

Tasar Australia



Newsletter of the Australian Tasar Council



December 2003

www.tasar.org.au

AUSTRALIAN TASAR COUNCIL

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December 2003

Tasar Australia Newsletter

Our Cover Photo

Sailing at Mission Beach

Tasar Major Events

Sydney Tasar Regatta
Woollahra Sailing Club
 Saturday 27, December 2003 to Monday 29, December 2003

Tasar Southern States Championships
Mordialloc Sailing Club
 Thursday 8, January 2004 to Sunday 11, January 2004

Bethwaite Skiff Series (Round 3)
Woollahra Sailing Club
 Saturday 24, January 2004 and Sunday 25, January 2004

Bethwaite Skiff Series (Round 4)
Wangi Wangi Sailing Club
 Saturday 14, February 2004 and Sunday 15, February 2004

Victorian Tasar State Titles
Yarrowonga Yacht Club
 Saturday 6, March 2004 to Monday 8, March 2004

27th NSW Tasar State Titles
Wangi Wangi RSL Amateur Sailing Club
 Friday 9, April 2004 to Monday 12, April 2004

31st Australian Tasar Championships
Mission Beach Sailing Club, Queensland
 Saturday 3 July 2004 to Saturday 10 July 2004

2005 Tasar World Championships
Darwin, Northern Territory
 June - July School Holidays 2005

President's Message

Welcome to the latest edition of Tasar Australia, and it is great to have contributions from all States.

The season has finished up north and there are wrap ups of their season. While down south the new season is well under way and there are reports on events and activities to date.

A new event on the calendar this season has been the Bethwaite Series with regattas in Melbourne, Sydney and Lake Macquarie. The Tasars had the largest fleet at the first event in Melbourne and were second to the 29ers at Woollahra, which was a little disappointing. I hope we will get a much better roll up at the next round, also at Woollahra, at the end of January .

All Associations have been asked to vote on the proposed rule changes, please read the detail so you are aware of what is proposed. The NOR for the next Nationals is in the newsletter and it looks like being a great event. Get your entries in early. The TAV and TANSW are both planning to send shipping containers to Mission Beach, they are filling up quickly, so contact your Association if you are interested.

The NORs for the Victorian and NSW titles are also included and these will both be very competitive events.

Merry Christmas & good sailing,
 Chris Parkinson

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Proposed Changes in the Class Rules

The World Council in Victoria, Canada, agreed to propose five changes in the class rules.

All State Associations are to vote on these changes over the next few months.

Here is the wording for the proposed changes in the Tasar rules

There is discussion and explanation of these proposals on the World and North American web site at:
www.tasar.org

Proposal 1(a). Support for top mast

New rule F.3.2.: "The top mast shall be supported on an insert located and supported by the upper diamond bolt and having the same cross section as the top mast sleeve."

Proposal 1(b) Hounds to deck measurement:

New rule, following F.1.4.: "The measurement from the bearing point at the hounds to the deck immediately in front of the mast step shall not be less than 3720 mm."

NOTE: We need a separate vote on 1(a) and 1(b). We can adopt 1(a) if 1(b) is defeated, but we cannot adopt 1(b) if 1(a) is defeated. Reason: A jury in Melbourne in 1998 ruled that the hounds to deck measurement could not be applied if the top mast could bed into the bottom mast while sailing. We need to pass 1(a) to make sure this can't happen.

Proposal 2. Adjusting forestay and shrouds while sailing

New C.8: "Safety"

New C.8.1: "The overall length of the forestay and shrouds may only be changed while the boat is either on shore or at a dock."

Proposal 3. Shroud pull back.

Revise C.2.2. (k): "A simple line and block purchase system with a mechanical advantage of two may be attached to each shroud slide to assist movement of the slide. A turning block which does not increase the mechanical advantage may be added immediately aft of the track. With the slide fully forward and the line fully extended aft, the distance from the aft end of the track to the bearing point of the pull back handle shall not exceed 150 mm."

Proposal 4. Length of mainsheet strop

Revise C.2.3 (d): "The mainsheet shall be rigged with either 4 or 5 parts active. The mainsheet strop length shall be not less than 240 mm, measured bearing point to bearing point of the strop, and may be substituted with line. The strop shall not be adjustable in length. The strop may be fitted above or below the mainsheet block system."

Diagrams of the mast sleeve and shroud pull back were in the September 2003 edition of Tasar Australia.

Notes:

1. The requirements for voting on changes are in Class rule B.4, available online at: www.members.shaw.ca/raspencer/technical/rules_isaf_b.html
2. Two regions (NATA, Japan) and 8 districts (6 in Australia and 2 in Europe) can vote. We need seven "yes" votes, the approval of the Advisory Committee, and ISAF's approval before we can introduce a change or a new rule.
3. ISAF requires class rule changes to be submitted by Sept 1, although they do allow the results of a vote to be sent in later. If we want to have these changes decided, and in force if they are approved, before the next worlds in 2005, we need to have the voting process completed by September 2004 at the latest.



Afro Turtle Preventer



Here's the Afro Turtle Preventer made of 7 sections of pool

noodles about 2 feet long. I used large buttons at each end and twine running through the hollowed out center section. Each piece is then attached to a ring which is attached to the mainsail shackle. It got a little tangled in the shrouds while hoisting the main so I have now fastened a strap around all seven sections and attached the strap to the topmost batten end. This holds the preventer out of the way while hoisting and lowering the sail. I tried it out in 5 feet of water and it works like a champ but I can see why Frank designed the Tasar to turtle because it was all I could do to keep the boat from blowing away, and I was standing in the sand. But here in our shallow lakes I am usually very close to shore and I'd rather swim to shore than risk a broken mast.

Best regards, Burt Revell

31st Australian Tasar Championships

Mission Beach Sailing Club Inc.
Queensland Tasar Association & The Australian Tasar Council

Notice of Race

1. Date, Venue & Organising Authority

The 31st Australian Tasar Championships will be held from 3 -10 th July 2004 inclusive. The organising authority for this regatta is the Tasar Association of Queensland. Mission Beach Sailing Club Inc. will conduct the regatta on behalf of the Tasar Association of Queensland and the Australian Tasar Council.

2. Rules

The event will be governed by the current ISAF Racing Rules of Sailing 2001-2004 (RRS), the International Tasar Class Rules and the Prescriptions and Special Regulations of the Yachting Australia (YA), (except as any of these are changed by this Notice of Race and the Sailing Instructions.) and by the Sailing Instructions. YA Special Regulations, Part 2, Off The Beach Boats will apply.

Advertising

Competitors may be required to display sponsors name(s) / logo(s). If required these will be supplied and shall be affixed as prescribed in the sailing instructions.

3. Eligibility and Entry

3.1 Entries will only be accepted for Tasar class yachts, whose skipper and crew are members of an YA 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 YA membership number as a part of the registration process.

3.2 Eligible boats may enter by Friday 4th June with the race Secretary at email jgheath@bigpond.com or at

Race Secretary
Mission Beach Sailing Club Inc.
P.O. Box 327
Mission Beach
FNQ 4852

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 Saturday 3rd July 2004

4. Fees

The Entry Fee for the regatta is \$250 (including GST) and includes race entry and tickets for helmsperson and crewmem-

bers to Welcome Night and Presentation Dinner functions. Late entries will be accepted from Saturday 5th June until 1100 hrs on the Saturday 3rd July 2004, and are subject to the payment of a late entry fee of \$50 (including GST). Cheques should be made payable to " Mission Beach Sailing Club Inc".

5. Schedule Of Events:

5.1 Registrations and Measurement

Saturday 3rd July 2004 0900-1600 hrs

Competitors Meeting - 0930 hrs Sunday 4th July

5.2 Races

DAY	DATE	RACE	WARNING SIGNAL
			not before
Sunday	4th July 2004	Invitation	1100 hrs
Sunday	4th July 2004	Heat 1	1400 hrs
Monday	5th July 2004	Heat 2	1100 hrs
Monday	5th July 2004	Heat 3	1400 hrs
Tuesday	6th July 2004	Heat 4	1300 hrs
Tuesday	6th July 2004	Heat 5	ASAP after Heat 4
Wednesday	7th July 2004	Lay Day	Lay Day
Thursday	8th July 2004	Heat 6	1100 hrs
Thursday	8th July 2004	Heat 7	1400 hrs
Friday	9th July 2004	Heat 8	1300 hrs
Friday	9th July 2004	Heat 9	ASAP. after Heat 8
Saturday	10th July 2004	Heat 10	1100 hrs

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

5.3 Social

Saturdays	3rd July 2004	Welcome Night	1800 hrs,
Sunday	4th July 2004	Measurers Conference	2000 hrs
Thursday	8th July 2004	ATC AGM	2000 hrs
Saturday	10th July 2004	Presentation Dinner	1830 hrs,

6. Measurement

6.1 All competing yachts shall conform to the measurement requirements specified in the International 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

Sailing Instructions will be available from the Race Secretary of Mission Beach Sailing Club at registration.

8. Regatta Site

The Regatta site will be at the shelter shed at South Mission Beach.

9. Racing Area

The racing area will be on the waters between South Mission Beach and Dunk Is.

31st Australian Tasar Championships

Notice of Race

(Continued)

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. 10 races are scheduled, of which 4 races shall be completed to constitute a series. If 5 or more heats are completed each boat's worst single result will be excluded. If 8 or more heats are completed each boat's worst two results will 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 stay outside areas where boats are racing, from the time of the preparatory signal until the finish of the last boat in a race, except when asked to assist by the Race Committee.

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.

Other prizes may be awarded at the discretion of the race organisers. (E.g. Gold, Silver and Bronze divisions)

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 Mission Beach Sailing Club, their officers, members, and 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 Mission Beach Sailing Club, 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 \$AUD5,000,000 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

Further information may be obtained from

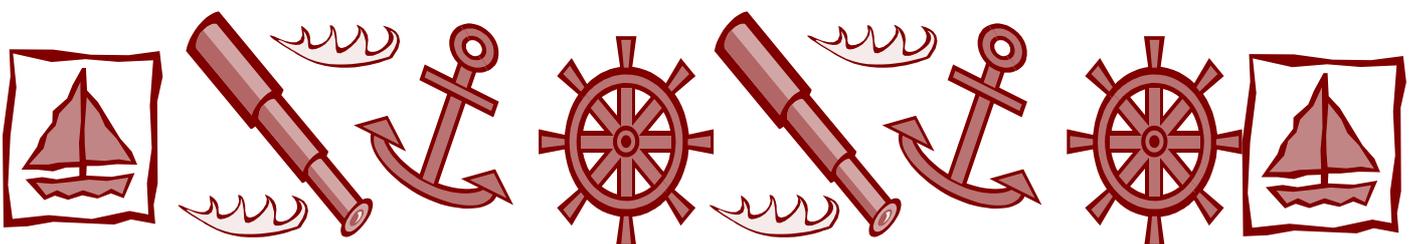
Greg Heath

President

Queensland Tasar Association

jgheath@bigpond.com

Ph 07 40688201



31st Australian Tasar Championships Entry Form

To be conducted by Mission Beach Sailing Club Inc. on behalf of the Queensland Tasar Association and the Australian Tasar Council., on the waters between South Mission Beach and Dunk Is. The 31st Australian Tasar Championships will be held from 3 -10th July, 2004, inclusive.

Return To: Race Secretary
Mission Beach Sailing Club Inc.
P.O. Box 327
Mission Beach 4852

or Race Secretary
jgheath@bigpond.com

by Friday 4th June 2004

Entry Fee: \$250.00 Late Entry \$300 Make cheques payable to : Mission Beach Sailing Club

Yacht Name: _____ Sail No: _____ Club: _____

Helmsperson: _____ YA Membership No: _____

Email: _____ Date of Birth: _____

Address: _____

Crew: _____ YA Membership No: _____

Email: _____ Date of Birth: _____

Category: Circle as appropriate:

Open	Masters	Grand Masters
Super Grand Masters	Junior Helm	Lady Helm

Also if applicable : ADF

Please indicate numbers of **extra** people ,other than competitors for Social functions ()

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 YA, including Addendum A Part 2 (Small Boat Safety), the International Tasar 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 Mission Beach Sailing Club Inc, Tasar Association of Queensland and the Australian Tasar Council 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 31st Australian 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:.....

MISSION BEACH

LISTED ARE JUST SOME OF THE GREAT ATTRACTIONS, WHICH AWAIT YOU IN OUR BEAUTIFUL PART OF TROPICAL NORTH QUEENSLAND -

Visit the Mission Beach Visitor Centre and the Wet Tropics Environment Information Centre

Enjoy 14 km of golden sandy beaches

Guided rainforest walks, day and night. Search for Cassowaries.

Self guided rainforest walks

Trips to the Great Barrier Reef Snorkel/Resort dive, glass bottom boats



Day or evening sailing cruises

Discover Dunk Island - water taxi or ferry or fast Quick Cat

Boat cruise with boomnetting around the Family Islands

Game fishing, island reef fishing, drift or sport fishing

Two-hour tours on the Hull river

River Fishing

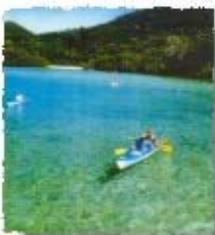
Boat hire at South Mission Beach

Water sports: hire catamarans and jet-skis

Learn to scuba dive; explore the "Lady Bowen" shipwreck.



White water rafting on the mighty Tully River



Calm water canoeing

Guided kayaking tours to off shore islands



Tandem parachuting, landing on the beach

Visit our art and pottery galleries

See the Spanish Castle ruins and spectacular gardens at Mena Creek

Visit the crocodile farm at Innisfail

Visit the tranquil fishing village of Kurrimine Beach and snorkel on King Reef

Watch the birds and butterflies

Drive by 4WD to Blencoe Falls

Visit the lush Atherton Tablelands

Lots of day drives, great swimming and picnic spots, waterfalls, historic country pubs and much, much more.

Play golf at the Tully or El Arish Country Club

Visit the Australian Sugar Industry Museum in Mourilyan



Air Charter tours over the islands, reef, and rainforest or to the Undara Lava Tubes

Visit the Tully Sugar Mill during the crushing season (June - November)

Take a day tour to Hinchinbrook Island

Report From WA Tasar Association

A small but enthusiastic group of sailors fly the Tasar flag in Western Australia.

The majority of boats are based at Royal Perth Yacht Club (RPYC) with racing taking place on the Swan River each weekend during the summer months. Tasars can also be found at Port Bouvard Sailing Club, south of Mandurah and also at Kununurra in the far north of the state.

Prevailing winds on the Swan River during summer are light to moderate E/SE during the morning swinging to a fresh SW breeze (Fremantle Doctor) during the afternoon.



Tasars on Matilda Bay, Swan River, Perth.

Amongst the regulars sailing at RPYC are Alistair and Judy McMichael (Tasar 2095) and Warren Morris (Tasar 2454). Alistair recently returned from Spain where he won the Laser Masters World Championship. Warren (who sails with his son Mathew as crew) is also an accomplished sailor and is the current RPYC club tasar champion.

We are working to promote the class and currently have a number of people interested in buying boats. Our geographic isolation however means that there are not many spare boats available for sale. Visits to promote the class are planned for South of Perth Yacht Club and Port Bouvard Sailing Club in February 2004.

In March of each year the tasars travel to Bunbury (200km south of Perth) to compete in the Koombana Bay Sailing Club's annual regatta. This regatta traditionally serves as our state titles, won this year by Mark and Graham Hansen (Tasar 2611). For a change and with the aim of attracting more boats we are holding our next State Titles in Matilda Bay on the Swan River on 20-21 March 2004.

A number of WA tasar sailors are planning to travel to Mission Beach for the Nationals next July and to Darwin for the Worlds in 2005.

Bart Thompson
President, WA Tasar Association

SA Tasar News

After a slow start to the season with a few boats being regulars at Somerton yacht Club the numbers are building. The SA Association has received a number of requests for boats and has passed this interest to known owners who wish to sell. The ex Rex Dix boat from Largs Bay has been purchased by Adrian Nicholson who will yet add another Tasar to the Somerton fleet.

The SA association has purchased an ex Canberra/ SA boat as a demonstration /promotion boat. The association hopes to model this promotion activity along the lines of the Victorian Association.

Unfortunately there has been a net loss of boats to the state with a Port Lincoln and a Mt Gambier boat being sold to interstate owners.

Rivoli Bay weekend.

Two Adelaide based Tasars joined with the local Rivoli Bay Tasars to host the annual Victoria-SA Challenge during the Melbourne Cup weekend. Despite the appalling weather forecast the Vics had a formidable number of Tasars make the long trip to the magnificent waters Rivoli Bay.

A couple of optimistic Tasars rigged on Saturday morning but as the wind freshened and all retired to the clubhouse for a sailing forum. A considerable range of talent including Craig McPhee, Dave Bretherton, and Ray Martin conducted a lively discussion on all aspects of rigging maintaining and sailing

Tasars. This was followed by a skipper/ crew questionnaire in which Craig asked skippers and crews to rate the relative importance of some 30 'factors', which influence Tasar sailing performance.

The SA-Vic 'Bolle' contested filled in some of the afternoon with the Victorian team defeating SA. The individual champions were Lars and Torsten Gustavsson.

The Rivoli Bay sailing Club put on a magnificent evening meal of local seafood and despite no sailing this rounded off a great day.

Sunday was more accommodating with boats hitting the water for a 10.00 am start for the teams relay race, easily won by the Vic team.

Then followed three short course races which, were keenly contested between a number of boats from both sides of the border. The final event was a speed reach between pairs of boats representing SA and Vic.

All in all the formal events were well received by all.

In the late afternoon a number of boats that did not need to travel back home conducted some training and tuning in what was moderating conditions.

The future of this event.

At the recent Tasar SA committee meeting it was decided to officially get support Rivoli Bay in the promotion of this as an annual event.

The SA Tasar sailing calendar for 2004 will schedule the October/November Melbourne Cup weekend as a key event.

Bob Wright

NT Tasar Association News

The Darwin Sailing Club held its annual Club Championships over two days, 18th and 19th of October, on beautiful Fannie Bay in Darwin Harbour. Eight divisions participated with a total of over one hundred boats, which was an awesome sight.

The weather conditions for the regatta were excellent with 5 to 12 knots for the entire duration. Along with 33 degree temperatures and a little humidity the conditions were perfect for a splash of swimming between races. Caution was required, however, due to the onset of what we call “the wet season“ as this is when the Box Jellyfish become active on our shores. Protective stinger suits were popular attire for the Champs, especially in the Laser, Tasar and off the beach Cats divisions, where a capsized could involve a nasty encounter.

The Darwin Sailing Club Race Committee did an excellent job of organising and running five races for each of the eight divisions. The first two races were run back to back on Saturday afternoon in slightly varying and shifty conditions. Eight Tasars took to the line aggressively which set the scene for the rest of the regatta, however there were no major mishaps thankfully.



A tense start

The first beat to “A” buoy was anyone’s with boats splitting to both sides of the course looking for clean air and any little wind lines that were available. Jenny and John Simondson on ‘Bogey Boat’ were on fire, showing the rest of the fleet how it’s done. The next four boats were hot on their heels: Damien Ford and Amelia Butler on ‘Swat’, Gareth Jackson and Camille Woodhouse on ‘Cheers’, Lucille Taulelei and Sally Jones on ‘Desire’, and the surprise packet of the series Karen Geitz and Janice Stach on ‘Wild Thing’.

The remaining fleet: Fiona and Danny McManus on ‘Flat Tack’, Garey Neenan and Marie Andrew in ‘Phase III’ and Lachlan Collis in ‘Legs Akimbo’ fought it out amongst themselves. They had the Tasars up front a little nervous as the crews were continually checking over their shoulders.

The importance of having a good first upwind leg proved to be the deciding factor for the whole regatta as the back to back races were relatively short, which didn’t leave much room for

error. ‘Bogey Boat’ fought gallantly, holding off the lighter crew on ‘Swat’ right up until the last beat to the finish where ‘Swat’ luckily encountered a knock around the leeward mark and tacked away immediately. Damien was sweating for another knock to come back on and banged on it to cross within inches of ‘Bogey Boat’s’ stern. It was just a matter of who was going the right way as it turned out, and ‘Swat’ crossed the finish line about 20 metres clear of ‘Bogey Boat’ with ‘Cheers’ coming in third.



Fiona & Danny McManus in Flat Tack

The second race was similar with the first boat reaching the first windward mark in front having the advantage of covering the rest of the fleet. The breeze had shifted and picked up by 3 or 4 knots which suited the heavier crew of ‘Bogey Boat’ who came in 1st, ‘Swat’ 2nd and ‘Cheers’ 3rd.



Jenny & John Simondson
in Bogey Boat

Races 3 and 4 were also back to back on Sunday morning. I am sure I saw a few unwell heads, including my own, after a typical Saturday night which usually features a few quenching

NT Tasar Association News (Continued)

ales and a few more, followed by a couple too many. The sea breeze was in by the start time, but fairly light. The course was different so as to give a little variety (trapezoid). The start line was getting rather dangerous as the whole fleet were becoming more confident and going for the top percentage start. 'Swat' was able to get out of the blocks pretty well and led the fleet around the 2nd mark with a bear away set as the rest of the fleet came round with a gybe set. 'Swat' gybed to cover them, thinking it strange that the whole fleet were sailing the short gybe first. 'Swat' gybed back onto the layline and watched the tail ends follow suit but 2nd and 3rd had mistaken the wrong mark. By the time the whole fleet were rounding the buoy we were all reaching. The rest of the race was basically follow the leader. 'Swat' 1st, 'Bogey Boat' 2nd and 'Cheers' 3rd.



Karen Geitz & Janice Stach
in Wild Thing

Race 4 was much the same as 3 but the wind had swung slightly to favor the port end of the line. 'Swat' ran the line by themselves and couldn't believe that they were alone, hoping that they'd read the start correctly. The gun went off and 'Swat' was barely making the pin end of line. A last minute

decision was made and 'Swat' tacked and crossed the fleet comfortably. The battle for third place was being hotly contested by 'Cheers', 'Desire' and 'Wild Thing'. 'Wild Thing' skippered by Karen Geitz in her first race in a Tasar, showed some of the more seasoned Tasar campaigners how to pass to leeward downwind with pace. With 4 races down 'Swat' had an unassailable lead with three firsts and a second.

Race 5 and the sea breeze had kicked in a little more. 'Bogey Boat' was hot on the heels of 'Swat' and eventually 'Swat' made a vital error downwind which let 'Bogey Boat' past - they were then able to hold on for a well deserved win.

At the end of the Champs, unfortunately 'Cheers' was disqualified from the series for signing on incorrectly or perhaps it was due to the fact that the false name he used was not a financial member of the DSC or any other sailing club. 'Cheers' misfortune was 'Wild Things' gain, as it put them into 3rd place for the series (*however, next time I think we will have to weigh them as 120 kg is probably a bit under weight!*) Well done girls. Jenny and John Simondson in 'Bogey Boat' came in 2nd with Damien Ford and Amelia Butler in 'Swat' 1st. Congratulations to everyone.

The big plus about the whole regatta was that all participants enjoyed the racing, the perfect conditions and the wild life in our tropical waters. A couple of boats were accompanied by a pod of dolphins whilst there were also sightings of dugong and sea turtles.

The gap between first and last Tasars across the line is dramatically closing and it's good to see some of the relatively new sailors improving after each race. Unfortunately in November the Darwin Sailing Club's racing season comes to an end, with the onset of the 'wet' (and cyclone) season. We're all looking forward to the beginning of the 2004 season in April next year.

On the whole the Club Champs was a resounding success and I believe our club is on track to hold a tremendous World Titles in 2005.
Damien Ford.



Sunset from the Darwin Sailing Club

Mission Beach Sailing Club Regatta- a big success!

80 sailing boats from as far away as Brisbane in the south and Port Douglas in the north converged on South Mission Beach for the MBSC annual 'Around Dunk Is' regatta. Fair winds greeted the early arrivals on Thursday and Friday as they enjoyed a couple of extra days sailing on our waters.

The real action started on Saturday morning as the boats lined up to start in a light 5 knot breeze. The big Taipan catamaran from Townsville led the catamaran division while the top 3 Sabots positions were closely contested by our local sailors, Stephanie Creedy, Max Creedy and Tony Whittem. Max proved the best in race 1.

The Tasar fleet was thinned by the members of the Mission Beach S.C. on hand to organize the regatta. However, Daryl Bentley and Sarah Jacobson won a close contest from Peter and Duncan McGregor.



By the afternoon the winds had strengthen in time for the 'Round Dunk Is' race for the big boats, the 'Round Purtaboi Is' race for the intermediates and the marathon for the Sabots. 'Los Moro' a Taipan catamaran sailed by Steve Moore from Townsville once again won the race in just under 2 hours but well outside the record time. He was closely followed by the big Nacra catamarans of Warren Guinea and Ben Blankenberg who made the 2000k trek from Brisbane for the weekend.



The long windward leg was tiring on the Tasars around Dunk Is. and Peter and Duncan MacGregor were pleased to ease the sheets as they rounded the far end of the island ahead of their fleet. They maintained their lead and finished ahead of Daryl and Sarah this time with Ross Kerr finishing third.

Well known NQ sailor for his multiple Australian Cobra Championship wins, Darryl Beattie, lead the Purtaboi Island Race but this time in a Laser. Stephanie Creedy turned the tables on the boys by winning the marathon in the Sabots from Tony Whittem with Max Creedy third. These three Mission Beach Sabot sailors have a good chance of finishing in the top ten at the Australian Sabot Championship in January if not winning the coveted title.



Some very close racing was witnessed in the 29er fleet around Dunk with the lead changing many times. Local sailors, Mitch and Lach Heath, were narrowly beaten by the Whitsunday crew of Jamie Jochheim and Blair Mitchell after some good downwind racing along the northern side of the island.

The wind on Sunday proved an organizers nightmare as it fluctuated from 0- 5 knots. Our resident starter, John Symes, kept his cool and eventually got the 5 fleets off to a fair start.

Peter and Duncan MacGregor proved their sailing ability once again, this time in the light and fluky wind that required full concentration. They won both races in the Tasar fleet on Sunday.

Local sailors David Grigg and Greg Heath fought for the minor place in the Tasars. Greg and Judy Heath, who shared the Tasar between organizing duties, finished in third place overall from Peter and Duncan McGregor and Darryl Bentley and Sarah Jacobsen from Tinaroo.

Once again the regatta was a great success with all the sailors vowing to return in 2004. This MB Regatta is one of the biggest mixed regattas along the Australian Coastline and often receives press coverage in National Sailing Magazines. The Club would like to thank all the local businesses and people who helped make this regatta such a success.



Victorian President's Report

Well the new season has started with a bang. Since the last newsletter, we have had so much action, that most of us are looking forward to a quiet December. Without a National title, the next major event is going to be the Southern States Championships on the 8-10 January.

The two major events that have occurred are the Traveller's Trophy series, and the Vic – SA challenge at Rivoli bay. The Rivoli bay event is well recorded elsewhere in the magazine, but the final series of the Traveller's trophy has only just been completed.

The event saw 21 boats in total compete across 20 races. We saw a lot of members that we haven't seen for a long time, and saw some fantastic performances from some well known faces. Congratulations must go to Greg and Mal Shapcott, who discarded three third places from their score, to win the series convincingly. Dave and Doris Bretherton, sailed extremely well to come second, and Gwen and Derick Warne showed the benefit of the work they have put in to get third place.

The major prizes were drawn from a barrel, with each sailor getting one entry for each race they entered. First prize, a new Jib, went to Alistair Murray, Second prize, a new boat cover, went to Dave and Doris, while two of the new Ronstan racing smocks went to Julie and Tony Creak.

Thanks to Ronstan for their generous sponsorship of the series, and for the way they frequently support the major events that we hold.

Thanks also to all competitors, who made the series a success. We intend to develop this series further, so let us know if you can think of any ways to improve the event for next year.

This newsletter welcomes a number of new members, and the return of one or two well known faces from the past. Chris Cotton has just bought a boat from Sydney to sail with his daughter Kelsea, at Chelsea YC. Steve Lainson makes a welcome return to the class to sail with his son Mark. The demand for good boats at the moment is huge, which is a very good sign.

Keep watching your TV over the next two months for the sight of Tammy Van Wieser sailing a Tasar to promote the Tasar Short Course Championship at Docklands in conjunction with the BIA summer boat show. This is held on the first weekend in February, and is going to be a great opportunity for the Tasar class to promote itself, and sailing in general to the general public. There will be notices coming out soon by email and on the bulletin board to keep you informed on this.

It's time now to do my Christmas shopping (some gloves and a new mainsail perhaps?) before the next great event.

Have fun, and keep sailing.

Ray Martin

757

2 Dry Martinis

Victoria - South Australia Challenge

For the last three years, the Victorian fleet has made the journey over the border to Rivoli Bay in South Australia. The first year saw four boats go to compete in the VYC Western district regatta. (Hmm, a VYC event in SA?) Next year the Croweaters held their state titles at Rivoli bay, and a group of about 5 or 6 made the trip. This year has seen a new event inaugurated. The Vic-SA Challenge. This is a chance for the Victorians to come over and sail on one of the nicest bits of sailing water on the south coast of the country. (Hopefully some of the photos will do some justice to it's beauty.) And for the locals to get some top class competition from the Melbourne and Adelaide fleets.

The event is held over the Melbourne cup weekend which means that most of us take the Monday off, and make a 4 day weekend of it. Most people left on Friday after work and arrived at the local caravan park late on Friday night. The weather forecast for the weekend was foul, so one or two people cancelled at the last minute. But in the end we had six Victorian boats turn up on Friday night, and another one on Saturday. With two from Adelaide, and the four local boats, that made a great fleet of 13 boats.

The event focuses on fun, rather than being super serious racing, so when the weather forecast proved correct on Saturday, with 35 knot "breezes", and rain squalls, most of us were re-

laxed with our decisions to sleep in, have a leisurely breakfast, and get down to the club (about 300m from the caravan park) at about 11:00.



Once the decision was made to abandon sailing for the day, some of the visitors took the opportunity to take a tour of the local attractions, particularly the wine region.

Victoria - South Australia Challenge (Continued)

For those who stayed at the club, some impromptu training sessions were organized, followed by a Boche tournament. The Victorians were fairly new to this game, but readily took to the techniques required, particularly the one that required that the arm not throwing the ball must hold a glass of grappa. (in the absence of grappa, a good Coonawarra red would suffice). Unfortunately for the Victorians, this seemed to be the only aspect of the game they could master, and the South Australians took the first event of the challenge easily.



Saturday night saw a typically friendly and delicious seafood dinner put on by our local hosts. The seafood is probably the main reason a number of the Victorians keep coming back to this event. Southend (the village where the club is located on Rivoli bay) is a fishing port, and one of its main products is crayfish. The prices are reasonable, and the product is exquisite. Most of us ate more crayfish in three nights than we will eat in the rest of the year.

Sunday dawned with a 15-18 knot breeze, patchy cloud, and about 22 degrees. The water was clear, flat, and pristine. The Challenge was ON!



The locals had organized an innovative and great fun event. The first stage was a relay race, where each team had a volley ball as a "baton" and had to complete a windward - leeward leg, before passing the ball to the next boat in the team.

Next three short course races followed. In smooth water, with gentle swell from behind we were frequently surging down the face of these swells while hard on the wind- a great feeling.



During the course of these races the wind gradually dropped, but just after the finish of the last race, it came in again at 15 knots for what was one of the best events. A speed dash on a tight reach along a course of about 800 metres. It was a full on, tight power reach, in smooth waters, with the gentle swells I mentioned previously coming from behind. Great Fun.

The presentation proved that the Victorians could sail better than they could play Boche, and had won the challenge.

Sunday night saw a quite disgraceful display of large groups of Tasar Sailors attacking piles of quite helpless crayfish. Despite their best efforts though, there was plenty left over for a repeat meal on the Monday night.

Monday was warmer again, with clear skies, and 10-12 knot winds. We took the chance to do some training for the young sailors who had come over, (thanks to Craig McPhee and Kevin Kellow for their generous sharing of their knowledge) As well as sailing out past the reef protecting the bay, to play in the BIG waves for a while. Great Fun.

Tuesday was the hottest day of the weekend, and we were going home. Oh well, that's life. As always, this was a great fun weekend, where the sailors from the two states can get together, and have some fun. Congratulations and thanks from us Victorians to the Rivoli Bay Yacht club, and the local Tasar sailors who put on such a great weekend. We look forward to doing it again next year.



Westernport Yacht Club At Balnarring

It's going to be our best season for Tasars for many years. As well as the regulars, the Pedecinis, Hills and Clarks, we have had a return of John Eriksson (he has now recovered from the injury that cut out last season for him), a return to Tasars of Joe Etherson, and so far, two new boats, Colin & Josh Franke and Phil Crowe & Cathy Tan. As yet we are still to see any Navy Tasars on the water, but Greg Dalton of HMAS Cerberus feels sure that that will soon change.

The waters at Balnarring are acknowledged as one of the best sailing locations in Victoria – one of the reasons that the TAV has chosen it as its training venue.

You are invited to come and sail with us over the Xmas-New Year period by participating in the Club's holiday Program.

A starter could be the Annual Boxing Day Regatta at the adjoining Somers Yacht Club. Then our first event on Saturday 27th Dec is the O.B. cruise to Flinders leaving at 1000. This will be a round trip of about 26 kms with the promise of a fantastic ride home on a broad reach.

On Sunday 28th is the "3 Peaks Race" commencing at 1000. You will have to be there to find out what it involves.

The O.B. Christmas Trophy race is scheduled to start at 1330 on Monday 29th.

Finally, another O.B. cruise to Sandy Point is set for Tuesday 30th leaving at 1330.

Be Daring! Come and try something different.

Inquiries: Bryan Hill 59835258

Chelsea YC News

The Travelers Series is over for another year and CYC took the honors. Greg and Mal Shapcote discarded a series of third places to take the top spot in very convincing style. Well done to you both.

Right from the first time in the water Dave and Doris Bretherton sailing their new grey boat showed excellent speed in the lighter breezes and despite not sailing the whole series took second place. The Warne's in third place made it a clean sweep for Chelsea.

There is no doubt that the Traveler Series will deplete the local Club fleets on those away weekends. There is no way of correcting that but which is better, to have the whole series

before Christmas like we did this year or spread the Series out over the whole summer? There has been some debate on this one so if you have comments or suggestions drop the TAV Committee a line or chat to one of them.

On behalf of all Tasar sailors a warm welcome to Chris, Angela and young Kelsey Cotton who at the age of nine will be doing the sharp end for Dad. Their first sail in a Tasar was in fifteen to eighteen knots and judging by the smiles after their sail we should be seeing them on the water most weekends.

Derick Warne

2004 Victorian Tasar Championships

NOTICE OF RACE

1. Date, Venue & Organising Authority

The 2004 Victorian Tasar Championships will be held from March 6th – 8th 2004 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.

2.1 Crew Weight

Rule 6.2 of the Tasar class Rules is amended as follows: -

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, through out the event, ballast equal to, fifty (50) percent of the difference between the crew weight and 130 Kg is carried secured in the cockpit. The ballast required need not exceed 12 Kg.

2.2 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 en-**

2004 Victorian Tasar Championships

NOTICE OF RACE

(Continued)

trants 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) and will be required to provide their AYF membership number as a part of the registration process.

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 Monday March 1st 2004. Late entries will be accepted up till 1100 hrs Saturday March 6th 2004. 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:

Sat	6 th Mar 04	Registration and Late Entries from	0930 hrs
		- close	1100 hrs.
Sat	6 th Mar 04	Information session approx.	1130 hrs
Sat	6 th Mar 04	Warning signal 1300 hrs,	Heat 1
Sat	6 th Mar 04	Warning signal ASAP after Heat 1,	Heat 2
Sun	7 th Mar 04	Warning signal 1000 hrs ,	Heat 3
Sun	7 th Mar 04	Warning signal ASAP after Heat 3.	Heat 4
Sun	7 th Mar 04	Warning signal ASAP after Heat 4,	Heat 5
Mon	8 th Mar 04	Warning signal 0930 hrs,	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 Principal Race Officer.

6. Measurement

All competing yachts shall conform to 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.

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 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 Event or to start and continue in any race. Competitors shall accept that their participation in the Event is at their exclusive risk in every respect. See Rule 4, Decision to Race. The Organising Authority, and the host club, 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 this Event or howsoever arising in connection with this Event.

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.

19. Further Information

Further information may be obtained from:

The Race Secretary of the Tasar Association of Victoria Inc,
Mr. Martyn Sly 0418 507586

2004 Victorian Tasar Championships.

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: Secretary, Tasar Association of Victoria Inc.
7 Pooley Bridge Road Mordialloc 3195. Entries close March 1st 2004

Or: **Late** entries may be lodged at registration, at Yarrowonga Yacht Club, Saturday 6th March 2004, 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:..... YA Member No.....

Address:.....

..... Postcode: Date of Birth: Phone:

Crew..... YA Member 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 acknowledge that Rule 4 (Decision to Race) places me solely responsible for deciding whether or not to continue racing on the boat. I further acknowledge and agree that in consideration of the Victorian Tasar Championship Notice of Race clause 16 (Entry Disclaimer) that subject to my entry being accepted (with out any obligation on your part to accept it), my participation is entirely at my own risk.

Signed: Date:.....

Number of family/ friends attending with your Tasar:.....(including Skipper &crew)

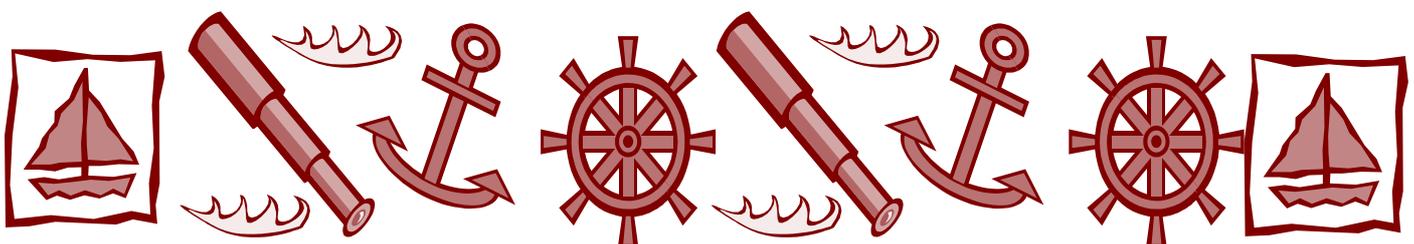
Consent For Junior Skippers (Under 18):

I.....

of.....

Being Parent / Legal Guardian/ of consent to him/her to participating in the 2004 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:.....



Club Report McCrae Yacht Club - Victoria

"Old Tasar sailors do not die, they just seem to go on forever"

Just recently in an conversation with two of our senior club Tasar sailors, on a typical Saturday morning, prior to an aggregate race the conversation led to how long these two veterans have been sailing Tasar dinghies.

I am referring to Doug Guy & Noel Allen at the McCrae Yacht Club.

Whilst Doug & Noel have been sailing together for some 33 years mostly in off the beach dinghies, initially in the Lazy E (now National E) and later the Tasar since the late eighties. Both skipper and crew have had health problems, Doug requiring to have open heart surgery for a leaking valve, & Noel squashed discs in the spine which damaged his sciatic nerve. Thankfully, neither problem has prevented them from sailing, although Noel spent a season on the sidelines after surgery.

Whilst Doug, now 78 and Noel 63, were formerly workmates in the State Electricity Commission where they initially teamed together in the late 60's.

Doug Guy & Noel Allen have served on Yachting Victoria, and Yachting Australia Committees, Doug and Noel are former Flag Officers of the McCrae Yacht Club, and promoted to Life Membership at our club.

So, we can appreciate that they have a myriad of experience, where Doug introduced Noel to Racing Rules (mainly because they argued about the application and interpretation, whilst on the water during racing. Doug & Noel have served as ISAF Judges, however Doug has retired several years ago due to ill health of his wife Betty.

Both Doug and Noel sail mostly club racing, these days, and are still very competitive against younger skippers & crews in Tasars. Whilst their racing commitment is slowly diminishing, mostly due to their increasing overseas participation to umpiring and judging, they are not thinking of retirement from their love of sailing their Tasar, just yet!

Club Representative
Michael Bray
771 Outwardly Hostile

Concord & Ryde SC Report

A variety of sailing conditions as well as overseas commitments by competitors has so far seen between 1 and 8 Tasars front the starter on any Saturday afternoon this season. However, this hasn't reflected from the enjoyment that the C & R Tasar fleet obtain from sailing their Tasars.

The Club has added a new rigid inflatable to its rescue boat fleet to replace an ageing "tinnie". This is the first rescue boat that the club has been able to purchase "new" thanks to a grant from NSW Sport & Recreation. Fortunately, the rescue boat hasn't been required by any of the Tasar fleet as far as I am aware. I believe that a heron has the dubious distinction of being the first boat to be "rescued" by it.

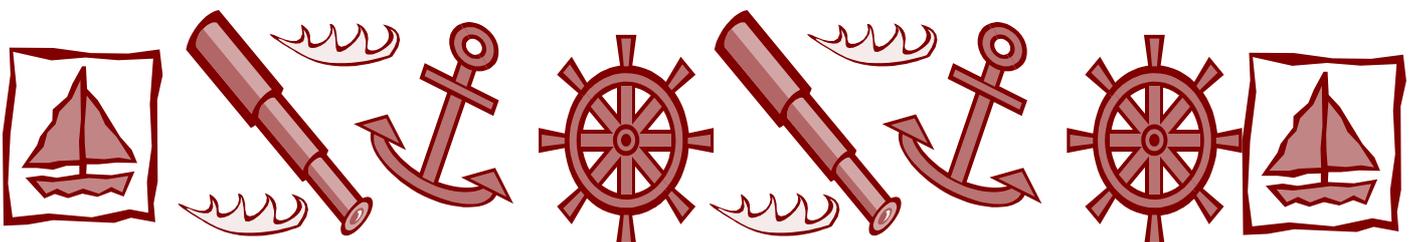
Try Sailing Day at Concord & Ryde was a great success largely due to the weather and the excellent support from a number of the club's Tasar sailors. Four Tasars were present on the day with two being used on the water to take those interested for a sail. Another Tasar was rigged as a display and a fourth was left on its trailer to display how they are transported. Over 112 children and adults tried sailing at Concord & Ryde. I understand some 30+ of those signed up to participate in the Club's Learn to Sail classes. Interest was shown in the Tasar from quite a few adults so we are hopeful that some

will graduate from the classes and purchase a Tasar. One sailing event that the C & R Tasar Fleet enjoy participating in is the Sail for Cancer Marathon Race. The club's course for Tasars for this event is usually down the river, round Cockatoo Island and then return to Concord. Unfortunately adverse weather conditions meant that the course for this year was shortened twice (for safety reasons) until a normal sailing course was sailed. Over \$500 was raised from starting monies for this event which brings the amount donated by the Club over 10 years to over \$6,000.

I would like to take this opportunity to wish all Tasar sailors and their families a merry Christmas and a happy, safe and prosperous new year. I hope that Santa fills your stocking with lots of Tasar related items – see Chris Parkinson if you require an Association T shirt or the next best thing - a Tasar Association membership form. (Santa I have those two items so if your reading this I would love a new yellow Tasar).

Sail A Tasar

Tony Keevers
Tasar Class Captain
Concord & Ryde



ACT Championships

Fair winds, blue skies, good courses and an unspoilt, uncrowded venue. Was there anything missing from the ACT Tasar Championships, held this year for the second time at Batemans Bay? Sadly, it was true that the BB dolphins did not put in appearance despite requests. Some senior Tasar sailors were also competing elsewhere (at the Australian Masters Games) owing to an unfortunate program clash.

The racing was held as late as possible on the Saturday and as early as possible on the Sunday so as to facilitate the journey from Sydney. Some crews stayed a few extra days to make it a real break away from the big smoke.



Dave & Lea Collins in "Cool Running".

Saturday featured a 15 to 20 knot backing sea breeze. Shane Guanaria sportingly handed "The Edge's" helm over to designated crew Helen Impey for two of the three sprint races. Shane won the race he steered in by a somewhat convincing margin while Lachlan Brown and Trish Collocott, showing some unheralded downwind speed on "Flying Ferret" won the other two races. Graham Hanna and Liz Kemmis as well as Wayne Hale and Nick Hutchesson were always close but both crews suffered from a lack of kilos for the conditions. Chris Carden and Vaughan Broomfield on the other hand had

cruiser weight on board and powered around the course in fine form.

After the requisite post race champagne, most of the racers retired to a local Thai restaurant for an evening of tall tales before catching the Australia Scotland Rugby World Cup match. Shane and his party weren't there but they must have had a good night because they slept in late the next morning and only just made the start.

The Sunday morning sea breeze was much less boisterous so Graham Hanna and Liz Kemmis aboard "Single Malt" were right on the pace. They picked a rare veering shift in the sea breeze to win the fourth sprint race from "The Edge" and "Flying Ferret". The final race was a long course race which was the interclub heat. "The Edge" had a comfortable lead after the first triangle but sailed off to the right on the second work perhaps to emulate "Single Malt's" effort in the previous race. The breeze continued to back however, which allowed "Flying Ferret" into the lead. "Flying Ferret" covered "The Edge's" every move from there to win with Dave and Lea Collins a close third on "Cool Running".

"Flying Ferret" therefore won overall on scratch from "The Edge" and "Single Malt". The Tasar handicap formula rewards improvement throughout the regatta and it was fitting that Tom and Gary Foley aboard "Sea Ferret" won on handicap. This was Tom's first regatta steering the boat. They survived some hairy downwind moments and a broken tiller during the regatta. They nailed a great start in the last race, were second around the top mark and sailed on to a convincing handicap win. Kevin Brown and Laurie Hoffman were second overall on handicap aboard "Manly Ferry" (so called because this commuter service was the venue of their first meeting) while Graham Hanna and Liz Kemmis were third overall on handicap.

Thanks must go to the indomitable Chris Parkinson. Parkie was hobbling after a recent knee replacement but still made the trip south especially to do the results for this regatta (and also to see his newborn grand daughter). BBSC members Judy Brown, Peter Walsh, Peter Collocott, Robin Davey, Andrew Bain and Roger Freney put in a great effort to run the regatta.

Lachlan Brown

Bethwaite Skiff Series - TRAFFICing Skills!

Nick from Newcastle, me and a Navy Tasar from Canberra met at Woollahra SC (WSC) to compete in a Bethwaite Skiff Series regatta last weekend – our first 'coming-together' since the Worlds in Canada.

You might remember my report on that Worlds Championship. It contained lots of analysing why we didn't win. Maybe it helped, because we won in Sydney.

There were 10 races in the series, four back-to-back on Saturday PM, and six B2B on Sunday. We won five of them: finished second three times, third once, and fifth once in the 12-13 boat fleet. The entry might have been small, but it did include Peter and Jill Wilson who beat us in Canada, and Mike Sant was specially competitive. Best of all though was the presence of old chums: Chris P, Duncan R, Graham and Liz, Lachlan and Trish, GrahSean A. etc. It was good to meet new people too: just wish I was better at remembering them all.

Bethwaite Skiff Series - TRAFFICing Skills! (Continued)

(Now that's a paradox of Tasar regattas. The social side is best, but personal performance requires focus – excluding distractions - such as socialising. That's a plus for 'live-in regattas', I guess, for all is achievable.)

Conditions were good for racing: SE 10-18 kts, with shore obstructions causing oscillations, gusts and lulls. Although 'the right' of the beat was usually favoured, the shifts determined the positions.

But this article is about 'traffic': and the skills of race management.

Talk about '**TRAFFIC**'! Saturday PM: Rose Bay: lots of buoys for and around the 500m course in its centre. The event needed a few because, with the Tasars, there were fleets of 29ers, 49ers, and a mixed fleet of B14s and a 59er (at any one time between 1-3 of the skiffs were capsized). Two courses were being used, each with different configurations and a separate start/finish line. And the other buoys? Well – they were for Sydney's fleets of Dragons (about 10), Etchells (about 14), a bunch of J24s, a class of classic craft yachts (a lovely lot) and, of course, normal racing yachts (about 30 ranging from 20-50 ft). What's more, most of that lot must

have been short-course racing too, because our fleets converged at least twice. Oh, and to add congestion there were the Saturday recreation sailors, the maxi-charter catamarans, and the normal harbour tour ships. Think about '**looking-out**;' and **planning ahead**. Think entertainment!

Sunday was less stressful. The four Bethwaite divisions were still there, but the Royal Sydney and Middle Harbour lots weren't. Instead we had a couple of flying planes through the course and, later, 20-30 of WSC's Laser 4.7s sailed by 10-14yr old 'wanna-be Spithills' and 15-20 Laser full rig 'couldve-beens Bertrands'. They began racing just as we finished.

What **really, really, impressed** me though, was the fact that all the Bethwaite racing (four divisions, 10 races, on two courses), and then the club's Laser racing, was run by a single Race Officer (albeit with a couple of pick-up helpers – well done Graham) with one manned mark/rescue boat. All power to Woollahra's Robin Foote - a man efficient and cool under pressure. Full marks!

Martin Linsley

Bethwaite Series Round 2

Learning to sail on the confined waters of Albert Park Lake (the 'mudpuddle') in Melbourne, you got used to the idea of dodging boats, concrete walls, water fountains, waterfowl and the occasional shopping trolley. Sailing on Rose Bay on the Saturday of the Bethwaite Series Round 2 required the same skills, but the stakes were much higher. Boat and bodies survived intact, but I can still hear the chug chug splutter of the taxiing seaplane pilot cutting his engine as we glide past just meters downwind of his propeller.

The cool fresh southerly winds over the weekend probably kept the numbers down, but the 14 entrants enjoyed perfect sailing weather over a very intense two days of sailing. Intense because of the 10 races in two days, but also because of the sheer number of craft on the water requiring your attention. Ferries, maxi yachts, skiffs, Etchells, Dragons and seaplanes were some of the dangers, all with the ability to crush or spear or slice boat and person. A particularly vivid memory that will stay with me is the dawning realisation of what the orange buoy 3 meters to starboard implied as we planed

downwind with the pole out and barely under control halfway down our run. Looking up to see 50 or so Etchells seemingly targeting us (or perhaps their windward mark) from either side of the course made me realise just how pointy those jutting Etchell bows actually are.

Gusty offshore winds provided the opportunity to gain or lose places, but the short courses kept the fleet generally close together and made mistakes costly. Congratulations to the red boats that came in first and second, RAN 2482 and Magic Pye 2714, who were generally either out in front or headed there as they overtook the rest of us. Commiserations to those who didn't have their best regatta, and we hope your bodies and boats are rested and mended quickly. If you weren't there you missed out on some great sailing in a great setting, and it really wasn't dangerous as long as you didn't push your luck too far with the seaplane.

Andrew Wright
Tasar 1913

The Port and Starboard

At the December 2003 Interclub at Woollahra SC, the Tasar racing featured close encounters with the Etchells, Dragon and offshore yacht fleets which were sharing the same course area in Rose Bay. In the fresh southerly, there had already been one ugly incident when Jeff Mephram and Mathew Fitzgerald, sailing downwind, were unable to find a gap in the oncoming

Etchells fleet. They ended up getting their mainsheet caught around an Etchells' bow and ripping the mainsheet attachment out of the boat.

Later in the afternoon "Cosmic Ferret" crossed tacks with a Dragon which was coming across the course area on port and

The Port and Starboard

determined not to let any right of way boats interfere with its desired course. "Starboard!" I yelled increasingly loudly as we approached its (rather pointy) bow. At the last moment I decided to avert collision, made a dive for the mainsheet and bore away behind the Dragon. I thought some pithy remark may be appropriately addressed to the Dragon skipper under the circumstances. "Keep a look out next time, you f---ing moron" I said to him, as casually as was possible.

As usual at Woollahra, we retired to the upstairs terrace after the races to enjoy some of the excellent espressos which are

on offer. On recounting the scenario I imagined that a similar race analysis was going on at the Dragon fleet's yacht club. The Dragon skipper was probably saying to his colleagues "I say, one of those Tasar sailors called me a f---ing moron!", to which some of the assembled party would reply "Poor show, old chap" or "Rum lot, those Tasar sailors". Others may have kept their own counsel, but could have been thinking "Hmm - those Tasar sailors are perceptive".

Lachlan Brown
2718 "Cosmic Ferret"

An upside down approach to repairs

Just an idea that may come in handy.

You may recall that I have been slowly restoring 162.

As usual, the thwart was cracked and it looked like a full replacement was necessary, with all that entails.

Well, I had the boat upside down on the trailer and my young nephews thought this was a great play house. So, being a good uncle I climbed under as well.

When under there, I had a look around and to my surprise, once upside down, there was plenty of room to repair the thwart without removing it.

I have now raised the boat up onto a temporary platform of Sulo bins and storage boxes so I can stand upright underneath it. Working on the thwart is now a breeze. Your head is above the work, you have a reasonably flat surface to work on, and don't have the problem of trying to hold things in place while they cure. I have bogged up the old plywood strut and am about to sheath it in glass. I will also be applying a bit of extra glass where secondary cracks and splitting has occurred and (hopefully) will have a structurally sound thwart

for little cost and effort. Once the boat is right side up, I will grind and fill the topside to get rid of the remaining cracks.

The other thing I noticed is that it is a lot easier to remove and replace fittings when the hull is upside down - the angles for reaching inside the hull to get to the nuts are a lot kinder on the arms. You are no longer twisting around trying to reach in, it is a simply a matter of putting your hand through at shoulder height. It is amazing how much further you can reach in comfort.

So, next time you need to fix your boat or replace a fitting - try doing it upside down!

Cheers
Colin Goldrick
162

Reprinted from
TasarSailors@yahoo.com

On the Beat

I bought a Tasar 2 weeks ago and took it out this weekend to a regatta.

It was blowing around 25knots with 35 knot gusts.

I am new to the boat and the mainsail kept backwinding on me I tried everything but still happened. We were having trouble pointing as well.

Should I have flattened the sail more and where would you place the Jib sheet guides. I had them halfway. I had the traveller 6 inches off centre as well with main on reasonably tight. How much down tension should I have had and boom vang.

Guppy

P.S. The reaches were a real blast when I could keep it upright

Guppy - welcome to the tasar class!

Sounds like your main was b/winding because being sheeted wide in these conditions the slot with the jib had closed up.

Solution would appear to be to go to the bottom hole on your jib clew if not already, your slides out to about 4 holes (you said halfway so maybe the jib was sheeted too tight in which case ease it an inch or two), take your c/board up level to the deck.

In that wind strength there will be a bit of main flogging, if it keeps happening ease the sheets a little (jib first then main). Vang should be as tight as you dare, foot out tight and cunningham as tight as you can get it. It might also be easier to manage with the traveller centred and playing the mainsheet. If you manage all of that and to keep it flat it will be fast and easy to sail in that wind strength.

Craig

Reprinted from
Australian Tasar Council Forum
<http://www.tasarvictoria.asn.au/phpBB2/index.php>

Pointing Higher

Put simply, can anybody list the key factors in "switching gears" to make the Tasar point higher? It seems some of our more experienced colleagues have the ability to eke out another couple of degrees when circumstances require.

Jonathan Ross
Chaos Theory 2673

Hi John,

The key factors for high mode are :- flat main and flat jib. To achieve this, you need 1. vang tension or main sheet tension - depending on the strength of breeze - vang if blowing; main-sheet if not and 2. In order to flatten the jib, you need to slide out a couple of holes so that when you increase the jib sheet tension, you don't shut the gap. Hope this helps.

Paul Ridgway
SBD 2742

'Normal' mode to 'high' involves paying close attention to a couple of things. Height comes from straightening but not stalling the leech on main and jib. Put some large idiot ribbons on your main leech that are impossible to miss - aim to just have the top ones sucking back a little. Minimal cunningham on the main and c/board most of the way in. The height comes

thru maximising power in the sails as long as you possibly can. As long as you can - mainsheet tension only and no vang. This will give you height but can be hard to maintain. As your speed drops slightly your leeway increases and can defeat the purpose of the whole exercise if you're not careful. I will often try it at the start if someone is close to leeward and the opportunity exists to leebow the next boat to windward. Keeping flat also helps.

Otherwise into normal mode.

Generally useful on the start line and flat water only.

The preference in Aus is to sail a bit lower and faster with less leeway and achieve height this way. However it caught a lot of us out in Canada. Over there they point much higher but go a bit slower. It is important to understand the differences in these two techniques. Point to point we are much the same but if you can develop the ability to squeeze a few degrees higher at times by using the above and without dropping too much pace it can be a useful weapon occasionally.

Craig

Reprinted from
Australian Tasar Council Forum
<http://www.tasarvictoria.asn.au/phpBB2/index.php>

Bethwaite Series from "Manly Ferry"

Wot I remembered from Woollahra.

Woollahra looked like a big weekend with 4 races on Saturday and 6 races on Sunday.

The short courses consisted of an upwind start, triangle, upwind, sausage and a short work to the finish. The bottom mark was below the start line. Saturday had us doing starboard roundings and we had port roundings on Sunday to suit the traffic.

Balmoral fielded 2.5 boats. Duncan and Lori, the 2 Kev's and Liz crewed for Chris Parkinson on Agamemnon. There were some new boats or at least old owners in different boats with the Ferrets in Cosmic Ferret, a new Magic Pye for the Wilsons and Sixth Sense with new owners. There were 11 official starters including Martin Linsley, Michael Sant, Namaste, Tadpole (with a 45 kg kid Chris) and others KB remembers better than I.

We were warned that on Saturday there would be a large number of keelboats around us so the mark roundings were reversed for this day. Little did we know but the Etchells and Dragons were sailing 3 short races and their course was set so their top mark just overlapped with our bottom mark. It was interesting to go around the mark and see a whole fleet of Etchells and then another fleet of Dragons all together with everyone calling starboard.

The wind was stronger on Saturday and very choppy after the keelboats went through. A good start was critical in the short races and in spite of the crowding starts were clean. In the flat

water pointing was critical and each side of the course appeared to be favoured at different times. The reaches weren't as exciting as Balmoral and we also had to soldier through the wind shadow under Shark Island. There was a party on Shark Island with a jumping castle and Oompah band to keep us entertained.

There were a number of penalty turns occurring showing that everyone was trying as hard as possible. The K's managed to hit Lachlan Brown in the butt during a close mark rounding. After many apologies, the ferrets were wondering why we were so close and then said they didn't think they were doing that badly to be back with us. It's good to see that we are a yardstick for something.

We were racing closely with Duncan and Parky all day and the placings rotated between us with the others out in front.

Sunday started early with the first start suggested at 10AM. As all good sailors do, the K's and Dunc reached back and forwards across the bay for a bit of excitement prior to the races. We knew there would be plenty of time for working out the advantaged side later in the day.

There was a right hand advantage on this day but only just. The wind was very fickle and those boats that tacked efficiently could make the most out of the lifts. The reaches were close with boats luffing each other. In one race, 4 boats let Duncan through at the bottom mark as they each pushed each other up and out. The chaos with the Etchells and Dragons was replaced with the 49ers, 29ers and B14's as we had boats racing, boats starting and boats finishing all together to get 6

Bethwaite Series from "Manly Ferry"

races finished for each class.

After the last race, the real race was back to the ramp for the hard earned shower. We sailed for 3.5 hours on Sunday and we were all sore but happy after a good two days racing.

The advantages were to be able to sail closely with the good sailors to compare angles etc, the processions were short lived as each race was short, you could try different stuff knowing if you stuffed up one race, the next was in 10 minutes, the works were not too long so you could easily back up for each race and there was a lot of time on the water in a short time. The disadvantages were the lack of numbers at the lower end as this would have been a good learning experience for them, the chaos on Saturday and being tired on Saturday, Sunday and Monday.

The experience was well worthwhile for us and the short format is very exciting.

How did we go? Who cares it was great fun.

Regards,

Kevin Leedow

Nice note, Kev.

There were 14 boats out, 9 of which were very fast. Balmoral's own Duncan got first in handicap for both the Travelers set of races and the Sprint set of races. WELL DONE DUNC!

My pocketbook has been hit again - Lachlan did call me today to report a complete delamination of the deck. Man, I hate wrapping the mainsheet around my feet, the block, and anything else so I can't move and then slam into boats. Dont' you?

I can hardly wait to hit Ian's new boat ...

See y'all Saturday.

Tex

NOTICE OF RACE 27TH NEW SOUTH WALES TASAR STATE CHAMPIONSHIP, 2003-2004

The Tasar Association of New South Wales Incorporated invites entries for the 27th New South Wales Championship for Tasar class yachts to be held from Friday, April 9th, 2003 to Monday, April 12th, 2003, on Lake Macquarie near Wangi Wangi, NSW. The regatta will be conducted by the Wangi RSL Amateur Sailing Club in conjunction with the Tasar Association of New South Wales Incorporated, under the authority of the Yachting Association of N.S.W.

Race Headquarters will be located within the Wangi RSL Amateur Sailing Club, Wangi Wangi NSW 2267.

1. Rules

The Regatta will be governed by the Racing Rules Of Sailing 2001-2004 (RRS), as amended, the Prescriptions Special Regulations of Yachting Australia, 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;

- a. 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.
- b. 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'.

c. 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.

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

e. 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 Council. 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, April 2nd, 2004, accompanied by a fee of \$75. Late entries will be accepted up to 1100 hours on Friday, April 9th, 2004, with an additional fee of \$25.

6. Schedule of Events

6.1 Registration

NOTICE OF RACE

27TH NEW SOUTH WALES TASAR STATE CHAMPIONSHIP, 2003-2004

(Continued)

Registration will be at Race Headquarters on Friday, 9th April, 2001 between 0900 and 1100 hours.

6.2 Racing

Races	Day	Date	Warning Signal
Heat 1	Friday	April 9	1355
Heat 2	Saturday	April 10	0955
Heat 3	Saturday	April 10	1355
***	Sunday	April 11	0925
Heat 4	Sunday	April 11	1325
Heat 5	Sunday	April 11	ASAP after heat 4
Heat 6	Monday	April 16	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 1130 hrs on Friday, 9th April, 2004.

7. Registration and Measurement

7.1 Entrants must register for the regatta at Race Headquarters on Friday, 9th April, 2004 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 prior to the change.

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 water 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).

vi) 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 11th, as soon as possible after results have been calculated (2.00pm 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 afloat or ashore. The competitor will be required to provide evidence of such insurance 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.

ENTRY FORM

27TH NEW SOUTH WALES TASAR CHAMPIONSHIP, 2003/2004 9th - 11th April, 2004

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 27TH N.S.W. TASAR STATE CHAMPIONSHIP from 09/04/04 to 11/04/04.

Name

Address

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

Name of HelmsmanYA Member No.....

Name of CrewYA Member No.....

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 for any of the following trophies and enter your dates-of-birth:-

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).

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

Entry fee: \$75.00

Note: A late entry fee of \$25 applies to entries received after 2nd April, 2004.

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

DISCLAIMER OF LIABILITY

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

Wangi RSL Amateur 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 Wangi RSL Amateur 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.

Signed: Date:
(Owner or Representative)

