pm. So we were off to watch some masters baseball. It's great to watch a game when you don't know the rules - cause you just make them up. As Wagga got flogged by some side from Sydney we felt the wind strengthening again.

Racing finally got under way for Heat 3 in 20+ knots from the south with a good short chop running. This was the first time we had got to see our competition really. 4 corsairs, 3 VS's, 2 Hartleys, 1 16 ft skiff, 3 NS14's, 2 Skates, 1 505 and 7 Tasars.

The first mark was a blur as we flew past it heading down the run on our trapezoid course. In fact the whole course was a blur - the race was over in 22 minutes. We just held out to be the first Tasar home ahead of Rob Gilpin and Paul Kinghorne followed by the Darby's and Peter Hibberd.

The breeze eased for the next race and the Darby's were too quick in 10-15 knots and won easily ahead of Peter Hibberd, us and Rob Gilpin.

Unfortunately there was no official able to compute results after racing due partly to our late finish and a lack of VYC yardsticks. So we had no idea how we went against the 505, 16 footer or the VS's. Perhaps results would go up tomorrow.

Layday Reports

W is for Wednesday and W is for Wineries. (By Jane Klein)

Some Tasarites decided midday at McGuigans was also appropriate. Graham Hanna, Liz Kemmis, Steve Baxendale, Ann, Parkos, Rob Gilpin, Kleins, - and Joan Clark came too - gathered at McGuigans for cheese tastings, fudge tastings, oh yes and wine tastings before ploughman's lunch, which was washed down with some

Masters Games 2001 - Lake Macquarie (Continued)

Masters Games White and Masters Games Red. Graham Hanna collected games vouchers from everyone for Victoria, - the mature callout companion "for a friend". Liz Kemmis was relieved to find the butt in the book didn't reveal a thing.

Sweets were next, so off to the Hunter Valley Chocolate Company for – you guessed it – chocolate tasting. And then well we were among the wineries, so landed at Constable and Hershman to run through their offerings, sitting under a pergola surrounded by roses and bottle brush. A stroll through their many gardens (secret, herb, rose sculpture), then – where's the Riesling and the sticky white? McWilliams Mount Pleasant rounded off the days activities.

Not quite!! It was Big Wednesday at Warners Bay on Lake Macquarie, so off to meet on the foreshore amidst hoards of people, children, jousts, glow-worms, beer stalls, food stalls, Tony Mowbray, Fabba etc, etc! While it sounds a breeze when all parties have mobiles, and contact has been made indicating a meeting point, half an hour elapsed, what with dark corners, closed eyes, flat phone batteries, some frantic searching and the ultimate discovery that a maximum of 20 metres had separated the parties all the time. But we were all together for the fireworks from a barge just in front – ooh! Ach! Aaach! This must be the end – it can't get better than this! But wait, there's more! –

W is for Wednesday and W is for Weary (By Foley/Douglass)

Gary and I purchased our Masters Games shirts etc from Club Nova and after a quick sorte though Newcastle we headed to the Myall Lakes. We wet a line at Korsemans Landing while we had some lunch and soaked up the tranquillity of the area. Tranquillity soon turned to sheer agony as we explored the old Seal Rocks road. After ½ an hour at an average of 15kmph we gave up and turned back. Just to make it more interesting we got bogged before we reached the safety of the main drag. Never the less we enjoyed the scenery, the sunbaking joe blakes and wild flowers. As we headed home the thought was that W is for Wednesday and Weary as we rejoiced in the thought of T bone at the Speers Point RSL.

Thursday

Thursday morning we had rain and absolute calm. We bought the Newcastle Herald to get a weather forecast. It said rain with no wind. Oh well – lets go watch some Ice Hockey. What an exhausting game to watch. I'll have hiking in 20 knots anyway.

At the club Liz Kemmis had rigged a windowed main for us to have a look at. Phil Darby pointed out though that a window in the sail is not much help to him. What about a perspex boom.

Back to the serious stuff. 3 races were scheduled to try and make up for Monday. The Parky's super were keen

to get out there. Chris was seen to stand all the way to the starting area, tiller extension firmly in hand but not connected to his tiller. Observers were heard to comment that Agamemnon has never been sailed so well.

A light northerly was beginning to show promise and after an hours delay we got underway in 3 to 5 knots of rain. All the Tasars went well up the patchy course to be right with the 16 foot skiff at the top mark.

For the Tasars Phil led from Rob Gilpin and us. The race was a bit of a grit your teeth and hope affair and in the end we managed to sneak past Phil on the last run to win from Phil and Rob G.

Now it was cold!

Thankfully the race organisation was much better today and the second start sequence was away after only a 10 minute wait. The breeze had built a little but it was still patchy and conservative was the way to go. Just look for the wind corridors and stay in them.

The Parky's flew up the first work to be the first Tasar at the top mark closely followed by us then Phil and Rob G. The racing was very tight and after a little battle Phil finished just ahead of us and Rob G with the Parky's only just behind.

Now it was cold!

It was so cold that as soon as a gun went we lined up for a start. We were looking good too until a 20ft hobby sailor told us to get off his start line.

Our 3rd race for the day got off in 8 knots or so and the breeze was a little steadier. The tasars all went very well finishing within about a minute of each other. The order was pretty boring Phil, us, Rob G.

Christ it was cold!

It was so cold that a shower was more enjoyable than the first drink and cold became the topic of conversation as we had the first drink. Some wise person was heard to comment that sailing was just like sex - because you don't feel the cold until your finished. Then another wise person put it back into perspective suggesting that as masters you couldn't have sex three times in an afternoon.

There were still no results from Tuesdays racing and certainly none from today's. We still had no idea of where we would be placed on yardstick. After finding out that Phil Darby really was that old, our guess was that an NS14 was our main competition and we had beaten him across the line 3 times out of 5. So it would come down to Friday.

Thursday was Snitzel night at the Speers Point RSL so

Masters Games 2001 - Lake Macquarie (Continued)

after a few refreshing ales and a thaw out at the Belmont 16's we joined Rob G, the Kleins, Parky's, and Baxendales for a great value feed. At the same time we collected our patronage trophy from the SP RSL club – a schooner glass which now holds pride of place in the glass cabinet at the Resort.

Friday

Friday morning we were up early and off to town to view photos of the games at Club Nova. Then off to see some very social Beach Volleyball and after that some high quality Touch football.

As we returned to the Resort for lunch the wind had swung west and strengthened.

At the briefing we were advised that only 2 races would go ahead. This meant all races to count as the instructions prescribed no drops with 7 races or less. We still had absolutely no idea as to where we were placed. The only results on the board were the scratch placing's for the 2 heats sailed on Tuesday.

Racing got away with a typically variable westerly from a horribly starboard biased line. Graham Hanna and Liz Kemmis showed excellent windward pace in the 15 or so knots to lead at the top mark just ahead of Phil and Sue Darby, then us, Rob G, the Parkys and Peter Hibberd with Jane Klien aboard for her first sail of the regatta.

Phil and Sue sailed the shifty conditions particularly well to win easily from Graham and Liz and then us. We were feeling pretty good as we finished well ahead of the NS14 that was our only confirmed competition.

The wind built for the final race. After a windward return drag race with the Darby's we rounded the bottom mark and were soon confronted with an out of control corsair heading straight at us under spinnaker. We took the

ultimate evasive action possible as the battleship under sail appeared to lock on to us. It is without doubt the most frightened I have ever been on a sailing boat. Just as I thought we were done for the corsair broached and missed us by the barest of margins. We learnt a lesson then. When a Tasar comes up after a near capsize you are better off to capsize it to get rid of the water. It took 2 legs to empty the boat. We finished 50 meters behind Phil and Sue and felt very lucky to have survived.

After the excitement I was pleased that racing was over.

The Presentation

The presentation dinner proved to be as challenging as getting results. The two tables of 10 we had booked turned out to be 1 table of 10 and 1 of 8. Nevertheless the food was good and wine chosen by the Kleins for our table excellent.

And at last some results even if only given verbally. The Tasars fared very well with Phil and Sue Darby 2nd and Rob Gilpin and Paul Kinghorne 3rd in their division. They were beaten by a well sailed V.S and we eagerly awaited the full results to see how close they were to the better placings.

Gary and I finished 2nd to the dark horse – the 16 footer with our rival the NS14 3rd.

We had a fantastic time mixing sailing with some time away from the television and viewing a multitude of sports that you normally would not go to see. No green flash this year but we did see something equally as rare – a Corsair planning even if it was straight at us.

Our thanks must go to the Speers Point contingent who as always were great hosts and great company. Thanks to Rob Gilpin for making the trip from Melbourne. Next masters Canberra 2003.

Rob Douglass
Scribbel 2087

PHOTOS HERE

Notice of Race 25th NSW Tasar State Championship 2001/02

The Tasar Association of New South Wales Inc. invites entries for the 25th New South Wales Championship for Tasar class yachts to be held from Friday, March 29th 2002 to Monday, April 1st 2002, on Lake Macquarie to the south and south-east of Pulbar Island near Point Wolstoncroft, NSW. The regatta will be conducted by the Speers Point Amateur Sailing Club in conjunction with the Tasar Association of New South Wales Inc. under the authority of the Yachting Association of N.S.W. and operating from the Department Of Sport And Recreation Camp at Point Wolstoncroft, northwest of Gwandalan.

Race Headquarters will be located at the eastern entrance to the dining hall at the Department of Sport and Recreation Centre at Point Wolstoncroft.

1. Rules

The Regatta will be governed by the Racing Rules Of Sailing 2001-2004 (RRS), the prescriptions of the Australian Yachting Federation (AYF), the rules of the Tasar Class and the Sailing Instructions. Boats shall comply with the Part 2 regulations of the AYF Special Regulations, AYF Addendum 'A'.

2. Alterations of Racing Rules

The Racing Rules will be modified in accordance with Rule 86 as follows;

2.1 A distance (or preventer) mark may be laid near the Race Committee Vessel and should a boat pass between it and the Race Committee Vessel from the pre-start side of the line after the preparatory signal it shall return to the pre-start side of the line around either end of the line. Any boat which passes between the distance mark and the Race Committee Vessel from the course side of the starting line after the preparatory signal shall be disqualified. This amends racing rule 28.2.

2.2 The time limit for the first boat will be 3 hours, except for Heats 4 & 5 when it will be 2¼ hours. Boats finishing more than 45 minutes after the first boat will be scored 'Did not finish'. This modifies racing rule 35.

3. Advertising

The regatta is designated a Category C event in accordance with Appendices Section II, 1 of the RRS.

4. Eligibility and Entry

Entries will only be accepted for Tasar class yachts, whose skipper or crew is a member of a YANSW affiliated club or similar interstate club and is a financial member of a Tasar Association which is a constituent of the World Tasar Council.

5. Fees

Entries on the prescribed entry form attached, are

to be lodged with The Race Secretary, Chris Parkinson of 12 Asquith Ave, Windermere Park, NSW, 2264, by Friday, February 22nd 2002, accompanied by a fee of \$95. Late entries will be accepted up to 1100 hours on Friday, March 29th 2002, with an additional fee of \$25.

6. Schedule of Events

6.1 Registration

Registration will be at Race Headquarters on Friday, March, 29th 2002 between 0900 and 1100 hours.

6.2 Racing

<i>Races</i>	<i>Day</i>	<i>Date</i>	<i>Warning Signal</i>
Heat 1	Fri	March 29	1355
Heat 2	Sat	March 30	0955
Heat 3	Sat	March 30	1355
***	Sun	March 31	0925
Heat 4	Sun	March 31	1325
Heat 5	Sun	March 31	ASAP after heat 4
Heat 6	Mon	April 1	0855

***** = provision for resale

6.3 Competitor Briefing (Official Opening)

A welcome and briefing for all competitors will be held in conjunction with the Official Opening at 11.30am on Friday, March, 29th 2002.

7. Registration and Measurement

7.1. Entrants must register for the regatta at Race Headquarters on Friday, 29th March, 2002 between 0900 and 1100 hours.

7.2. A boat's crew may not be changed during the series unless a written request is made to, and permission is granted, by the Race Committee.

7.3. Each entrant must ensure that the boat entered complies with the provisions of the Tasar class rules and the relevant AYF requirements. Boats may be inspected for safety equipment and measurement compliance at any time during the regatta.

7.4. It is the responsibility of each entrant to provide any supplementary weights necessary to ensure compliance with Tasar Class Rule 29. These must be available at Registration. Fluid in containers will not be acceptable unless capable of being sealed for the duration of the Regatta. The Race Committee may reject at its discretion any form of supplementary weight it considers unsuitable. When carried, supplementary weights must be secured as near as possible to the centre-line of the boat and the middle of the boat and must not be moved during racing. Weight belts and jackets are not permitted to be worn.

NOR 25th NSW Tasar State Championship 2001/02 (Continued)

- 7.5. Each boat is required to carry a tow line of suitable strength and length of a minimum of two and a half times the length of the boat.
8. Sailing Instructions
Sailing Instructions will be available at registration.
9. Regatta Site
The regatta site will be as shown in Illustration 'A' attached.
10. Racing Area
The racing area is the shaded area in Illustration 'A' attached.
11. Courses
The courses will consist of an equilateral triangle with sides a maximum of one (1) nautical mile long, with a total length of approximately eleven (11) nautical miles, except for heats 4 and 5 which will be two shorter races of approximately seven (7) nautical miles.
12. Scoring System
The Low Point Scoring System, RRS Rule A2 will apply, with 6 races scheduled of which 3 shall be completed to constitute a series. When only 3 races are able to be completed the points scored for all races will count.
13. Prize List
- i) The NSW Tasar Champion Scratch Trophy and the NSW Tasar Champion Handicap Trophy will be awarded to the overall winners.
 - ii) Prizes will be awarded to the skipper and crew of the first 5 boats in the fleet on scratch and handicap.
- Provided there are at least five entries in each category and based on the ages of the skipper and crew on the day of the first scheduled race;
- iii) Best Junior Helm and crew under 19 years,
 - iv) Masters Perpetual Trophy (crew age 80 to 99 years).
 - v) Grand Masters Perpetual Trophy (crew age 100 to 119 years).
 - vi) Super Grand Masters Perpetual Trophy (crew age of more than 120 years).
- vii) The Best Club performance on handicap base on the total points of the best 5 Club members from each Club. A Club must have a minimum of 5 yachts entered to be eligible for this trophy.

Overall prize winners are not eligible to receive handicap prizes. Other trophies may be awarded

at the discretion of the Race Committee.

The presentation of trophies will take place at Race Headquarters on Monday, April 1st as soon as possible after results have been calculated (2pm approx). Presentation of trophies will be subject to amendment and review in the event of appeals being lodged and upheld.

14. Insurance
It is a condition of entry in the regatta, that each participating boat shall be insured with valid third-party liability insurance with a minimum cover of AUD\$5 million or alternatively each crew member be a current AYF Gold Card Member. The policy should cover all risks that may arise while the competitor is participating in the regatta, whether ashore or afloat. The competitor will be required to provide evidence of such insurance to the Organising Authority on their entry form.
15. Further Information
For further information, please contact Chris Parkinson on 0249-734 859 or email at parkys@ozemail.com.au.

REGATTA INFORMATION

Official Opening

There will be a meeting of competitors at 1130 hrs on Friday March 29th 2002 outside Race Headquarters.

Race Committee

Chris Parkinson	Race Secretary
Michael Sant	President TANSW
Graham Hanna	Secretary, TANSW
John Tyrrell	Treasurer TANSW
Rob Douglass	State Measurer
Jim Orrell	Protest Chairman

Accommodation

It is with pleasure that your Committee invites you to make application for accommodation at the Point Wolstoncroft Sport and Recreation Centre at Lake Macquarie.

The accommodation is in cabins which sleep 4/6 people and we will try to group families with young children together. Please indicate if you wish to share a cabin with particular friends.

The Camp will be open after 4.00 pm on Thursday, March 28th 2002. Accommodation includes Thursday, Friday, Saturday, and Sunday nights and all meals from breakfast Friday until and including lunch on Monday. Blankets are supplied but you must bring your own bed linen and towels. A minimum accommodation booking is two days & two nights including meals paid one month in advance. Adults and children over 13 years, \$220. Children less than 13 years, \$110. Children aged 2 to 4 years, \$60. Children less than 2 years are free, please

NOR 25th NSW Tasar State Championship 2001/02 (Continued)

indicate on your entry form if you have any in your group so that bed space can be allocated.

A limited number of casual meals will be available for people not staying at the camp. If you need, meals fill out your requirements on the entry form, showing which meals, which days and for how many people you need them.

To comply with the Department of Sport and Recreation requirements, it is necessary to pay for accommodation and casual meals **ONE MONTH** in advance, **AND WE HAVE TO COMMIT TO NUMBERS STAYING AT THE CAMP ONE MONTH IN ADVANCE**. So we can know the numbers well in advance, please phone Chris Parkinson on 0249 734-859 and send your entry **AS SOON AS POSSIBLE!!!!** and not try a late entry and expect accommodation.

WARNING !!!!! Accommodation for only 95 people has been reserved at the Camp, so make sure you get your bookings in early for what is always a good Easter of sailing and socialising.

How to get to the venue

It takes about an one hour from the Wahroonga entry to the Sydney-Newcastle freeway. Proceed North and take the Doyalson-Swansea exit, pass through the Doyalson cross-roads, then approximately 11 km further on you will pass under a pedestrian bridge with the turnoff to Point Wolstoncroft about 1.5 km on the left. The road is called Kanangra Drive and you follow it to the end where you will find the camp (see map attached).

As the sailing will be to the east of Point Wolstoncroft, boats should be rigged & launched to the east of the camp, using rigging boards or trailers.

ENTRY FORM

25TH NEW SOUTH WALES TASAR CHAMPIONSHIP, 2001/2002

March 29th - 1st April, 2002

To the Regatta Secretary, Tasar Association of New South Wales Incorporated,
Chris Parkinson, 12 Asquith Ave, Windermere Park NSW 2264. Tel.: 0249-734 859.

In accordance with the terms set out below and with the Notice of Race, please enter

TASAR _____ No _____

In the 25th NSW Tasar State championships from 29/03/02 to 01/04/01.

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 \$ _____

Entry Fee Details. (Have you paid your Association Membership this year? _____)

Please tick the appropriate space if you are eligible to compete in any of the following classes and enter your dates of birth.

Dates of Birth: Skipper [/ /] Crew [/ /]

Junior Helm [] Helm and Crew each aged less than 19 years.

Masters [] 80 - 99 years

Grand Masters [] 100 - 119 years

Super Grand Masters [] over 120 years

Entry Fee:

\$95.00

Note: A late entry fee of \$25 applies to entries received after 22nd February, 2002.

Accommodation fees (including meals) *Children under 2 years are free.*

Adults and children over 13 years	\$220.00 each	\$
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Children less than 13 years	\$110.00 each	\$
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Children 2 - 4 years	\$60.00 each	\$
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Casual Meals (only if not living in). All casual meals are \$7 each.

No. of breakfasts		\$
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No. of lunches		\$
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No. of dinners		\$
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TOTAL		\$
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DISCLAIMER OF LIABILITY

Competitors participate in this regatta entirely at their own risk. The organizers 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 Speers Point Sailing Club and/or the Tasar Association of New South Wales is not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment. The Speers Point Sailing Club and/or the Tasar Association of New South Wales reserves the right to refuse any entry. I agree to be bound by The Racing Rules of Sailing and by all other rules that govern this event and the Rules of the Point Wolstoncroft Camp.

Signed: (Owner or Representative) _____ Date: / /