

Tasar Australia



Newsletter of the Australian Tasar Council



December 2002
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December 2002

Tasar Australia Newsletter

Our Cover Photo
Michael Sant & Fiona Darling
NSW Short Course Championship

**image-ination
Photographics**

Tasar Major Events

30th Australian Tasar Championships Mordialloc Sailing Club Victoria

Friday 27th December 2002 to Saturday 4th January 2003

Victorian Tasar State Titles – Yarrowonga Yacht Club

Saturday 8th March 2003 to Monday 10th March 2003

26th NSW Tasar State Titles - Point Wolstoncroft

Friday 18th April 2003 to Monday 21st April 2003

Arafura Games - Darwin, Northern Territory

Saturday 17th May 2003 to Saturday 24th May 2003

2003 Tasar World Championships Victoria, British Columbia, Canada

Friday 20th June 2003 to Friday 27th June 2003

31st Australian Tasar Championships Mission Beach Sailing Club, Queensland

Saturday 3rd July to Saturday 10th July 2004

President's Message

Well here is another edition of Tasar Australia and I apologize for it being late. I had planned to have it published by the end of October but for a number of reasons this was not achieved. This has meant that a number of articles are a little dated but on the other hand it has enabled the inclusion of some very update information.

For those of you on the internet and who subscribe to the TasarSailor elist you would be well aware of Frank Bethwaite's proposal for an updated version of the Tasar. For those who are not please read the article by Graham Hanna on the subject.

The National Championships at Mordialloc are not too far away now however it is not too late to send in your entry. The Tasar Association of Victoria is expecting a good roll up of 60 to 70 boats and it should be a great event both on and off the water.

During the Nationals the AGM of the Australian Tasar Council will be held. This is your opportunity to have some input in the running of the Class. One item on the agenda is the future of this newsletter, should we continue with a hard copy edition or should it become an electronic publication. Please let me know what you think.

Jonathan Ross has establish a Tasar Forum that can be accessed from the ATC web site. On the Forum anyone can post information they want to share with fellow Tasar sailors.

I would like to wish you all a Merry Christmas and a Happy New Year. I look forward to catching up with many of you at Mordialloc.

Chris Parkinson

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Peter Caldwell 1950 - 2002

Pete died on 31 August, from cancer.

Pete was an Australian man – a Navy man. He spoke Queensland, was broad in shoulder, strong, and proud. He kept fit, played rugby, raced cycles and triathlons. He loved the sea and sailing. The stronger the wind blew, the happier Pete was. His port-tack crossing of the Nationals fleet at Yeppoon – by ‘a mile, was textbook stuff – as he reminded us!

Pete was more than a doer, he got things done. He sailed races and organised them. He ran regattas for

charity, managed Tasar interclub events (one featured a casino night) and a Tasar national championship. Pete enjoyed a social - his ‘Spooneristic’ recitation of ‘Rindacella’ at a Tasar function was legendary. He was loyal and caring, father to six boys. His Tasar, Cavalcade, was named after his wife. For all his ruff-n-tuff exterior Pete had a heart of gold. It was a privilege to know him, to call him ‘mate’.

Let’s live life

Martin Linsley



2003 Tasar World Championships Victoria British Columbia Canada

Shipping arrangements are coming together for the next Tasar World Championship to be held in Victoria, Canada next year.

As reported in the last newsletter, we'll be sending two containers, hopefully one from Sydney and the other from Melbourne. This arrangement is still to be confirmed by the AYF and shipping agents.

At this stage we have just one vacancy left in the Sydney container (c'mon Russell, get your deposit in) and two vacancies in the Melbourne container (Rob, I think you still owe me a cheque). We're also aware of several crews joining the Aussie contingent who will be chartering boats for the regatta. I think all up, we'll have about 25 Aussie boats/crew combinations competing in the regatta, a fine effort.

I understand that Peter Chilman from Darwin Sailing Club and man behind arrangements for the 2005 Tasar Worlds will be close to the action, having scored a position as one of the on-water judges. Well done, Peter.

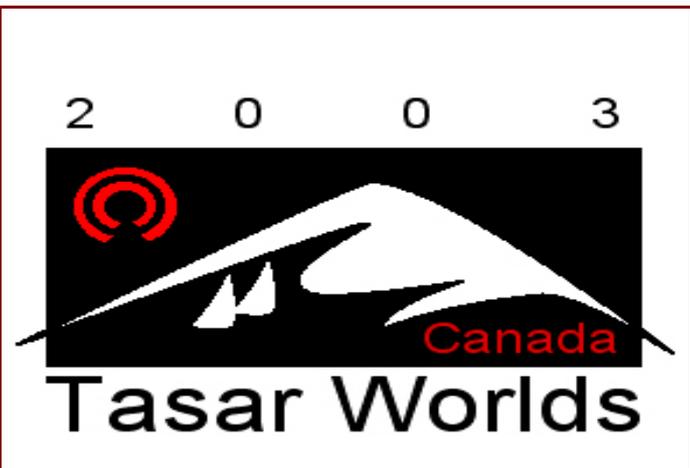
For those attending, the Championship web site (<http://www.tasarworlds2003.org>) is becoming more active. For instance there's information on accommodation options. If you haven't done anything about accommodation you should get a wriggle on. Victoria is a very popular and safe destination for American tourists.

The official Notice Of Race was recently posted. It's very easy to register your entry online.

Next steps will begin to happen in the New Year when shipping details will start to firm up. Soon after I expect to be asking for shirt sizes and final payments.

If you'd like to lodge your interest for one of the few remaining spots or have any questions, contact me on (02) 9639 1146 or at grahamhanna@optusnet.com.au

Graham Hanna
2727
Single Malt



What's Happening on TasarSailors@yahoogroups.com

For those of you who haven't come across this before. It is an international email group where anything and everything is up for discussion. It is hosted by yahoo and costs nothing to join you have a choice of receiving all messages or daily summaries (if you prefer to read them all at once).

The recent topics of discussion range from how to keep furry animals out of your buoyancy tanks during winter storage to a topic that concerns all of us "the future of the class".

The future of the class

In response to a number of comments about the Tasar as a dinosaur and its position in the current marketplace, Frank Bethwaite wrote a thoughtful article suggesting that the class needed to make a choice about where it wanted to go and essentially offering 3 options for changes within the class:

Option 1 – minimal changes to reduce costs

This option included changing to "alloy foils" or removing the traveller system. The aim of this option is to retain the current performance and appearance whilst reducing costs.

Option 2 – new lighter hull construction

By constructing the Tasar hull in the same manner as Frank's newer designs he believes that the weight could be reduced to 105 lbs (from the current 140 lbs).

Option 3 – introducing a conventional spinnaker

Responses to these suggestions from Frank have covered the full spectrum of opinions. At one end of the spectrum we have the class orphan Geoffrey Snewing in "The Flying Mongrel", in Nova Scotia (North-East Canada), who in the absence of any other Tasars to sail against has been "upgrading" his Tasar already. He (naturally) would like to see the entire class opened up to modifications. He is joined by Tim Knight (UK and Japan) who would like to see the introduction of a Tasar II with the same hull and sail plan but a new deck, carbon spars, new sail material and a big marketing drive to sell the new version of the class.

At the other end of the Spectrum lie the absolute purists who want no change from the strict one design nature of the class. Most of us probably lie somewhere in between and it was interesting to read both the opinions of some longer term Tasar sailors and the reasons why some

more recent "converts" have come into this class. Here are a few (summarised) responses:

Ian Parrott (Whitstable - UK) would like to try out some modern "colourful" sails.

Alan Merry (Woollahra) believes the boat is just fine it just needs more marketing.

Jim Lyle (Seattle – USA) thinks the cost needs to be reduced to help the class compete.

Burt (recent boat buyer - USA) thinks the Tasar is the best lightweight 2 person non-spinnaker hiking dinghy on the market, he also wouldn't mind it being lighter.

Mike Lyons thinks that talk of potential change could be damaging as it might "scare" away potential sailors from committing to a boat that might rapidly become redundant.

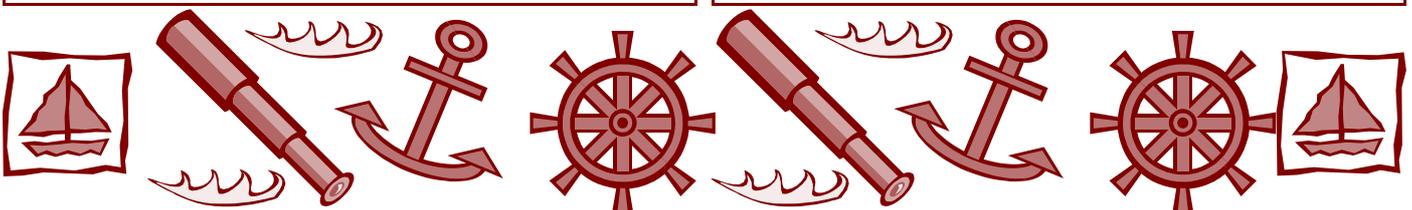
Keith Melvin (Scotland) thinks a bit more active promotion is the answer.

Chris Thompson (no fixed address) argues that old classes don't need to change, and any changes that make old boats obsolete are not worth the pain. There is a niche for sailors who don't want spinnakers. Dropping the price would be a good idea though! He is in favour of incremental changes that can easily be retrofitted to existing boats.

Harley Kruse (recent boat buyer – Woollahra) wanted a double handed boat with good (Sydney) fleets with simple upfront mechanics so he could get out and race and also teach his wife (a complete novice) at the same time. He thinks the future of the class is in providing simple lower cost racing as an attractive alternative to high tech complicated (and expensive) boats.

Somewhere in amongst all the opinions are the right options for the class (probably a combination of a couple of opinions). But we really need to make sure we go down the right path, so every opinion must be heard. In NSW we are surveying all our association members on what they think is being done well by both the class association and the designer/builder and what could be done better. When we get the responses we'll put together a summary and let you all know what the consensus is.

Michael Sant
To The Max 2672



Frank's Tasar Mark II Proposal

By now, you're probably aware that Frank Bethwaite has proposed to the Tasar Community via the TasarSailor E-List a "once in 30 years" revolutionary change for the Tasar which would see a new boat developed from the existing mould. The new boat would be 20-30kg's lighter and have a changed centreboard case. The hull would become self draining. The thwart and centre mainsheet track would be replaced by a sheeting system similar to the 59er, 49er, 29er. Other changes include adoption of alloy foils and rudder stock, a new one piece carbon fibre mast and mylar sails.

These changes would render the existing mould unable to produce any further Tasars as we know them.

Reason for the proposed change is Frank's view that after 26 years the Tasar is no longer light years ahead in design and has now entered its declining period. He cites evidence for this that only 4-5 new boats were sold world wide last year. This despite the fact that our last 3 Tasar World Championships have boasted fleets of more than 100!

Frank is of the view that the new boat and the existing Tasar can exist side by side. Indeed he sees the Tasar as 'sponsoring' the new boat through its infancy and eventually succeeding the Tasar class in much the same way as the Nova sponsored the Tasar in its formative years.

While the new boat has been dubbed the Tasar II, by any examination it cannot be considered a Tasar. It is an exciting concept and contains the wish-list of changes that Tasar sailors have dreamt of and debated for many years.

BUT IT IS NOT A TASAR!!

The plan is that a committee will be formed by the Designer to develop and produce a prototype and trial the changes. The committee and Designer will then recommend a way forward, either to adopt the new class or to reject the changes as unsatisfactory and/or unworkable. If the decision is to proceed, the formal process for changing the Tasar Class Constitution would apply.

The Australian Tasar Council, having consulted the views of a wide range of people over the past few weeks and representing the views of more than 200 financial Tasar members developed a Position Statement that essentially rejected the proposed changes on the grounds that;

a) They were not of an evolutionary nature,

- b) There was no clear upgrade path for existing Tasar sailors from their current boat to the new class, and
c) There were major concerns about the effect the new class would have on the value of existing boats.

Furthermore, the ATC feels that after 25 years, the class is mature enough to develop and drive the agenda for change, not the Designer/Manufacturer. It undertook to formally propose at the next World Tasar Council Meeting in June, 2003 that a Technical Development Committee be formed to investigate and drive future changes to the Tasar Class on our terms.

So far the debate has been confined to the TasarSailors chat line and the vocal minority who have been pushing for change have welcomed Frank's proposal enthusiastically. The vast majority of Tasar owners who we believe oppose the changes have remained silent, preferring to watch the debate from the sideline or who are even blissfully unaware of the proposed changes.

Notwithstanding our Position Statement, a straw poll on the proposed changes has been called for from those people who subscribe to the TasarSailors chat line - an unofficial Tasar forum which contains just 215 members, some not even being Tasar sailors and falling well short of representing the broader, worldwide Tasar community.

IT'S NOW TIME FOR ALL TASAR SAILORS TO HAVE THEIR SAY.

You can register your vote either for the changes OR against by logging onto the Tasar E-List at TasarSailors@yahoo.com and/or by expressing your views in the Tasar Forum section of the Australian Tasar web site at www.tasar.org.au. You can also register your vote at the World Tasar web site at www.tasar.org.

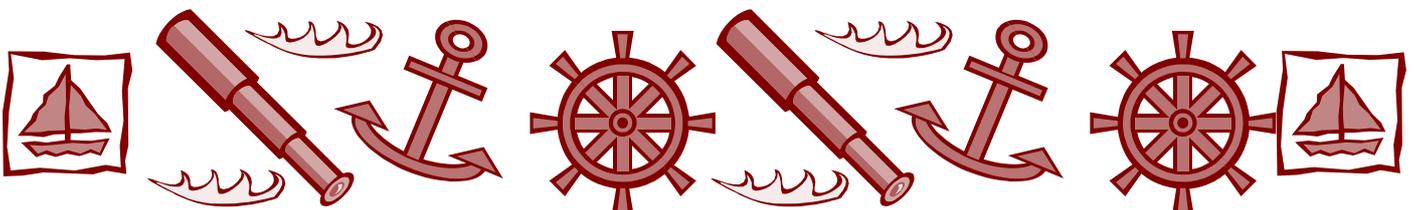
OR, you can simply send ATC President Chris Parkinson a note at parkys@ozemail.com.au and he'll see that your views are registered.

If you know a Tasar sailor who does not have access to the internet, ask them to write to Chris Parkinson at 12 Asquith Avenue, Windermere Park, 2264.

Please take this opportunity to make your voice heard on this critical matter for our Tasar Class.

Yours in Tasar Sailing

Graham Hanna
Secretary
Australian Tasar Council



Victorians take South Australian State Titles

Yes, that's right folks, after the embarrassment of having those crow-eaters come and take our trophy in March, we have got some revenge by ambushing their's.

A group of four Victorian boats made the trip to Rivoli bay which is about an hour north of Mount Gambier, just over the Vic-SA border, where the TASA (that's Tasar Association of SA, if you didn't get the pun), hosted their titles this year.

For those who don't know the area, and most of us don't, it is one of the most beautiful spots to sail you can imagine. A well protected bay, with sparkling clear waters that look like one of those touched up photos of a tropical island. The club is located just behind some sand-dunes, and the caravan park where we all chose to stay is located right on the beach. Doris Bretherton stole the best location, and woke each morning to the sight and sound of the gentle and rhythmic breaking of waves no more than 20 metres over the beach from their back door. First victory of the weekend to the Brethertons.

The bay is famous for the cray fishing, and late on Friday night there was a lot of serious discussion about sailing out the point and diving for crays in about 8 foot of water on the Saturday evening after racing. We were assured that the water is thick with them!

Mind you that did happen after a generous meal at an excellent local restaurant, where in many cases those who drove home were different from those who drove there!

As well as the four Victorian boats, (The Edge, 2 Dry Martinis, Swansong with new owners Derick and Gwen Warne, and David and Liam who came up from Geelong for the weekend) SA was well represented by a gaggle of boats from Adelaide, and locals from the SE corner of SA. Many faces we knew already, others we met for the first time (Brian and Moira, Magic Moments is being well loved by it's new owners, who were very keen to learn as much as they could about their new charge.)

Saturday morning consisted of a welcome speech, and then an on beach training session conducted by Craig McPhee. I found it very useful, and picked up two new tips which will be going into my bag of sailing tips.

The racing consisted of 3 races in one session on Saturday afternoon, and then a second session from 10:30 Sunday morning where another 4 heats were raced.

The racing on Saturday was in a shifty 18-22 knot breeze that had the boats flying through the flat water. On the short courses, the action was fast and furious. I don't remember the exact results, but The Edge finished the day with 2-1-2, while Craig McPhee in "More Small Things" had 1-4-1. "Swansong" was sailing very well, but had to pull out of the last race for technical reasons. David and Liam were sailing extremely well, but their down wind speed was a bit of a concern. "2 Dry Martinis" could read the sail numbers of the leaders, but only just!

On the Sunday, the wind had swung to the North, for a light and equally shifty first two heats. Then between the second and third heat, the sea breeze came in with a beautiful steady 12 knots.

At the end of the regatta, Doris and David Bretherton won the silver in "The Edge". Gwen and Derrick Warne came equal second with Gill and Craig McPhee, with David and Liam next, having found the missing down-wind boatspeed that had been left on shore the previous day.

Over all this was a great fun regatta, which gave us great practice leading up to coming nationals as well as supporting the Tasar fleet in SA. But next year we will take some diving equipment, and bring home fresh Crays!!

Ray Martin
2 Dry Martinis

2002 ACT Championships

Batemans Bay NSW – It was a beautiful sight on Saturday afternoon, 16 boats lined up on the beach near the Hanging Rock athletic club, waiting for the 2002 ACT Tasar Championships to begin. Appropriately, at the end of the series, the scratch 1st and 3rd place winners were Tasars from ACT; Tasar 2475, Rick Longbottom and Tasar 2482, Martin Linsley. The 2nd place winner came from a surprise attendee, former World and National champion Russell Ford, who came out of "retirement" in Katoomba to participate. In addition, we would like to welcome Harley Kruse back to the fleet, and found that he was sailing every bit as fast as when he crewed on the third place boat in the Nationals many years ago.

This was the 1st time that the ACT championships were held at a new venue; the beautiful but challenging waters of Batemans Bay. Though summer racing at the "bay" is known for the challenging swells and blowy

winds, this series was sailed in southeasterly light breezes with long, shallow swells and a light chop. Attention was given by all to the removal of kelp from rudders and foils.

The hard work and hospitality of the host, the Batemans Bay Sailing Club, showed. A special thanks goes to Lachlan Brown, key organizer of the event, Rob Douglass, who made sure all the visiting boats made it to the beach on time and to Peter Collocott, the race official who agreed to step in at the last minute, due to an unexpected cancellation.

In addition to the fun we had sailing, a good time was also had at Saturday night's dinner, held at a local Thai restaurant. In our corner of the table, Lachlan Brown regaled us with stories of disaster on the high seas, culminating with his night spent floating in the ocean after his yacht was holed and sunk. Luckily, the Tasar

2002 ACT Championships (Continued)

fleet during this series had few problems – most notably Julie and Rob Brown losing their forestay and rig mid-way through race five, whilst newcomers Tom Ruut and Debra Nowell from Woollahra lost their forestay before race 1, but in a good act of seamanship were able to jury-rig a halyard, sail back to shore, fix it, and get back to the start line with seconds to spare.

The series began Saturday afternoon with 3 short races (triangle – sausage) in a breeze declining from 10 knots to 5 as the day progressed, and sunny skies throughout. Racing ended on Sunday with 1 short and 1 long race (triangle – sausage- triangle – sausage) in fluky 3 -8 knot winds under overcast skies. The sailing was clean, relatively penalty-free, and with the exception of a couple of noisy mark-roundings, friendly.

The format of the four short races combined with the mild weather lent itself to very competitive racing with the entire fleet finishing the short races within approximately four minutes of each other. This was not only fun, but also gave the “back of the fleet” skippers a chance to observe how the fast boats get the job done. While the fleet did separate into the classic top third, middle third and back third profile, this report will follow a “lessons learned” format that tells the story of the racing, as opposed to the ordinary race-by-race description.

LESSONS LEARNED

Unfair as it seems, the author does not feel qualified to discuss the remarkable, physics defying acts of sailing levitation performed by Rick Longbottom and his very heavy crew-weight in light winds. Hence, the discussion will devolve to the activities of mere mortals.

1. Sail Your Own Race – With the exceptions of the first and fourth races, where Rick Longbottom and Russell Ford respectively were able to play wind shifts right from the start and establish commanding leads, the sailing at all three groupings in the fleet were very close. We noted that boats that often displayed fantastic speed, such as Graham Hanna and Michael Sant, were consistently getting into situations where other boats would dictate their tactics – and in these situations they would drop off the pace by 100 meters in a short period of time. In those races (the third for Graham Hanna and the first for Michael Sant) where they were dictating other boats tactics, they sailed to the placing their boat speed would deserve. On the other side of the coin, we noted that boats that appeared to sail to their plan with confidence throughout, especially Martin Linsley in the fifth race and Rob Douglass in the third, often overcame significant gaps to sail back up and into the top of the fleet. It was notable that the Wilson’s finished consistently in the top five even though often falling much further back.

2. Weight Matters – In this series there were four boats in the 130 kilo crew-weight range, seven in the 140 kilo range, and five in the 150 kilo range. It was notable that in the long final race in very light air the lighter boats eventually sailed to the front of the fleet. It was equally notable that in the shorter races, and surprisingly in the

8 knot range, the top finishing crews represented all the different weight ranges.

3. Height and Power Matters – From the back of the fleet the most obvious separation between us and the group ahead was simply height and power. Sailing near Chris Parkinson, Lachlan Brown and Gary Foley, it was evident that over time they would simply pull away with better height. And they had different approaches to getting the height. But it appeared to us it came from better power, as opposed to pure pointing. We especially noticed this with Chris Carden, who sailed almost the entire second race with good height and power to finish third, while in the other races his power dropped off notably. We cracked our jib off a few inches more, moved our trim forward, and found we too had height and power. The discovery was just a little late! But it helped us in our back of the fleet “match racing” with Graham Johnson, whom we crossed tacks with continually, and had the chance to try different tunings against.

Travellers Trophy Heat 2

The race was held in light and fluky winds, with Russell Ford and crew Nicole Kidman establishing an early lead over Rob and Kate Douglas. By the third work Harley and crew Patricia Kruse had worked their way into an 80 meter lead, which they gave back by sailing to “finish” one work early! In the meantime, Peter and Gillian Wilson in Formula Pye along with Martin Linsley and Nick Grey in RAN had been slowly and steadily working their way up through the fleet, resulting in a five-boat battle for the top, one that Martin Linsley finally pulled out, followed closely by Russell Ford, Rob Douglas, Peter Wilson and Harley Kruse.

In the middle of the fleet Flying Ferret sailed by host Lachlan Brown and crew Trish Collocott overcame a slow start and some unfavourable shifts to sail on up and into a close battle with Rick Longbottom and Paul Kinghorne, during which Graham Hanna and crew Liz Kemmis in Single Malt slipped past to finish sixth. Michael Sant and crew Fiona Darling sailed into a series of knocks which moved them out of contention, whilst Chris and Beryl Parkinson in Agamemnon kept the pressure on.

The back of the fleet sailing was close, with all boats crossing tacks throughout the race, but finally Sea Ferret sailed by Gary and Thomas Foley found their pace in the last work and established a commanding gap, actually sailing up into the middle of the fleet.

The Handicap sailing for the series was won by Russell Ford, followed closely by – guess who? – Chris Parkinson, followed by Harley Kruse. Harley Kruse won the handicap for the Travellers Trophy Heat 2.

Feel free to visit the website at tasar.org.au under State Associations, NSW, for the full results of both the scratch and handicap racing.

Happy sailing to all,

Kevin Brown and Laurie Hoffman
Manly Ferry, Tasar 2111

Frank's suggestion for changing the crew weight rule

At the World Council meeting in Whitstable, the Japan Tasar Association stated that they feel strongly that the crew weight rule should be changed, and asked for comments and suggestions. Tasar designer Frank Bethwaite has written suggesting that we should require only three quarters of the difference between 130 kg and the crew weight to be carried as ballast. With this change, rule C.6.2 would read:

In the event that the weight of the crew, thus weighed, shall be less than 130 kg, such crew may race the TASAR, provided that, throughout the event, ballast equal in weight to at least the three quarters of the difference between the crew weight and 130 kg is carried secured in the cockpit. The ballast carried need not exceed 12 kg.

Frank's letter suggesting this, and a second letter explaining his reasons, follow:

First letter:
July 1, 2002

Re: invitation to comment on Crew Weight proposals.

In this case I regard myself as sinner-in-chief. I wrote the original Tasar (then Nova) rule in 1972. By about 1985 I regretted that I had not thought harder in 1972 about future "legitimate" lighter crews such as the Japanese. In 1994/5 came the observations and experience which lead up to "The Third Factor", and the much gentler and more accurate 49er Performance Equalisation rule. From this I learned that the whole subject is much more complex than it appears on the surface.

In 2001 I had a second opportunity, with the 59er, to do a better job than I did in 1972.

For the 59er I have written "Everybody is welcome to race with us, but if you do not weigh 330lbs (150kg) you will carry three quarters of the difference as ballast."

In my opinion the Tasar class would always have been better served if I had written this in 1972. This (i.e. carrying 3/4 of the difference as ballast) is what I would now recommend.

Sincerely,
Frank Bethwaite

Second letter:
July 14, 2002

Re: Logic for suggesting reduced crew weight ballast

Over the years I have learned much, but it has never occurred to me to write down the logic behind what I now believe. My present theoretical starting points are: -

1. There is a design wind (DW) for every crew for every

point of sailing where the apparent wind is forward of the beam.

2. Whatever the crew weight the DW close hauled will be less than the DW on a reach.
3. On all points of sailing with a DW, heavier crews will sail faster than lighter crews in all winds at and stronger than the DW.

The first part of the logic is that all sailboats necessarily sail in one of seven modes.

There are three points of sailing:

4. Close hauled, - DW applies.
5. Crosswind - between close hauled and apparent wind on beam, ie. DW applies.
6. Downwind - Apparent wind aft of beam so DW does not apply.

And there are three wind strengths:

7. Calm to breakout (minimum planing speed)
8. Breakout to DW
9. DW and stronger

So the seven modes are:

- A. Close hauled in Light (Displacement)
- B. Close hauled in Mod (Planing)
- C. Close hauled in Strong (Planing, overpowered)
- D. Reach in Light (Displacement)
- E. Reach in Mod (Planing)
- F. Reach in Strong (Planing, overpowered)
- G. Run

10. Drag tests on hulls always show that hulls develop less drag when lightly loaded than when more heavily loaded.

11. If other factors are equal (eg wind, sail area etc) this drag difference suggests that more lightly loaded boats should beat more heavily loaded boats.

Long observation confirms that in many lightly built classes with modest sail area and no performance equalisation rule, very light crews absolutely dominate the race results. In these classes, heavier crews can never win.

The reason is that heavier crews must necessarily sail slower in 5 of the 7 modes ie. A, B, D, E, and G. They will sail faster in 2 of the 7 ie. C and F.

So the statistical bias against the heavier crew is 3 of 7 (5 slower but 2 faster) and this statistical disadvantage of 3 in 7 is overwhelming.

Against this theory, what have we done?

In the case of the Nova, now Tasar "Full compensation" rule, I now realise that I unwittingly loaded the dice even

Frank's suggestion for changing the crew weight rule (continued)

more heavily the other way.

A lighter crew who carries full compensation ballast:

- Has lost all advantage, so has no plusses at all.
- Is disadvantaged in modes C and F
- AND is also disadvantaged in the upper parts of modes B and E, because with the lesser righting moment he/she will reach the DW sooner and sail slower thereafter in B and E as well.

So the statistical bias against the fully compensated crew is 4 of 7 (4 slower and none faster). This is worse than the bias the other way if no ballast is carried.

No perfect solution exists. As between flat water and waves, and boats with fixed beam and those with sliding wings, and ocean races with no turns and gravel pit racing with myriad turns, everything counts and everything changes as the race environment changes. But the irreducible facts are those above.

I make no apology for writing the "Full compensation" rule in 1972 now thirty years ago. At that time we were faced with a crisis in that the philosophical *raison d'être* of the NS14 class was being threatened by a new situation in which adult helms and lighter, generally male adolescent forward hands were winning and displacing adult helms and adult, always heavier and generally female forward hands. I did what I could to stem the hemorrhage. I am proud that I did it. I am proud that it worked and that as a result the Tasar class is a haven for magnificent women. None of this changes the fact

that in the light of what we know now the rule is far too draconian, and is grossly unfair to lighter crews such as the Japanese.

Back to the technicalities:

No system can hope to equalise performance over a wide range of crew weight. The best that can be done is to select, or design for, a target mean weight, and establish a system which will approximately equalise the finishing scores, over a series of races to a particular specification, of crews within a range of say plus or minus ten per cent of that target weight. If we accept that that is the best we can do, it is now self-evident that a system of no compensation is too heavily biased toward lighter crews, and that a system of full compensation is too heavily biased toward heavier crews. The ideal has to be some intermediate system which balances the pluses and the minuses more equitably.

I have no crystal ball.

In 2002 I have written "150kg and three quarter compensation" as my best estimate of what I think will best serve the 59er class in the years ahead. I suggest to the Tasar class that they will be better served worldwide if they opt for "130kg and three quarter compensation", than if they stay with the full compensation rule.

Sincerely,
Frank Bethwaite
Posted 2002-07-14

NEWS from TERRY MOSLER in MAROCHYDORE

Hi all,

Maroochy SC Regatta
Bradman Ave Maroochydore
12-13 October

First race 1100 hrs Saturday.

Maroochy locals are soon maybe going to have a third Tasar on the river. Two local Tasars will be sailing on Sunday plus one confirmed visitor, only two confirmations for Saturday though. Pump up the trailer tyres and live a little. Sailing your Tasar is actually fun. Trust me. Have a port and meet nice people. What more do you want? Bring a swag & crash at the clubhouse. Cheep weekend!
Regards Terry

In the Far North

The first regatta of the summer season is on the 19th 20th Oct at Mission Beach. The Saturdays race is the "Around Dunk Island Marathon." They are looking forward to a good fleet of Tasars. # This is the proposed venue of the 2004 Australian Tasar Championships. A new member at Mission Beach, Dave Greig, with crew Gary Andrews, has been sailing the club's Tasar and

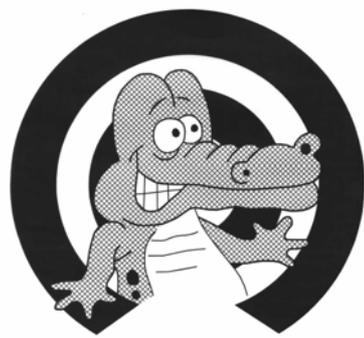
has been giving the Heath brothers a hurry up. David and Gary also had success on yardstick as the lone Tasar at the August regatta in Port Douglas.

Tinaroo's winter sailing was down in numbers with the exceptionally cold winter up there in the hills. However, numbers on the water are increasing as the best months for sailing September, October and November are here upon us.

Australian Junior Tasar Champion, Warwick Heath, from Mission Beach, was recognized by QYA at their recent Awards Night. Warwick received the 'Barrenjory Award'. This is awarded to a youth sailor for outstanding performance at State or National Championships in an International Class. Warwick's crew, David Duncomb, was not eligible for the award as the age limit was 19 years at the end of 2002. Great to see Tasar sailors being recognised by the broad sailing community. For the record, the Barrenjory was a 5.5 metre class yacht which won the first Olympic Gold Medal for Australian Yachting in Tokyo in 1964.

Greg Heath

NORTHERN TERRITORY NEWS



The season in the Northern Territory is drawing to a close.

We have three weekends of racing left.

Our Club Championships held over Saturday and Sunday 12th and 13th October should be a

good event (this is for all divisions as well as Tasars.

Should have the whole regular fleet of 7 or 8 plus others who only come out of the woodwork it seems for Champs!!!

The next weekend is the finish of the point scores and the weekend of the 27th October is Cock of the Bay and final racing.

The general leader this year has been "Wild Thing" with Chris Batenburg as skipper. He will be competing in the Mordialloc Nationals, along with 4 other NT boats, and should provide good competition there.

His regular crew, Camille Woodhouse, will be sailing and is looking forward to this as she has not been to a National event since she crewed in the Tasar Worlds in Whitstable, UK.

Tasars here will be running a training program for the competitors attending the Mordialloc event after racing finishes. A bit hairy sometimes, if the storms start early!

I will send the overall results and any "unusual" incidents later this years

Cheers
Lucille Taulelei

Northern Territory Results 29 & 30 June 2002

Place	Boat	Sail Number	Skipper	Crew
1	Vamoose	2064	Thomas Winter	Gareth Jackson
2	Wild Thing	2057	Chris Batenburg	Camille Woodhouse
3	Desire	1962	Ross McDonald	Lucille Taulelei
4	Bogey Boat	2072	Jenny Simondson	Luke Myall
5	Cheers	2148	Rohan Langworthy	Stuart Templeton
6	69 Exclusion	1830	Zoe Chilman	Taryn Batenburg
7	Unknown	2162	Dan Turner	D. Gosden
8	Dangerous Cargo	1751	Nicholas Ward	Garey Neenan
9	Couch Potato	2063	Jared Seccafien	Peter Weir
10	All Blick	2246	S.Cruickshank	P.Lloyd

Inaugural NSW Tasar Short Course Championship

Round One - Lake Macquarie on the 21st and 22nd of September 2002

Round One of the NSW Tasar Short Course Championship was to provide an opportunity for a number of closely fought short races over a couple of days mixed in with our usual Tasar social get-togethers. The inaugural weekend was looked forward to by many – one skipper even had the Notice Of Race pinned to the wall beside his bed to remind him of a great weekend coming up!

The racing on Saturday was from the Wangi Sailing Club set on the southern shores of Lake Macquarie. Our

hosts for the day were Rob and Julie Brown. There was a fleet of 18 boats for the racing, a great number considering some people don't even think 'sailing' until after the October long weekend.

We welcomed to their first Association event, two boats from Woollahra, 1887 Tough Cookie – Harley and Patricia Kruse and 2462 Cool Bananas – Tom Ruut and Debra Nowell.

Rigging on the grassy foreshore in fine, sunny weather, we watched the local Sabots inching their way around a course in a light nor wester hoping the wind would pick up by the time we hit the water. When we did launch

Inaugural NSW Tasar Short Course Championship

Peter and
Gillian
Wilson



Image-ination Photographics

there was little change in the wind, a fickle 1 – 5 knot nor wester. Not a good day to be a PRO, but he did a fine job and was eventually able to set a course. The challenge of the first two races was to seek out the wind and stay in it and to make sure the boat kept moving through each tack. This took a great deal of concentration and a dusting off of our boat handling skills, not to mention brushing away the odd spider for those whose boats were on the water for the first time since last season.

The prize for first place in Heat 1 went to 1913 Formula Pye – Peter and Jillian Wilson, and in Heat 2 to 2087 Scribbel – Rob and Nicole Douglass. The third race looked like it would follow the same pattern until part way through the start sequence the wind turned and started to come in from the south. The start was abandoned and we restarted in a steady 12 knot south easter. It was great to power the boat through the water, working the wind and the waves. First over the line was again 1913 Formula Pye – Peter and Jillian Wilson.

Most of us spent the evening at the Wangi RSL, swapping stories of the racing and partaking of the Chinese fare from the club's chef along with an attempt to beat the World record for tearing a Mintie wrapper into the longest length using the paper table cloth. You can't take some people anywhere!

Sunday at the Lake Macquarie Yacht Club was quite a different day, but still another sunny day in paradise. The wind had strengthened to a steady 12-14 knot easterly. We followed the committee boat across to the other side of the lake where the course was set with the first leg heading back in the direction of the clubhouse. I'm not sure that you should get a yachtie to lay a short course for dinghies, that top mark sure seemed a long way away!

Rob and
Nicole
Douglass



Image-ination Photographics

The three heats were hotly contested with little separating the fleet and only seconds between the top place winners. The adrenaline certainly does pump in these short races! There was no time to gaze at the magnificent scenery – except between races.

Yes, that top mark was a long way away for those flabby, winter wasted muscles, but we all hiked until our legs screamed and pleaded with the skipper to make a slow tack in case those frozen muscles didn't work.

The winners of the three heats were 2727 Single Malt – Graham Hanna and Liz Kemmis, 1913 Formula Pye – Peter and Gillian Wilson (again!) and 2619 Flying Ferret – Lachlan Brown and Trish Collocott, with everyone hot on their sterns.



Lachlan
Brown
and Trish
Collocott

Image-ination Photographics

All in all, it was a great weekend of sailing, both on and off the water. The short course racing was a great success with the fleet staying close together throughout. If you made a fateful mistake in one race there were five other races to have another go at and there was a lot of tight maneuvering within the bunched fleet.

Keeping track of the racing over the weekend were Mark and Rebecca Olsen with their state of the art digital camera and huge lens. At the end of each day's racing we were able to scroll through the images and order our photographic memoirs.

Congratulations must go to Peter and Gillian Wilson with their wonderful consistency of three wins. We all look forward to Round Two of the Short Course Championship at Woollahra in March 2003. Can we reign in the indomitable Wilsons?

Liz Kemmis
2727 Single Malt



Image-ination Photographics

NSW Tasar Short Course Championships (Scratch) Results

TopYacht Software: Speers Point Amateur Sailing Club - 26/09/02 12:44:03 PM

NSW Tasar Short Course Championships (Scratch)

(Ties: S=Score R=Race B= Bettered. Penalties: B=BFD C=DNC D=DNE E=EXC F=DNF G=RDG L=Late Entrant O=OCS P=Protest Q=DSQ R=RAF S=DNS U=DUT Z=ZFP Y=SCP #-=No Data "(x.y)" Discarded)

Place	Ties	Sail No	Boat Name	Skipper	Crew	From	Agg Score	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1		1913	Formula Pye	Peter Wilson	Gillian Wilson	Speers Point	13	2	1	3	1	5	1
2		2619	Flying Ferret	Lachlan Brown	Trish Collocott	Batemans Bay	23.5	1	3.5	5	2	6	6
3		2727	Single Malt	Graham Hanna	Liz Kemmis	Balmoral	25	3	6	1	9	4	2
4		2580	Freya	Jeff Mephem	Matthew Fitzgerald	Speers Point	28.5	13.000	3.5	2	4	2	4
5		2087	Scribbel	Robert Douglass	Nicole Douglass	Batemans Bay	36	18.00C	7	4	3	1	3
6		2665	Agamemnon	Chris Parkinson	Beryl Parkinson	Speers Point	46	7	10	10	5	7	7
7		787	Gone Feral	Chris Thompson	Nicola Howe	Batemans Bay	47	5	5	8	6	11	12
8		2672	To The Max	Michael Sant	Fiona Darling	Woollahra	52	6	8	7	11	12	8
9		1887	Tough Cookie	Harley Kruse	Patricia Kruse	Woollahra	54	9	9	9	10	8	9
10		2731	Masquerade	David Seaton	Helen Impey	Balmoral	66	4	2	6	18.00L	18.00L	18.00L
11	3.0S	170	Ultralite	Phil Darby	Chris Darby	Toronto	69	18.00C	18.00C	18.00C	7	3	5
12		2462	Cool Bananas	Tom Ruut	Debra Nowell	Woollahra	69	11	11	12	15	9	11
13		2078	Insurrection	Rob Brown	Julie Brown	Wangi	75	8	12	13	13	15	14
14		1808	Zon	Pat Conway	Michelle Zwagerman	Greenwich	77	10	13	11	14	16	13
15		2588	Tadpole	Chris Carden	Vaughan Bromfield	Greenwich	79	18.00C	18.00C	15.00F	8	10	10
16		1945	Albetrocity	Rob Winn	Judy?	Speers Point	96	18.00C	18.00C	18.00C	12	13	17.00S
17		2098	Vortex	John Pateman	David Ralston	Speers Point	99	18.00C	18.00C	18.00C	16	14	15

NSW Tasar Short Course Championships (Handicap) Results

TopYacht Software: Speers Point Amateur Sailing Club - 26/09/02 12:44:03 PM

NSW Tasar Short Course Championships (Handicap)

(Ties: S=Score R=Race B= Bettered. Penalties: B=BFD C=DNC D=DNE E=EXC F=DNF G=RDG L=Late Entrant O=OCS P=Protest Q=DSQ R=RAF S=DNS U=DUT Z=ZFP Y=SCP #=#No Data "(x.y)" Discarded)

Place	Ties	Sail No	Boat Name	Skipper	Crew	From	Agg Score	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1		787	Gone Feral	Chris Thompson	Nicola Howe	Batemans Bay	32.5	5	1	8.5	1	5	12
2		2672	To The Max	Michael Sant	Fiona Darling	Woollahra	36	2	5	3	10	11	5
3		2078	Insurrection	Rob Brown	Julie Brown	Wangi	36.5	1	3	13	2.5	2	15
4		1808	Zon	Pat Conway	Michelle Zwagerman	Greenwich	38.5	3	11	2	6.5	3	13
5		2727	Single Malt	Graham Hanna	Liz Kemmis	Balmoral	44	4	10	1	15	13	1
6		1887	Tough Cookie	Harley Kruse	Patricia Kruse	Woollahra	44.5	7.5	9	4	11	6	7
7		1913	Formula Pye	Peter Wilson	Gillian Wilson	Speers Point	47	9	8	8.5	2.5	16	3
8		2619	Flying Ferret	Lachlan Brown	Trish Collocott	Batemans Bay	48.5	6	4	10	4	15	9.5
9		2462	Cool Bananas	Tom Ruut	Debra Nowell	Woollahra	49	11	7	7	16	4	4
10		2580	Freya	Jeff Mephram	Matthew Fitzgerald	Speers Point	52	13.000	6	5	8	14	6
11		2665	Agamemnon	Chris Parkinson	Beryl Parkinson	Speers Point	58.5	7.5	12	11	6.5	12	9.5
12		2087	Scribbel	Robert Douglass	Nicole Douglass	Batemans Bay	63	18.00C	13	6	9	9	8
13		2588	Tadpole	Chris Carden	Vaughan Bromfield	Greenwich	74	18.00C	18.00C	15.00F	5	7	11
14		2731	Masquerade	David Seaton	Helen Impey	Balmoral	78	10	2	12	18.00L	18.00L	18.00L
15		170	Ultralite	Phil Darby	Chris Darby	Toronto	80	18.00C	18.00C	18.00C	14	10	2
16		2098	Vortex	John Pateman	David Ralston	Speers Point	82	18.00C	18.00C	18.00C	13	1	14
17		1945	Albetrocity	Rob Winn	Judy ?	Speers Point	91	18.00C	18.00C	18.00C	12	8	17.00S

THE NATIONALS ARE COMING!

The fruits of the labour being put in by the Victorian Association over the last 12 months is paying off now with a great regatta shaping up. If you haven't entered yet, you had better get organized, because accommodation in Melbourne is available now, but like anywhere, is hard to find if you start looking in late December.

A large fleet is expected due to the central location of Melbourne to sailors from SA, and NSW, as well as our strong local fleets. – Sorry you guys from WA, Darwin and FNQ, we aren't central to you, but we promise to make sure that the trip is well worth the effort.

The venue for the 2002-2003 titles is Mordialloc Sailing Club. This is a strong dinghy sailing club, which is located on the Eastern shore of Port Phillip bay, about half way between the City and Port Phillip Heads. It has excellent sailing waters, which will offer a great variety of both wind and water conditions over the course of the regatta. The program has a range of morning and afternoon races to ensure that as wide a variety of wind conditions as possible will be experienced. You light weather lake sailors can expect some conditions to suit you over the regatta, just as much as the heavy weather guys.

The club is well equipped with parking, rigging, and socializing areas, and the race management crew are very experienced. This will be the only championship being conducted by the club over this period. The

regatta will be overseen by a team of international judges, who will ensure that we all behave ourselves.

The regatta is part of the Sail Melbourne Festival, which is one of the largest regattas held each year, and is the only ISAF Group One Sailing Event held in the Southern Hemisphere each year.

Mordialloc is a very convenient location for visitors wishing to visit most of the attractions that Melbourne has to offer. And there are many. The association has arranged a bus tour of the beautiful Mornington Peninsula areas for New Year's Day. Other scenic attractions include the Yarra Valley and Phillip Island. More cosmopolitan attractions include the Latte Society areas which line the bay between the club and the city, as well as the character and beauty of Melbourne town itself. Several major shopping centres are within an easy 15 minute drive, as are golf courses, parks, and other attractions.

The club is located at the mouth of the Mordialloc creek, where "putt-putt" boats can be hired to go fishing. Larger vessels have been arranged to take spectators out to view the racing close up during the regatta. Windsurfing and Kite boarding is also very popular in the area.

If you haven't made your mind up yet, then give any of us a call, we'll tell you why you MUST make this regatta.

See you at Mordialloc!!!

A BRILLIANT (Social) CAREER at the MORDIALLOC NATIONALS

28th December	Welcome Night Function
30th December	Trivia Night
31st December	New Year's Eve Function
1st January	Day Trip
4th January	Presentation Night

In years to come they'll be talking about the Mordialloc Nationals as the most brilliant regatta ever – not just for the sailing but for the brilliant social life we have planned.

Port Lincoln set the bar pretty high with their fantastic seafood, terrific local wineries and great hospitality, but we're all out to go one better.

Not only do we have the usual Welcome Night, New Years Eve Party and Presentation Night functions for you to attend, we are putting on a Trivia and Entertainment Night and a Mornington Peninsula Wineries and Attractions Tour.

Trivia & Entertainment Night

My partner Peter, who seems to enjoy coming along to regattas but has never been in a boat and tells me he never will so long as I'm holding the tiller, is running this Trivia and Entertainment Night. That's good news as he's pretty cool on the whole, but he's getting together a few of his friends who have also never been in a boat, and they tell me they are planning an evening that we will never forget.

I'd love to tell you what it's all about, but I don't know. I have however drawn the following promises from him:

- it will be suitable for all ages
- prizes will be extraordinarily fantastic
- his word is law (he tries this on at home too)
- sailing knowledge and/or ability will not be an advantage
- there will be only a minimal charge
- we won't need our wetsuits but a shackle key may help

In the advertising world, this is what's called a "teaser". The only way you're going to find out is to come along.

A BRILLIANT (Social) CAREER at the MORDIALLOC NATIONALS

.....wait there's more



New Year's Day Mornington Peninsula Wineries & Attractions Tour

Otherwise known as "Hair of the Dog" tour. What better way to recover from our New Year's Eve party...

Get picked up from Chelsea Yacht Club at 10am for this leisurely day trip. Take in 3 or 4 of the Mornington Peninsula's best wineries, enjoy a gourmet BBQ lunch and for something different choose between a visit to Arthur's Seat, the Strawberry Farm, or the Maze and Water Gardens.

The tour includes complimentary photos of the day, some giveaways, and a host/hostess. All this for just \$68 a head – why would you be anywhere else on the first day of 2003?

TASAR MEASUREMENT CHECK LIST MORDIALLOC 2002/03

The Tasar Association of Victoria will be strictly enforcing the measurement rules of the Tasar Class during the National titles to be held at Mordialloc.

IT IS THE RESPONSIBILITY OF EACH SKIPPER TO ENSURE THAT HIS BOAT COMPLES WITH ALL MEASUREMENT REQUIREMENTS AT ALL TIMES DURING THIS REGATTA.

As part of the registration process for the regatta, selected measurements on every boat will be checked. A draft of the measurement check list is included at the end of the Newsletter. All measurements must be completed before a boat's registration can be accepted.

After each race, selected boats will be re-measured at random.



SAIL MELBOURNE 2003



**Entire 30th
Australian Tasar Championship**

Hosted by
MORDIALLOC SAILING CLUB INC.
on behalf of

Tasar Association of Victoria Inc & The Australian Tasar Council.

NOTICE OF RACE

1. Date, Venue & Organising Authority

The Sail Melbourne, Entire 30th Australian Tasar Championship will be held from December 27th, 2002 to 4th January, 2003 inclusive. The organising authority for this regatta is the Tasar Association of Victoria Inc. The regatta will be conducted by Mordialloc Sailing Club Inc. on behalf of the Tasar Association of Victoria Inc and The Australian Tasar Council.

2. Rules

The event will be governed by the current ISAF Racing Rules of Sailing 2002-2004 (RRS), the Tasar Class Rules and the Prescriptions and Special Regulations of the Australian Yachting Federation (AYF), (except as any of these are changed by the Sailing Instructions.) and by the Sailing Instructions. AYF Special Regulations, Part 2, Off The Beach Boats will apply.

Advertising

Competitor's may be required to display sponsor's names(s)/logo(s). If required, these items will be supplied by Yachting Victoria and/or the sponsor and they shall be affixed as prescribed in the sailing instructions.

3. Eligibility and Entry

Entries will only be accepted for Tasar class yachts, whose skipper and crew are members of an AYF affiliated club and one of whom is a financial member of a Tasar Association which is a constituent of the World Tasar Council. All competitors shall comply with ISAF Eligibility Rules (RRS Appendix 2 Regulation 21.1) and will be required to provide their AYF membership number as a part of the registration process.

Eligible boats may enter on the Entry Form, which shall be lodged with the Race Secretary of Mordialloc Sailing Club Inc. by 15th December 2002, at:

Race Secretary
Mordialloc Sailing Club Inc.
PO Box 5018 Mordialloc 3195
Copies of the entry form are available from the Mordialloc Sailing Club web site, www.MordiallocSC.com.au, Yachting Victoria, the Tasar Association of Victoria Inc., www.tasarvictoria.asn.au or the Australian Tasar Council web site, www.tasar.org.au.

Entries will be accepted in the following categories:

- Open
- Masters (combined age 80 - 99 years)
- Grand Masters (combined age 100 - 119 years)
- Super GM (combined age 120+ years)
- Junior Helm (Under 19 years)
- Lady Helm (Open age)

All ages as at Friday 27th December 2002

4. Fees

The Entry Fee for the regatta is \$250 (including GST) and includes race entry and tickets for helmsperson and crew members to Welcome Night and Presentation Dinner functions. Late entries will be accepted until 1100 hrs on the 28th December 2002, and are subject to the payment of a late entry fee of \$35 (including GST).

Cheques should be made payable to "Mordialloc Sailing Club Inc."

5. Schedule Of Events:**5.1 Registration and Measurement**

Friday 27th December 2002 0900 – 1600 hrs
Saturday 28th December 2002 0900 – 1100 hrs

5.2 Competitors Meeting

Saturday 28th December 2002 1230 hrs

5.3 Races

Day	Date	Race	Warning Signal
Saturday	28 th December 2002	Invitation	1400 hrs
Sunday	29 th December 2002	Heat 1	1030 hrs
Sunday	29 th December 2002	Heat 2	1400 hrs
Monday	30 th December 2002	Heat 3	1030 hrs
Monday	30 th December 2002	Heat 4	1400 hrs
Tuesday	31 st December 2002	Heat 5	1400 hrs
Wednesday	1 st January 2003	Lay Day	
Thursday	2 nd January 2003	Heat 6	1030 hrs
Thursday	2 nd January 2003	Heat 7	1400 hrs
Friday	3 rd January 2003	Heat 8	1030 hrs
Friday	3 rd January 2003	Heat 9	1400 hrs
Saturday	4 th January 2003	Heat 10	1330 hrs

Resails will be scheduled at the discretion of the Race Committee.

5.4 Social

Saturday 28 th December 2002	Welcome Night Mordialloc SC	1800 hrs, additional tickets available.
Sunday 29 th December 2002	Measurers Conference	2000 hrs
Thursday 2 nd January 2003	AGM	2000 hrs
Saturday 4 th January 2003	Presentation Dinner	1830 hrs, additional tickets available

6. Measurement

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

6.2 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 from Mordialloc Sailing Club at Registration.

8. Regatta Site

The regatta site will be Mordialloc Sailing Club, Mordialloc, Victoria. Melways reference: Map 92, E2.

9. Racing area

The racing area will be on the waters of Port Phillip within 2 nautical miles of Mordialloc Sailing Club.

10. Courses

The courses to be sailed will be triangle and trapezoid courses as detailed in the Sailing Instructions.

11. Scoring

The Low Points Scoring System specified in Appendix A will apply as modified below. 10 races are scheduled, of which 6 races shall be completed to constitute a series. If 6 races are completed each boats series score shall be the total of all race scores without discard.

If 7 or more heats are completed the worst single score may be excluded.

12. Jury

A suitably qualified National Jury may be appointed in accordance with RRS 70.4 and Addendum B. If and when such a National Jury is appointed, the decisions of the National Jury will be final. 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 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.

14. Support Boats

Team Managers, Coaches, and other support Personnel shall keep to leeward and more than 100 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.

15. 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.

16. Prizes

Trophies and prizes will be awarded at the Presentation Dinner and will include:
Perpetual trophies for the Championship, Masters, Grand Masters, Super Grand Masters, First Lady Helm and First Junior Helm.
Prizes will be awarded to the skipper and crew of the first three finishers in each division.
Other prizes may be awarded arbitrarily by the race organisers.

17. Rights to use Name & Likeness

In participating in this Event, a competitor automatically grants to the Organising Authorities and the sponsors of this 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

Attention is drawn to Fundamental Rule 4. 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 Mordialloc Sailing 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 Mordialloc Sailing 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.

19. 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.

20. Further Information

The Secretary
Mordialloc Sailing Club Inc
P O Box 5018
Mordialloc Vic 3195
Phone. +61 (03) 9580 8816
Fax +61 (03) 9580 8816
Internet : www.MordiallocSC.com.au
Email : msc@MordiallocSC.com.au

Or

The President
Tasar Association of Victoria Inc.
Mr. Martyn Sly
Phone +61 (03) 9772 1563 (ah)

Internet : www.tasar.org.au
Email : jlsly@bigpond.com

Or

Yachting Victoria
Suite 2, 77 Beach Road (PO Box 83)
Sandringham. Vic. 3191
Phone. +61 (03) 9597 0066
Fax +61 (03) 9598 7384
Email: vyc.office@vic.yachting.org.au

TASAR MEASUREMENT CHECK LIST

MORDIALLOC 2002/03

To complete Registration, this checklist must be completed, signed by both Skipper and measurement officer, and returned to the registration desk before registration can be completed.

Measurement Station A Sails, battens, foils, jib pole.

	Measurement	Skipper	Measurer
Sails Checked and Stamped			
Battens Marked			
Centreboard and Rudder as per rules			
Jib pole length 2038 including beaks			

Comments by Measurement Officer

Measurement Station B Bare Hull

	Measurement	Skipper	Measurer
Hull Weight			
Combined Crew Weight			
Crew Ballast Fitted, Location			

Comments by Measurement Officer

Measurement Station C Rigged Boat

	Measurement	Skipper	Measurer
Rake Measurement 4140+/- 20			
Jib head to hounds 115mm max			
Mainsheet Strop 250mm +/- 10			
Centrecase padding as per rules			

Comments by Measurement Officer

Notice of Race 26th NSW Tasar State Championship 2002/03

The Tasar Association of New South Wales Inc. invites entries for the 26th New South Wales Championship for Tasar class yachts to be held from Friday, April 18th 2003 to Monday, April 21st 2003, 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) as amended, the Prescriptions and Special Regulations of the Australian Yachting Federation (AYF), the rules of the Tasar Class and the Sailing Instructions. Boats shall comply with the Part 2 Special 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;

2.4 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 When AP, answering pennant, is flown ashore with two sound signals (one sound signal when lowered), it means "The race is postponed. The warning signal will be made not less than one hour after AP is lowered". This amends RRS 25 and 'Race Signals'.

2.3 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.

2.4 An orange flag or shape will be the on station at the finish signal. (amends Race Signal Blue flag).

2.5 Mark boats not being on station will not be grounds for redress (RRS 62.1(a)).

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 Class. Attention is drawn to RRS 46.

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, March 14th 2003, accompanied by a fee of \$95. Late entries will be accepted up to 1100 hours on Friday, April 18th 2003, with an additional fee of \$25.

6. Schedule of Events

6.1 Registration

Registration will be at Race Headquarters on Friday, April, 18th 2003 between 0900 and 1100 hours.

6.2 Racing

Races	Day	Date	Warning Signal
Heat 1	Friday	April 18	1355
Heat 2	Saturday	April 19	0955
Heat 3	Saturday	April 19	1355
***	Sunday	April 20	0925
Heat 4	Sunday	April 20	1325
Heat 5	Sunday	April 20	ASAP after heat 4
Heat 6	Monday	April 21	0855

***** = provision for resail

6.3 Competitor Briefing (Official Opening)

A welcome and briefing for all competitors will be held in conjunction with the Official Opening at 11.30 am on Friday, April 18th 2003.

7. Registration and Measurement

7.1. Entrants shall register for the regatta at Race Headquarters on Friday, April 18th 2003 between 0900 and 1100 hours.

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

7.3 Each entrant shall 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

NOR 26th NSW Tasar State Championship 2002/03 (Continued)

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.

- 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.

A handicap pointscore will also be conducted.

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).
- 6) Super Grand Masters Perpetual Trophy (crew age of more than 120 years).
- vii) The Best Club performance on handicap based 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 21st 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. 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 02 4973 4859 or email at parkys@ozemail.com.au.

REGATTA INFORMATION

Official Opening

There will be a meeting of competitors at 1130 hrs on Friday April 18th 2002 outside Race Headquarters.

Race Committee

Chris Parkinson	Race Secretary, TANSW
Michael Sant	President, TANSW
Graham Hanna	Secretary, TANSW
Rob Douglass	Treasurer, TANSW
Rob Landis	State Measurer, TANSW
TBA	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, April 17th 2003. 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 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

NOR 26th NSW Tasar State Championship 2002/03 (Continued)

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 02 4973 4859 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

26TH NEW SOUTH WALES TASAR CHAMPIONSHIP, 2001/2002

18th April - 21st April, 2003

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 26th NSW Tasar State championships from 18/04/03 to 21/04/03.

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 18 March, 2003.

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 \$8 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: / /