

Tasar Australia



Newsletter of the Australian Tasar Council



December 2004
www.tasar.org.au

AUSTRALIAN TASAR COUNCIL

President Chris Parkinson 02 4973 4859
12 Asquith Ave
Windermere Park
Email parkys@ozemail.com.au

Secretary Graham Hanna 02 9420 4111(h)
Email grahamhanna@bigpond.com

National Measurer David Bretherton 03 9773 4209(h)
0418 319 428(m)
Email cbeselec@ozemail.com.au

STATE TASAR ASSOCIATIONS

NEW SOUTH WALES

President David Seaton 02 9904 0993(h)
9 Claude Avenue 02 8877 6149(w)
Cremorne 2090
Email david.seaton@novogen.com

Secretary Graham Hanna 02 9420 4111 (h)
2/15 Little Street
Lane Cove 2066
Email grahamhanna@bigpond.com

ACT Rep Martin Linsley 02 6281 2817 (h)
10 Jensen Place 02 6265 6289 (w)
Hughes 2605
Email linsleys@netspeed.com.au

NORTHERN TERRITORY

President Simon Cruickshank 08 8999 3676 (w)
Email simon.cruickshank@nt.gov.au

Secretary Danny MacManus 08 8948 0720 (h)
10 Norcock Place
Rapid Creek 0810
Email mcmanus@octa4.net.au

QUEENSLAND

President Greg Heath 07 4068 8201 (h)
9 McNamara Street
Wongaling Beach 4852
Email jgheath@bigpond.com

Secretary Peter MacGregor 07 4095 4705 (h)
PO Box 418
Tolga 4882
Email peterwendymac@austarnet.com.au

SOUTH AUSTRALIA

President David Ingleton 08 0341 5710 (h)
23 Woolnough Road
Semaphore 5019
Email dingo@picknowl.com.au

Secretary Bob Wright
P.O. Box 209
Magill 5072
Email rjwright@senet.com.au

VICTORIA

President Ray Martin 03 9888 8773 (h)
379 Warrigal Road
Burwood 3125
Email raydmart@bluep.com

Secretary John Eriksson 03 5977 0709
6 Snowgum Walk
Morningside 3931
Email tsunami2747@optusnet.com.au

WESTERN AUSTRALIA

President Bart Thompson 08 9471 8193 (h)
47 Roberts Street
Bayswater 6053
Email: barto@cyllene.uwa.edu.au

Secretary Sharon Thompson 08 9471 8193 (h)
47 Roberts Street
Bayswater 6053
Email: barto@cyllene.uwa.edu.au

WORLD TASAR COUNCIL

World President and President, Australian Tasar Council

Chris Parkinson
Email parkys@ozemail.com.au

World Vice President and President, Japanese Tasar Association

George Motoyoshi
Email porgy@bd.mbn.or.jp

Executive Secretary

Richard Spencer
Email richard@rhspencer.com

Chief Measurer

David Bretherton
Email cbeselec@ozemail.com.au

President, North American Tasar Association

Bruce Gage
Email gage.finch@attbi.com

Japanese Tasar Association -International Secretary

Makoto OKA
Email international@tasarjapan.org

President of European Tasar Council & President Tasar Nederland

Constantijn Udo
Email yeseng@rbp.nl

Chairmnn, Tasar Association of UK

Liz Grist
Email chairman@tasar.org.uk



December 2004

Tasar Australia Newsletter

Cover photograph
Sunset
Over
Darwin Harbour

Tasar Major Events

SA Tasar State Championships
Rivoli Bay Sailing Club
Saturday 26, February 2005 to Sunday, 27 February 2005

Victorian Tasar State Championships
Yarrawonga Yacht Club
Saturday 12, March 2005 to Monday 14 March 2005

WA Tasar State Championships
Royal Perth Yacht Club
Saturday 19, March 2005 to Sunday 20, March 2005

28th NSW Tasar State Titles
Wangi Wangi RSL Amateur Sailing Club
Friday 25, March 2005 to Monday 28, March 2005

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

President's Message

Preparation for the Worlds are coming along at pace with more sponsors coming on board. Entries are really starting to come in and it is looking like that the fleet will exceed 100.

All State Associations are planning to transport boats to Darwin in containers, so if you have not made a commitment to do so, it is now time.

The Darwin Worlds are shaping up to be a really great event not to be missed. So if you are yet to make up your mind whether to go or not, it is time to do so.

The sailing programme in the southern states is full of events to hone your skills in preparation for the Worlds. There are a number of regattas in Melbourne over the Christmas New Year period, then there are the usual Travellers Trophy events and

then the State Titles in SA, Victoria, WA and NSW.

The TAV has been using the Bulletin Board section of our web site to promote their events with great success. May I suggest that all Associations give it a go to promote their events.

Also on the web site is an interactive Boat Register, please check to ensure that all your details are correct and that all the Tasars that you know of are registered.

I plan to publish the next edition of the newsletter in March and therefore I would like to receive your contributions by the end of February.

Until then, have a safe and happy festive season.

Chris Parkinson

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Changes in the Tasar class rules

All the proposed changes in the class rules have now been approved by the required seven regions and/or districts. The changes will not go into effect until they are approved by the ISAF.

They were on the agenda for the November ISAF meeting, but so far they have not posted any minutes of that meeting, or let me know if our rule changes were approved.

The proposals were approved at the World Council meeting in Victoria, BC in June 2003. The wording for the five proposed changes in the Tasar rules can be found on World web site at www.tasar.org. They are also discussed there.

Richard Spencer

Executive Secretary, World Tasar Class Associatio

Letter to the Editor

Dear Chris,

As discussed, the following is the proposal I put forward at the last Tasar Think Tank meeting and request that it be published in the next Tasar Newsletter.

A PROPOSAL

Tasar sailors have always been receptive of new ideas. One of the first innovations was to acknowledge the input of the forward hand and award equal voting rights, but this has not carried equal prestige rights.

As a Past President of the Forward Hands Association, I wish to put forward the following proposition -

That one race in each major Championship be skippered by the regular forward hand and carry points in the overall score.

This would put some interest into a usually predictable series.

Some other spin-offs would be -

Forward hands would become more aware of the skills

of skippering and hence become better forward hands.

Skippers would become aware of the skills of forward hands and hence become better skippers.

Forward hands would be more enthusiastic about regular attendance.

Eventually some forward hands may want to skipper their own boat, and that would mean more Tasars on the water.

I am aware that some forward hands do not wish to skipper, and these boats could be awarded average points less 10% or some other appropriate score.

I am also aware that forward hands races have been tried in the past, but these have been a bit half-hearted novelty races on end of season days

Anyway - think about it.

Nel Bethwaite

Sportsmanship

With a new season now underway and a host of events to be sailed as we prepare for the Darwin Worlds, it's perhaps time to touch on a sailing topic rarely mentioned – sportsmanship and fair play.

A fundamental part of our sport is the fact is we don't have an umpire to adjudicate and enforce the rules. Ours is a sport, like golf, that requires the competitor to acknowledge a breach of the rules and take the appropriate penalty. When racing, we'd all like to win but at what cost if we don't acknowledge the importance of sportsmanship and "doing the right thing?" We would all like to be viewed in a favourable light - sailors who flaunt the rules are always remembered for their actions and comments. On the other hand, respect is earned over a long time. Paul Elvström made the ethics of sailboat racing sound so black and white when he said "You haven't won the race if, in winning the race, you've lost the respect of your competitors."

Remember, doing well on the racecourse is important but it's not everything. Earning respect from your peers and being

able to look your fellow competitors in the eye on the beach or at the bar is a higher priority. So whether sailing a local scratch race of no consequence or a heat of the Worlds, sail fairly and within the bounds of good sportsmanship. If you do something unsportsmanlike, recognise your indiscretion, acknowledge it if appropriate, and don't do it again. We'll all benefit from keener racing if everybody is playing by the same rulebook, all the time.

So here's to a big season of competitive racing, conducted in the spirit of fair play and sportsmanship. See you on the water and at the 19th hole.

The TAV Committee

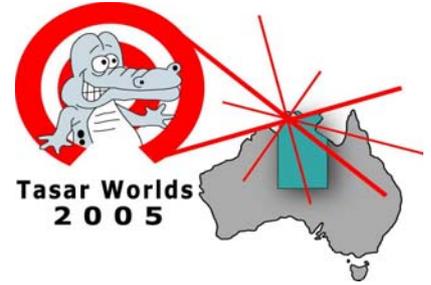
Exerts from www.sailingworld.com

"Questionable Sportsmanship Isn't Forgotten" by Gary Jobson
 "Exploring Good Sportsmanship in Sailboat Racing" by JJ Isler

NT Tasar Association News & Update on the Tasar Worlds



Tasar Worlds Darwin Northern Territory 1 - 8 July 2005



Even though the sailing season is winding down in Darwin, the preparations for the Tasar Worlds next year are indeed winding up. Various sub-committees have been set up to investigate everything from freight and charter boat options right through to the latest in T-shirt designs.

Measurement of the boat park and adjacent areas of the Darwin Sailing Club was no easy feat. However, this has been completed and potential competitors at the Qantas 2005 Tasar World Championships can rest assured that there will not be any restrictions on the number of nominations due to lack of space.

As well as plenty of room for Tasars, we have also allocated space for additional shower/toilet blocks and hose-down facilities. We are even investigating the possibility of having an automatic walk-through boat (and crew!) wash.

All nominations will be accepted up until the closing date on the 1st May 2005. Late nominations may also be accepted up until 30 May 2005 but will be subject to a further late nomination fee of \$150.00.

However, we would like to remind Tasar sailors that in order to qualify for the \$2,450.00 'Early Bird' prize, your entry must be received and paid for by COB on the **15 December 2005**. This prize is a 3-day holiday for four people to the world famous Kakadu National Park and includes a 3 day car hire, 2 x double room accommodation, breakfast each day, a cruise on Yellow Waters to experience the local plant and wild life and a 1 hour Kakadu Air scenic flight over the spectacular escarpment country and waterfalls.

Current anticipated nominations include:

| INTERNATIONAL | | NATIONAL | |
|---------------|----|----------|----|
| Japan | 15 | NSW | 27 |
| UK | 11 | Vic | 27 |
| USA/Canada | 3 | SA | 15 |
| Holland | 2 | NT | 12 |
| | | Qld | 8 |
| | | ADFS | 8 |
| | | WA | 5 |

This is an approximate total of 133 participants. Many have already registered and a current list of confirmed participants is posted on our web-site and updated on a daily basis.

The organising committee has been able to obtain further funding assistance from the NT Government to supply freight assistance to our international competitors so as to ensure a true world flavor to the event.



NT Tasar Association & 2005 Tasar Worlds



PJ's Customs



In addition, our sponsors, PJ's Customs Services and Darwin Forwarding Pty Ltd will cover the delivery charges between the freight receiving depot and the Darwin Sailing Club. This will provide assistance to all competitors. PJ's support represents a saving in freight costs of \$260 per container each way from the freight depot to the DSC. For all freight costs and details please view our website: <http://www.tasar2005worlds.org>

Peter Chilman, chairperson of the Qantas 2005 Tasar Worlds Organising Committee is in the process of finalising all charters. The deadline for securing charter boats was 20 November 2004 and at this stage three second-hand boats and five brand new boats have been chartered.

The organising committee is planning to raffle one of the new charter boats, which will be drawn at the presentation function at the end of the event. The other four new boats are available for purchase at \$10,000 plus GST on an 'as is, where is' basis ex Darwin. These four boats are being chartered on the basis that the charterer provides their own sails so they will come with brand new unused sails and so represent exceptional value. Once again visit our web site at <http://www.tasar2005worlds.org> for more details.

***** Breaking News – Qantas Air Fare Deals *****

Qantas, our major sponsor, has set up an airfare reservation facility accessed through our web site. Competitors are able to book Qantas flights on-line through this facility, which provides access to all of the offered lowest everyday fares. Just go to the Qantas link from our web site.

Competitors are urged to use this facility as for every 50 ticketed adult fares booked the organising committee will receive the 51st ticket free of charge (based on the average fare, booked in economy class). The free of charge ticket covers the fare only; airport taxes are the responsibility of the passenger. So please support our sponsor Qantas and you never know it may just be that your fare is free.

As Channel 9 have also come aboard as gold sponsors, last month all Tasar owners had the opportunity to test their acting skills and participated in a promotional afternoon and evening with the Channel 9 and ABC camera crews filming footage for the promotion of the Tasar Worlds next year. "Eight Tasar crews participated and it was terrific entertainment," Peter Chilman, Chairman of the Worlds Organising Committee, said "I don't think I've ever seen so many local crews being as aggressive as they were that afternoon." The sailing/filming session was followed by a social BBQ with discussions on stage fright and potential acting careers. All participants are looking forward to seeing the actual footage. At this stage we're unsure if this will be televised down south.

Territory Insurance Office (TIO) has also joined our list of sponsors. Part of their sponsorship arrangement is to supply each and every competitor with a Crocodile Attack Insurance policy. This is a novel insurance policy, as there has never been a crocodile attack in Darwin Harbour and it is patrolled on a very regular basis. A guaranteed payment of AUD\$50,000 however, will be made to your estate as long as death occurs within 30 days of an attack, so please rest assured! Each competitor will be provided with a laminated copy of their policy.

The Prize and Trophy sub-committee would like to let all competitors know that there will be prizes and trophies so numerous that you just won't believe. One of our gold sponsors, Ronstan, will be giving away prizes at the end of each days racing – a total value of



NT Tasar Association & 2005 Tasar Worlds

**Darwin
Orthodontic
Centre**



PortalComputing



**PW Baxter &
Associates**



**Randazzo C & G
Developments**

\$4000.

The Social sub-committee will be keeping you busy every single night. All social events will be held outdoors under the stars and sometimes on the beach, so if you don't like getting your feet wet (you wouldn't be a Tasar sailor for starters!) bring a pair of gum-boots. There is even rumour that there may be a 'Sand Bar Wedding', so stay tuned for more details.

On the home front in Darwin local sailors made the most of the final race of the season in the Darwin Sailing Club series last month (7th Nov), participating in the classic 'Cock of the Bay' harbour race. Despite the numbers being down in the Tasar division and the conditions being fairly light it was still an exciting race and grand finale to an excellent season.

Congratulations to Simon Cruickshank and Jayme McManus (All Blick -2246) who managed to clear the finish line first, just seconds in front of Fiona and Danny McManus ('n Kahootz - 2315). Jeff Swann & Leonie Turra (Euphoria - 2126) came a very close 3rd.



Simon
Cruickshank
&
Jayme
McManus
(All Blick -
2246)

Previous to the last race of the series, the Darwin Sailing Club Champs were held over two weekends, 25th & 26th Sept and 9th & 10th Oct. A total of 10 races were sailed. Final results were as follows: 1st James Chilman & Thomas Winter (Cool Bananas - 2462) 2nd Mark Henger & Mark Edmonds (Vamoose - 2064) and 3rd Damien Ford & Amelia Butler (Swat - 774)



James
Chilman
&
Thomas
Winter
(Cool Bananas -
2462)



NT Tasar Association & 2005 Tasar Worlds



Damien
Ford
&
Amelia
Butler
(Swat – 774)

Over past regattas many Tasar sailors would have met NT's Stuart Templeton, who has managed to escape the hot and humid Darwin 'Wet' season conditions in exchange for the more temperate Sydney climate to further his sail training/instructing expertise. Stuart is working for Dinghy Solutions at the Woollahra Sailing Club in the Sydney suburb of Rose Bay. Just recently he and Nicole Kidman, who many Tasar sailors would also know, purchased a Tasar, competed in the ACT titles and achieved a very creditable 4th. Watch out for him and Nicole in the 2005 Worlds!

The humidity has risen and there have already been a couple of wet season electrical storms. Time has now come to pack up our yachts for the end of the season and secure them in our cyclone shelters or back-yards – of course, they get preference for the most protected spot over all other valuable items!

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

Cheers
Fiona McManus

Get More Tasars Sailing More Often

'GET MORE TASARS SAILING MORE OFTEN'

This is the mission statement developed at Tasar Forums in Victoria. To achieve this, the various Tasar Associations need your help to find where a lot of Tasars are currently located. We estimate that some 1100 Tasars have been built in Australia, however, we currently know the whereabouts of only about 400 Tasars. Thus, we need your assistance to track down the other 700 Tasars.

Why? We are desperately short of Tasars to satisfy demand from people wishing to enter the Tasar class. If we can locate some of those missing 700 Tasars we might find that:-

- Their Tasars are no longer required and can be sold to meet this demand or
- The current owners can be encouraged to use their Tasar by joining a local Tasar sailing club.

Thus, we can all benefit from tracking down 'lost' Tasars.

How? The Australian Tasar Council's website (www.tasar.org.au) has established a National Tasar Register. Look up the register to see if your boat and all the other boats from your club are correctly listed on that Register. Check to see if the registration details are current. If not, please notify the owner of that Tasar and also email me on 'tkeever@bigpond.net.au'.

Ask members of your club if they know of any Tasars that are not shown on the list and are also not currently sailed and investigate to see whether those Tasar owners are willing to sail or willing to sell.

What have you got to lose. By being proactive and undertaking the above you have the opportunity to either increase the numbers of Tasars sailing or to increase the number of Tasars available to allow for new entrants to the class. Who knows, they might want to sail at your club.

So get behind the Association – try **TO GET MORE TASARS SAILING MORE OFTEN.**



The summer sailing season opened on 9 October 2004 and Tasar numbers sailing on the Swan are finally on the rise.

Warren Morris has just purchased a new boat (2788) from Bethwaites and Kim Short has purchased 2658 from Shane Guanaria in Sydney.



A number of Tasars have recently changed hands and following the recent Try Sailing Day, the level of enquiry has also increased.

With a view to promoting the class and also to experience a new venue, the Tasar contingent descended on Fremantle Sailing Club for the Indian Ocean Classic Regatta on 30 / 31 October.

It was a refreshing change in scenery, beautiful clear water with moderate to fresh breezes and the occasional line of kelp to dodge. The regatta was extremely well run with seven races held over the two days.

Final results:

- 1st Tasar 2788 "Flasher" - Warren and Mathew Morris
- 2nd Tasar 2658 "The Usual Suspects" - Kim Short and Michael Lees
- 3rd Tasar 2131 "Mystic Rhythms" - Bart and Sharon Thompson

On the weekend of 27 / 28 November, Royal Perth

Yacht Club hosted its annual Mini Series Invitation Regatta which comprises 10 races for various classes of dinghies on courses in Matilda Bay on the Swan River. The Tasar fleet was bolstered by Gary Powell with son Mitchell and daughter Chelsea, who had dusted off Tasar 1795 "Semi Matured" after a number of years of garage storage and accredited themselves very well. We hope to see the Powells a lot more from now on.

We were also joined by Tim and Alison Marquardt of Mordiallic Sailing Club in Melbourne who were holidaying in Perth and hired the club boat for the series. Tim and Alison were very competitive when out on the water - they slept in on Sunday and missed the morning races! Great to see them and hope they will visit the Wild West again some day. They did promise to return for the Nationals in January 2007, leading the Victorian charge.



Final Results:

- 1st Tasar 2788 "Flasher" - Warren and Mathew Morris
- 2nd Tasar 2611 "Tasor Back" - Mark and Graham Hansen
- 3rd Tasar 2658 "The Usual Suspects" - Kim Short and Michael Lees



We anticipate more Tasars on the water following Christmas (hopefully including some Navy representatives) in the lead up to the States on 19 / 20 March and onwards and upwards to Darwin in July.

South Australian Tasar News

Metro Racing

The SA season has commenced with patchy weather resulting in two weekends of cancellation of metropolitan sailing and some unseasonable South- Easterly breezes.

Somerton Yacht Club is hosting record numbers of starters with visitors from other clubs including ex Darwinite Jamie Richardson providing some stiff competition for the locals.

Having just launched his new boat Hudwalloper, Kym Widdows managed to break his equally new lower mast section in two, while leading in a recent club race.

SA versus Victoria Challenge

The Rivoli Bay Sailing Club event however made up for any disappointing weather. Eighteen boats made it to the starting line for this annual SA versus Victoria Challenge, with boats coming from Chelsea, Westernport Bay, Geelong, Rivoli Bay, Somerton Yacht Club and Largs Bay Sailing Club. The racing was fast and furious with a short course format and back to back races over two days.

Overall winner was Craig McPhee sailing Code Flag Z, followed by Dereck and Gwen Warnes sailing Wachamacallit and then Ray and AnnMarie Martin in their new boat 2785.

SA won the teams' event by a whisker, thanks to Craig McPhee's series of first and consistent support from Sean Hackett and Kym Widdows.

As with previous years, two novelty events were held. Unfortunately the judges declared the tacking and penalty event null and void when they could not work out a winner from the recorded results.

The speed reach was a convincing win to Tony Creak

from Geelong.

Once again the Rivoli Bay Sailing Club excelled. Though few in number the club hosted the event with excellent courses and on-water administration and followed this up with a magnificent seafood meal on the Saturday evening.

A reminder to all sailors that the SA State Titles are to be held at Rivoli Bay on the 26th and 27th of February 2005.

Wallaroo event

Five Tasars made it to the neutral venue of Wallaroo Sailing Club on the North Western coast of Yorke Peninsula.

The weather appeared to be against sailing and this was confirmed when the club pickup boat was unable to lay buoys and the club then cancelled its racing.

Four Tasars rigged and went out, the ensuing survival lasted between 2, 5 and 10 minutes before all but Sean and Mathew in Hard Attack returned to shore.

Sean managed to stay upright and practiced several heavy weather gybes, for the best part of 30 minutes before returning to shore.

The remainder of the afternoon was filled by watching mini waterspouts form and traverse the bay.

Darwin

Preparation for the SA contingent heading for Darwin is well under way. Current indications suggest that two containers of boats will be needed for all boats making the trip up to Darwin.

Bob Wright
Tasar SA Secretary

Mission Beach Regatta 23-24 Oct 2004

After running the very successful Nationals for the Tasar Class this year the club had to front up again for the annual Mission Beach Regatta. One of the best regattas at one of the great sailing venues we have here in North Queensland, and a great group of people running it. Graham Ross, Greg Heath and the many others in the Mission Beach crew once again put on a great show. The club house was extended as usual with a Marquee should it rain and the flags raised up the Coconut palm.

We arrived on Friday Night and put the boat in the compound ready for racing on Saturday morning, parking space was tight with 22 big cats, 20 sabots, 15 mixed monos, and 11 Tasars all vying for a spot. A very colourful fleet of 68 boats on the water between Dunk Island and the mainland was once again available for the public.

Saturday Morning and the wind was light and from the North east not my favourite weather even though I had a brand new light crew this time I still prefer a bit more than 5 knots but Greg said the wind would kick in. However after a delayed start we managed to get all four fleets away even if there was a big cat fleet still bunched together near the start as we were finishing our first lap, it's an interesting feeling having a fleet of Tasars go through a fleet of Nacra's and Taipans and good to be on the other side, such are the thrills of mixed fleet racing in light conditions. Race one finished with Peter and Duncan MacGregor and Jameison and Terry Barnes fighting it out for first and second respectfully and the rest of us trying to make the best of the wind shifts and the light weather.

Well the Mission Beach people were right, the wind did pick up for the after noon and the annual race around Dunk looked as if it was going to be a quick one. With an

Mission Beach Regatta 23-24 Oct 2004

uneventful start we all headed to the north end of Dunk Island, a long work to windward, some of us went along the beach to avoid the current and some went out to the middle for the fresher winds, we went along the beach and managed to be a nose in front as we went around Purtaboi island. By now the Cats were coming through our fleet as the Tasars are the smallest boats to participate in the round Dunk Marathon we expect them to be home long before us even though we start 15 minutes earlier. Then it was a broad reach down the seaward side of Dunk island, too close and you lost your wind, too far out and you had to travel too far. We got too close and lost a few places but were still in contact with the leaders as we went around the southern end of the island. Here the wind became quite confused with bullets coming down between the hills and knocking you over if you weren't ready and leaving you in the doldrums the next minute. We got caught with our sail and whisker pole on the wrong side when a bullet came through and took the three boats in front of us out of the confused wind into the steady NEaster. Eventually we got our act together and once we hit the steady wind we were off. We planed continuously from the south end of Dunk to the bouy just before the beach finish line. YA-HOO lots of fun and my crew Hanna was tired but exhilarated after the slow and frustrating heat one in the morning to finish the day with a plane across the bay is what we all dream of.

Everyone was tired but enjoyed the big marathon race.

That night lots of the Tasar people got together on the verandah of the Anchor Inn and bar-b-cued into the evening under the moonlight and the warm tropical breeze. It was hard to take but someone has to do it!

Sunday morning we were all on the water again for the next two heats to make the series. This was round the bouys racing with a triangle sausage triangle course for one race then a triangle sausage race to finish. The wind filled in after another light morning which was good as I had a shocker in the first race with a seventh, over stood two marks, picked the wrong side of the course for a wind shift, hit a bouy, and generally did most things wrong. However in the other race we did better and were quite pleased with our third overall for the Tasar fleet. Peter and Duncan and Stephanie Creedy tussled over first place with Peter picking up 2 bullets. The rest of us crossed paths on many occasions and with our usual hellos and starboards and bouy room please had some very close and enjoyable sailing.

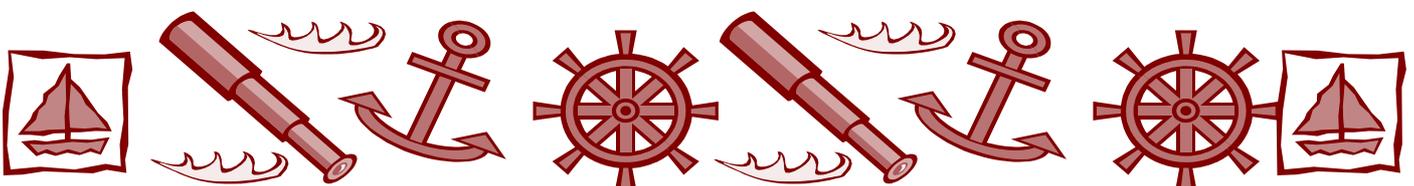
An interesting fact about the racing that weekend was that using Top Yacht race management system and entering all the mixed monos in our fleet of Moths, 29'ers, and Tasars the final result was: Moth, Tasar, 29'er, Tasar, 29'er, Tasar, Tasar, Moth, and then all the rest were Tasars. Just goes to show how good the racing was and how well yardsticked we were.

This was also the tenth annual running of the North Queensland Catamaran Titles by Mission Beach Club and they had Cats from all over Queensland come up for the weekend. Once again a great weekend of racing amongst good friends. Thankyou Mission Beach Sailing Club for another well run event. The Tasars were the biggest single class on the weekend and we had fun!

John Jacob
Filling Time 2337

See you in Darwin

| Place | Sail No | Boat Name | Skipper | Crew | From | Agg Score | Race 4 | Race 3 | Race 2 | Race 1 |
|-------|---------|-----------------|-------------|-------------|------|-----------|--------|--------|--------|--------|
| 1 | 2536 | Tortle | P MacGregor | D MacGregor | | 5.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| 2 | 537 | Stepping Stone | S Creedy | K McKay | MBSC | 14.00 | 2.00 | 2.00 | 6.00 | 4.00 |
| 3 | 2337 | Filling in time | J Jacob | H Graham | TSC | 18.00 | 3.00 | 7.00 | 3.00 | 5.00 |
| 4 | 2065 | Spindrift IV | J Barnes | T Barnes | TSC | 19.00 | 12.00C | 4.00 | 1.00 | 2.00 |
| 5 | 2134 | Beebop | J Heath | J Ross | | 24.00 | 4.00 | 6.00 | 4.00 | 10.00 |
| 5 | 2123 | Helerity | P Whitem | J Pople | MBSC | 24.00 | 6.00 | 3.00 | 9.00 | 6.00 |
| 7 | 1698 | Whisper | C Green | D Haydon | | 26.00 | 7.00 | 9.00 | 7.00 | 3.00 |
| 8 | 1861 | Chain Reaction | B Wedez | M Spillman | TSV | 30.00 | 5.00 | 11.00 | 5.00 | 9.00 |
| 9 | 1811 | Waterhammer | T Simmonds | P Bronson | TSC | 32.00 | 9.00 | 5.00 | 10.00 | 8.00 |
| 10 | 1667 | Escapade | L Orr | B Cournoe | MBSC | 36.00 | 10.00 | 8.00 | 11.00 | 7.00 |
| 11 | 1678 | Wet Topics | J Philippa | J Philippa | | 37.00 | 8.00 | 10.00 | 8.00 | 11.00 |



Megan's Letter

Hey Everyone!

It's great to be back here down under after spending the last year in the town of Waterloo, Ontario, Canada. After competing in the Ronstan World Titles in Vancouver, I spent the next 12 months trying new things and experiencing a new culture. I lived the life of a Canadian teenager and loved it, nothing to worry about and no responsibilities; playing ice-hockey, speed-skating and snowboarding, all at my doorstep. And it amazed me that every time I spoke to someone and told them I was a sailor they were jealous, not really because I sail, but because I get to see the beach nearly every weekend of my life. That was something that really made me appreciate how lucky we are to have what we have here in Australia.

Since I've returned a few months ago I've been heavily into the sailing scene. At first I was a little anxious about coming back; but the Tasar Association and everyone in it have been fantastic. They instantly reminded me of why I love going down to the club every weekend. It's not only to get back in a Tasar and race around the buoys, but to get back on the beach after a race and be able to have a drink with everyone, to share what happened out on the water and laugh about it.

In the run up to the World Titles next year in Darwin, I'm currently trying to sail Saturdays and Sundays each week. And as a junior member of the Tasar Association the current support and training available has been great. Firstly, to come back from Canada with a minimum weight boat waiting for me in the garage ready to sail was fantastic, so a big thank you to Dad for getting that ready for me. I am also currently participating in junior training at Chelsea and although we have a few regulars, I'm sure we'd love a few more juniors out on the water on Saturday mornings. The Victorian Tasar Association has also held a few rules nights which have definitely opened up my eyes just as to how much people's views on rules can vary in different situations, and has definitely increased my confidence out on the water. So thank you to the Tasar Association again, I really hope to see our current junior sailors out on the water more often and hopefully to see a few new young faces around the scene.

So to everyone good sailing and fair weather. I hope to see everybody at the Darwin World Titles

Megan Ridgway
BPR, 2570

Tips on How to be an Effective Skipper



1 - When it is time to unfurl the jib prior to the start on a blustery day, sail a close reach to maximize spray across the foredeck. By soaking the crew prior to the start they won't be so reluctant to get wet during the race. Do not reach off in an effort to keep the foredeck dry.

2 - If things are going slowly during a late pole set, shout instruction from the helm. While it may be difficult to hear details, a simple yell of "Hurry up" provides lots of inspiration. Since the crew are generally taking their time, waiting for inspiration, the "Hurry" hail is a big help.

3 - When you are steering upwind, pinch up above close hauled until the crew hail back, "Stop Pinching." It's the only way you know their head is in the game.

4 - Wait until the last possible moment to make your mark rounding call. Jibe set? Bear away set? Don't tell your crew until the last second. The crew loves a challenge. If you tell them too early, the challenge is gone. (Truth is, the crew generally has it figured out long before you do, so your late announcement won't matter much...)

5 - Sail with old sails. That way, if (when) you lose, you'll have a handy excuse, so the crew won't have to take the heat. Likewise, use faulty or broken equipment, and don't upgrade.

6 - Don't practice. How many times do I have to tell you, this is a leisure activity, not a sport? And who's got time for practice anyway - there's hardly enough time to make the races, much less get out for extra sailing time. Besides, people learn best under pressure.

7 - Separate yourself from the crew. For example, buy yourself imported beer, but treat your crew to domestic swill. This will maintain the critical hierarchy between Skipper and crew

8 - Keep your starting plan a secret. Or better still, don't make a plan. Your ability to ad-lib will show your crew that you are a "flexible thinker," without rigid preconceptions.

9 - Claim accomplishments for yourself, and blame your crew for any failings. For example, use the "I" word when talking about victory, and the "they" word when describing mistakes. Remember, there is no "We" in victory, and no "I" in screw up.

10 - Arrive late. Set a rigging time well before the race to make sure the crew is there when you arrive. You shouldn't have to wait around for them.



Jervis Bay Sailing Club

Jervis Bay Sailing Club hosted heat 1 of the Travellers Trophy over the long weekend.

10 Tasars made the journey to beautiful Callala Bay (3 Speers Points, 3 Balmorals, 2 Bateman's Bays, 1 AD-FSA and 1 Northbridge) with a lone local – Bill Made up the fleet – Woollahra, Greenwich etc etc were shamefully not represented – (if you were at home cleaning the gutters out or some such, for GOODNESS sake - seek help.)

Despite the heavy rain the previous week, Saturday was fine but overcast. 2 races were sailed in the afternoon in a steady 15 kt Sou-Easter, with a 2' wind wave adding to the fresh conditions.

Sunday dawned clear and sunny and a champagne day of sailing was in store. The 1st race commenced in light SE airs, which steadily built and backed into an 18 to 20 knot Nor Easter by the completion of the third. Some screaming reaches and surfing were enjoyed, as well as a lesson to some of us on the importance of keeping the boat flat.

Simply Red can report that the water temperature is still a little fresh, however our new righting technique worked beautifully on several occasions. The "duck under the

gybing boom" procedure still has some way to go; three days on and the headache is thankfully subsiding.



Matthew Fitzgerald and Jeff Mepham in "Freya" edged out Rob and Nicole Douglas in "Chukkel" to win the regatta. We were made very welcome by the mob at JBSC and we should seriously consider further events there. Even the chow mein at the RSL was good. !!

Bruce Gillespie

Tips on how to be an Effective Crew

1. Keep calm at all times. When things get frantic, feigning deafness is quite useful - especially when it is time to put the pole up.

2. Tidiness is important! Stow away that pole neatly. Make sure you give yourself plenty of time - a good 100 meters from the mark is advisable.



3. When the skipper is getting a bit bolshie, take your time to uncleat the jib on the tack, especially if it is blowing over 20 knots. That's enough to make them remember that there are two of you in the boat.

4. Posture is important. Always sit up nice and straight, leaning out can't be good for the female crews, after all we don't want any big bulging thigh muscles do we.

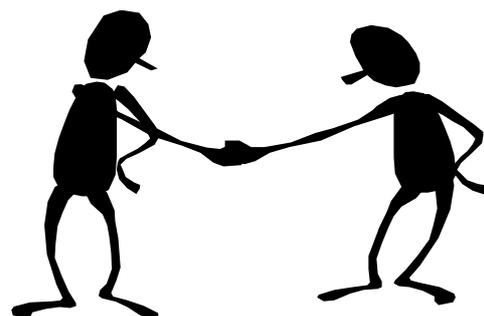
5. Sitting up straight may block the skipper's view of the front of the boat, the waves and the tell tales - but remember your posture.

6. Posture is also important over the waves. When you see that big wave coming, sit up even straighter to avoid getting wet. The skipper will appreciate that bracing wave over their face to keep them awake and alert.

7. Hair style is important. Flowing locks for crews with long hair. The skipper will love the extra tell tales, and the odd flick in the face will keep them alert.

8. Keep that centreboard clean of weed. Frequent complete removal of the board will ensure the skipper will always know the slowness of the boat is not due to any weed on the centreboard.

Good teamwork is the secret to a great and successful time on the water!!



Sail Expo 3rd to 6th March 2005

I posted this following article in the June 2004 edition but received no response whatsoever which is very disappointing.

Sail Expo is being conducted at Rozelle Bay from Friday 3rd to Sunday 6th March 2005. The NSW Tasar Association needs to have a presence at this Expo to promote the many benefits of the Tasar. In the past, responsibility for organising and assisting on the stand has fallen mostly on the shoulders of a very few Association office bearers and class captains. However, this year most of those people will be busy promoting the class by attending the Bethwaite Design Regatta at Lake Macquarie. Also those same office bearers donate well in excess of 200 hours each year looking after your class and your needs.

I need assistance from Tasar sailors to help organise the stand, to provide a smart looking Tasar to display, to help with the production of promotional material and construction of a display and to spend say 2 hours on any of the three days to answer questions and help promote the class. There is also talk of organising a regatta in conjunction with the Expo so we might need a few sailors on the water. Having 2 people on the stand for 2 hours each means that I need 24 volunteers to donate 2 hours from 10am to 6pm – Friday to Sunday.

Can you assist the NSW Tasar Association. If so, please email me on 'tkeevers@bigpond.net.au' advising me on what you can do for the Association. After all, it has been doing a lot for you.

Tony Keevers

Bumper season at Speers Point

Tasars are having a fantastic time at Speers Point Amateur Sailing Club (Lake Macquarie) this season. "Old" Speers Pointers and new Tasar owners are getting together on Saturdays to thrash it out on the water.

Tasars have sailed at Speers Point now for 21 years, and we are celebrating our coming-of-age with around 18 boats on the books, providing some tremendous competition throughout the fleet. At the front end, Phil Darby (with son Chris) is vying with Jeff Mephram (and Matthew Fitzgerald) – one race saw them separated by just 2 seconds at the finish! Peter Wilson (with wife Gillian or son Glenn) juggles work commitments to come in to the mix as well. Andrew Wright (and wife Sara) is keeping them honest – and takes the prize every time for the flattest Tasar in a blow.

Point score results are shared amongst the fleet, showing just how close the competition is. Periodic handicap starts, around once a month, bring point score results to life in on-the-water finishes. In the first of the season, Jennifer Ramsay managed to stay in front of the fleet to take first place; the Tasar fleet started over a period of 12 minutes, yet finished within 6 minutes, first to last.

The second handicap start saw Alan Sutton, just back from an overseas trip and in his first sail of the season, hold off the Darbys to win.

A fair amount of boisterous weather has perhaps only fuelled enthusiasm.

Before our first Club Championship heat Tasar sailors took part in an on-shore coaching clinic, led by some of

our more experienced skippers, checking boat settings and datum marks. On-water support is set to follow with some varied race formats. And as usual, sailors share tips and Tasar knowledge on a weekly basis – amazing what you can pick up and put to good use, no matter how long you've been sailing a Tasar!

Our fleet now boasts three female skippers – Julia Fitzgerald, Jenny Ramsay and Nicola Howe, who has moved from the sharp to the blunt end this season. As in previous years we have a very high percentage of mixed male-female crews. This is great for the off-the-water scene.

A healthy contingent travels to Tasar Travellers' Trophy events – Jeff Mephram took out the first NSW regatta at Jervis Bay this season. Roll on Darwin – we're heading for you!

Upcoming highlights at the Club include our marathon on 15 January, where we sail southwards past Lake Macquarie places of interest and around Pulbah Island; Round 2 of the Tasar Short Course Championships and the Bethwaite Skiff Series on 5-6 March; and our AN-ZAC Day Regatta on 25 April to round off the season. And let's not forget our Club BYO dinners after Club Championship heats! Visitors are welcome to join us for Club sailing on Saturdays.

And, thanks to Tasar Sailor David Ralston, we now have a superb and informative website at: www.sailingspeerspoint.org.au When you access it, make sure you have your sound on ...



Concord & Ryde Report

Since the last edition of Tasar Australia, the C&R Tasar fleet has been enjoying some great racing. Whilst work and other pressures have meant that we still haven't been able to get all the fleet on the water at the one time, we have enjoyed much higher fleet attendances which have in fact been double our average for the same period last season.

The Tasar fleet helped the club by having two Tasars on the water for the BIA's Try Sailing Day as well as undertaking a number of other on-shore duty roles. Well over 100 people tried sailing at Concord Ryde. As this was my first time in a role on the water, I found it quite interesting talking to people about sailing in general and Tasars in particular whilst quietly steering around the river and back to pick up another potential sailor.

Welcome to the following new Tasar sailors at Concord Ryde and, if they desire, to the 'World of Tasars' –

- Noel Borel and his son Michael who sail Tasar 2182 'Doof Doof';
- Brad Stephens and his children Victoria and Nicholas

who alternate as crew for Brad on Tasar 2603 'Tie Me Down' and

- John Jerapetritis and his daughter Sophie who have just purchased Tasar 1818 'Wonate Wonate'.

In addition, the fleet has been bolstered by the addition of Tasar 2229 which – numberwise – being an odd number fits in nicely between existing club Tasars 2225 and 2231.

Noel and Michael Borel have represented the Club at the Association's Coaching Day at Balmoral whilst Brad, Victoria and Nicholas have participated in the ACT Championships at Bateman's Bay. Brad and crew were not that much off the pace for their first season in Tasars.

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

Sail A Tasar
Tony Keevers

Craig's Tips Rig Tension

When hooking on your forestay to the bow the last couple of inches only should require a very slight pull down. Slides right forward when you do it obviously. This will give you the ideal range up/downwind until about 20kts. If it clearly is going to be over that tightening ½ a hole is usually enough. It is less of a penalty to be too loose than too tight.

U/wind – only use enough to just stop the leeward stay from flopping around. Over tensioning will straighten/flatten the jib entry making it hard to steer and is slow.
Reaching – ease them forward until the forestay starts to wobble, then back on to just stop it happening.
Dead running - both fully forward or until the forestay

again starts to move around.

If the water is lumpy you can back off the tension a bit. Allow the leeward stay upwind and the forestay reaching to move just a bit. This powers up the jib by adding a bit of depth in the nose. Rig tension is one of the 'gears' we need to change constantly. It can affect your speed markedly so if the conditions change by even a couple of knots adjust it both up and downwind. Removing the stoppers can speed the time to adjust so consider it.

2666

Another Way To Raise The Tasar Mast, single-handed

Extra equipment required:
A short strop, about 500mm long.

Procedure:
Essentially, this is a minor modification to the procedure in the Tasar Manual, Section 1 – Assembly and Rigging Instructions, paragraphs 15 thru 19.

Rather than secure the jibstay to the furler before raising the mast, "lengthen" the jibstay by adding the strop. Do this by passing the strop through the grommet in the tack of the jib (not the thimble in the jibstay), and through the RM124 U-Bolt. Secure with a bowline knot.

Raise the mast following the instructions in the Tasar Manual. There will be no problems placing the mast onto the mast step, even if the shrouds are fully back.

Bring the shrouds fully forward.

Secure the jibstay to the furler, and remove the strop.

When dismasting, reverse the procedure.

Bill Mather
Tasar 1987 – Birdie

Victorian President's Report

Well our summer season is well upon us now, and we southerners are finally starting to wake up after the winter and hit the water.

We have completed so far:

- 2 evening and one Sunday training session for beginners
- 2 Rules nights for the advanced sailors
- Three regattas which go towards our travelers series
- Visit to Rivoli bay to mix it with the Croweaters.

Well you can't say that we aren't active!!

If you haven't taken part in these events, then you have missed some great action. However, a lot of people seem to have been pretty tied up with study/work travel/hibernation, so our attendance is lower than expected. That's fine with me because the traveller's series has a brand new jib on offer (once again drawn out of a hat, with each boat getting one ticket to the draw for each event that he sails in.) As well as a Tacktick compass, and other prizes. So far I have a good lot of tickets, and Annmaree has threatened some serious pain if I hand back any prize this year!!
But seriously, we would love to see a lot more sailors on the water from here on.

Upcoming events include:

- Southern States Championships at McCrae on 27/28 December
- Westernport YC's Cruise to Sandy Pt on Fri 30 December
- Chelsea YC's Summer Tasar Championships on 8-11 January
- Victorian Short Course Championships on 5/6 February.
- Beginner Training Day at Westernport on 13 February
- State Championships at Yarrawonga on the Labour Day Weekend
- Pre-Worlds regatta at Gippsland Lakes YC on the Anzac day Weekend.

Throw in the NSW and SA state champs, and the Winter Champs at Hazelwood, and you Victorians will have no excuses to be out of form when the World Championships hit in July!!

To all the Interstate sailors who are reading this, (that is Interstate from Victoria;-) we have planned a number of events that should interest to you. In particular, we would love to see you at McCrae for the Southern states championships between Christmas and New Year. Or for a fuller regatta, the Chelsea Summer Tasar Championship is shaping up as a biggie.

But the biggest is an event being put on specially to get some more match practice before the world Championships. We have selected Gippsland lakes as being close to the NSW sailors, and offering conditions fairly close to those expected in Darwin. The regatta is on over the Anzac day weekend, (Anzac day falls on a Monday, which is handy) which we all have. More details will be posted on the bulletin board in both the NSW, SA and Victorian sections.

For those who didn't know, congratulations to long time Tasar sailor Glenn Collings, with Tasar Sailor Jake Gunther on sheet who won third place in the World Etchells championships, immediately after the National Tasar Championships. Congratulations to both of them. Out of interest, Jake replaced Frank Katers, (a colorful Tasar racing identity down here) at short notice.

The second half of this season is shaping up as great fun, and action packed. All our new boats now complete, and on the water, (well except Shandy) and others who were studying, or traveling, now back on the water, so with the warmer weather, we'll see bigger crowds. If you haven't yet realized that summer is here, come on in, the water is fine!!

Good Sailing, and have fun!

Too Dry Martinis.

McCrae YC Report

Momentum is starting to build after a slow start to the season. It was great to see Glenn and Vanessa Collings back together in the Magic Carpet Ride a few weeks back - just hope it becomes a regular occurrence as they are one of the top Tasar crews in the country. Glenn's still got the smile on his face after a magnificent 3rd place in the recent Etchell Worlds. Chris and Leanne Allen (Liquid Asset - 2673) have been noticeable absentees but now that the studies are over till next year, will be regulars on the water, (their one outing to date on Big Sunday at Chelsea resulted in a broken mast!) Bill and Jenny Mairs (Zap - 2733) are surfacing after their winter hibernation and Michael Bray (Outwardly Hostile - 771) is back from safari in South Africa so the fleet is building.

Racing at the pointy end has been incredibly close between yours truly (Chaos Theory - 2781), Mike and Kym Paynter (Hakuna Matata - 2659) and Mark and James Lainson (Nothing Suss - 2579). We have two races on a Saturday afternoon and we are generally finishing within 15-20 seconds of each other in every race. Doesn't get much closer. If you'd like to get in some fierce but friendly racing, you'd be welcome to join us. On that note, don't forget the Tasar Southern States Titles are on at McCrae 27/28th December so we hope to see you then.

Jonathan Ross

Chelsea Yacht Club

CYC were well represented in FNQ for a most enjoyable National Champs.

The racing was good, the accommodation right over the road from the beach excellent and the social life just superb. All in all an excellent effort by all concerned and another lesson on how to sail a Tasar from Craig and Kevin – well done!

The local scene has taken a little longer than usual to get into full swing – post National blues maybe. Whatever the reason for regulars not pitching up early in the season we're now seeing good fleets on the water. Congratulations to Ray and Annmaree Martin on their new blue boat which Ray fitted out himself. They are going like a bullet and will be a serious contender for Club honours this season! More the shame that the current Victo-

ria team of the Shapcott brothers will not be seen this season – they've decided to have a break from sailing for a while.

Saturday mornings at CYC are devoted to junior training which is done in our Club Pacers and now joined by a group of youngsters (not exclusively from CYC) in Tasars. Dave Bretherton put this initiative together and is doing the training. Megan Ridgeway (who with dad Paul got sixth in Canada) is a regular at these training sessions so watch out you junior lads – this girl is good!

From us all at CYC we wish you a very enjoyable Festive Season and hope to see you at Chelsea Yacht Club for our four day Summer Tasar Championship from the 8th to 11th January next year – it promises outstanding sailing at a truly awesome venue.

Westernport Yacht Club at Balnarring

The season has commenced extremely well with Tasars providing the largest class. This has been helped by visitors; Megan & Paul Ridgeway being the most recent, and a couple of weeks earlier Warren Stahel with his step-daughter. Perhaps more correctly they should be described as "returning" as Paul, Megan and Warren virtually grew up in the Club. Colin & Wendy Franke are improving week by week and finishing closer to the front runners, the Pedicinis, John Eriksson with a new crew from Cerberus and the Hills. Also closing are Ron Anderson & Jaqui Bange and now really getting the hang of it are Ian & Will Scholes who only commenced sailing last season. It was great to see Cerberus sailing Club members Andrew Farquar and Anthony competing and we hope they become regulars. Joe Etherson had

his first sail in a Tasar for some years crewing for Cary Pedicini. Surely this will prompt him to dust off his own Tasar.

Westernport Y.C. used to be very much a holiday club with members either having a holiday home or camping in one of the bush-style camping areas. These days with the growth of Balnarring, it is very much "Balnarring Y.C." with the majority of members living near by. However, we still have a holiday program and visitors (especially Tasars) are very welcome. During the Christmas-New Year week the program includes two cruises and a Three Peaks Race.

Bryan & Moira Hill
"Naiad" 2778

Adding A Bung To The Tasar, Please Don't!

The correct position for a bung in the outer hull of a Tasar is centre of the transom, under the lower rudder gudgeon, with the lower edge of the drilled bung hole approximately 10mm above the hull bottom outer.

But... Please Don't!!

In my opinion, the bung is virtually useless. If water enters the hull, about 4 litres of water remains in the void, hiding in the V section forward of the cockpit mast support bulkhead – this water can only be removed by sponging it out. This is after raising the bow of the boat to over my head.

History - Why Not?

I put a bung into my Tasar because it was taking about 10 litres of water during a normal 4-hour sailing session. I found two small hairline cracks in the stem, where it had been repaired after collision, but prior to acquisition, and thought these could not be responsible for the large volume.

I presumed, incorrectly, that adding a bung to my Tasar

would allow it to be drained by lifting the bow. Well, some of the water drains out, slowly! It seems like you sponge forever - at least 4 litres of sea water remains in the void in front of the cockpit mast support bulkhead.

A better solution than installing a bung is to find where the water is entering the hull – in my case, the problem was definitely the two hairline fractures in the stem of the boat – sealing these cracks has fixed my leak problems.

So, I don't think putting a bung into a Tasar is a good idea – if you have a hole, you should find and fix it. The bung is virtually useless – I don't use it any more, so it is nothing more than a nuisance!

I still have some leaks in my Tasar – but I think they are the hand-holds. My Tasar is dry until I capsize, and then I get less than a litre of water in the hull. This amount cannot be emptied through the bung (and I have really tried) – it can only be removed by sponging out the void.

Bill Mather
Tasar 1987 – Birdie

Mounting The Jibstay Furler Swivel To The Hounds

Issue 1: Orientation of the shackle:

The photo of the copy of the Tasar Manual I have is not very clear, so a cursory glance is not helpful for a first-time assembler.

But then, the diagram in the website page "Tasar Forestay Measurement Rule – ISAF Version" is quite unhelpful, because it shows the coin head of the shackle facing the mast.

IF the shackle is oriented in this manner, the coin head will gouge the mast.

So... assemble the shackle with the coin head away from the mast.



Issue 2: Adding spacers to the Bow Shackle at the Hounds

Add a spacer either side of the hounds fitting when mounting the Bow Shackle – the shackle sits square and the shrouds thimbles won't get warped (which leads to premature shroud failure – see the attached picture of the failed shroud showing broken wires, and the damaged thimble).

My spacers are 5mm thick donuts, 18mm outer 6mm inner radius.



Bill Mather
Tasar 1987 - Birdie

Induction Pack

Welcome!

As a newcomer to Tasar sailing, we'd like to welcome you and provide some information that might help make your Tasar sailing more enjoyable. This introduction to Tasar sailing includes

1. A copy on CD of the Tasar Manual, written by the Tasar designer, Frank Bethwaite. An invaluable guide to rigging and sailing your Tasar.
2. A list of all clubs that sail Tasars along with contact details for club reps
3. A calendar of events for the upcoming season
4. An Association membership form so that you can join the local Tasar association. Membership will enable you to
 - receive the national Australian Tasar Council newsletter
 - participate in all organised Tasar training events
 - participate in all State, National and World title events
 - be provided with a Tasar bulletin board username and password
 - update your boats listing on the National Tasar register

One of the main benefits of sailing a Tasar is the level of support for new sailors. State Associations generally hold training sessions throughout the season and you

will not only learn more about your Tasar but also get to meet and socialise with other Tasar sailors. We're not a bad bunch - you will find the Tasar sailing community friendly and willing to help new Tasar sailors with any questions you might have. Don't be afraid to ask. Also, the Tasar website, which can be found at www.tasar.org.au, provides a wealth of information, and includes –

- a calendar of events by state
- race results
- class rules
- boats for sale
- national boat register
- past newsletters
- photo galleries
- state association contact details
- the Tasar Bulletin Board

The Tasar Bulletin Board enables you to post questions, ask the experts, find bits and pieces for your boat, find out about upcoming events and generally stay in touch with what's happening on the Tasar scene.

We hope this information will be of some help and hope to see you on the water.

If you are interested in the Induction Pack contact your State Association.

Tasar ACT Championships

What you did and didn't miss at the Tasar ACT Championships

On the 13th and 14th November Tallisman attended the ACT Championships in Batemans Bay. We arrived on Friday at the Del Costa holiday Units at 10:00 pm and watched their local news for the weather forecast. I was a bit upset when they described the outlook for tomorrow as gale force winds South to South East 30 - 40 knots.

We woke up in the morning to a 20 - 25 Knots Southerly.

At 11:00 am we found the Batemans Bay Club House quite easily. There were a few other Tasar Sailors there and discussions were about if the days racing would go ahead. We decided to rig and hope that the wind would drop. Right on cue as we sailed out to the start the wind swung to a gentle North Easter. On the 5 Min gun the North Easter abated and back came the Southerlies @ 0 - 25 knot gusts. I rolled the jib up and then decided that with big black clouds coming from the south that this change could bring with it a big southerly buster and decided to call it a day as I didn't want to scare Tayla.

There were 3 races held on the Saturday with conditions ranging from 5 knots North East to 25 knots Southerlies, the gusty conditions were very trying on the competitors who decided to brave the elements. I watched from the beach and was pleased with my decision not to continue the sailing. Some boats retired throughout the day and the sailors I spoke to were not happy with the fluctuating conditions.

We met some nice Tasar people from other clubs and they helped me with retensioning of my diamond struts and also removing some bends in my upper and lower mast.

Most of the competitors went out to dinner together, unfortunately with our little kids they had to go to bed at the time the dinner was being held, so we did not attend. Everyone who did attend said it was a great night.

Sunday started out a lot better than the Saturday. We arrived at the clubhouse to find that "Single Malt" was already rigged and ready to go (Graham and Liz must have left Sydney at 4 am to get to Batemans Bay).

The first race was an 11:00 am start with about 1 - 6 knots South - South Easter. The fleet of 15 Tasars started and the aim was looking for the lifts to get to the windward buoy. We rounded the buoy in front of a few Tasars and just behind Single Malt. The next 2 legs were reaches and we saw Graham and Liz move away from us, then we caught them back up (meanwhile we both passed 4 - 5 other Tasars) on the next work however I got into a little tangle with another Tasar and within 5 minutes, I found that I was no longer near Graham and Liz as they had moved up to the front of the fleet. This race eventually was shortened and we fin-

ished in front of a few people.

The next race started soon after the first one finished. On the start it looked like I could cross the fleet on port tack due to a wind shift at the start. I was 10 seconds to early and went from hero to zero as I was forced across the line. This was the only recall that was done over the entire series. Anyway I had to go back across the start to pick up Jared's hat (he lost it again). The whole fleet went to the port side of the course and as I was last across the line I decided to go the starboard side of the course. As luck would have it the port side went into a drifting situation and the starboard side had 1 - 2 knots so at the windward mark I had caught the fleet, most of the fleet said that the secret weapon was to go back and pick up Jared's hat. Unfortunately this race was abandoned because the lead boat was misdirected to the wrong buoy so we had to start again.

The next race saw the wind swing to the North East at around 15 - 18 knots. This wind strength just overpowered Jared and I and we were the last Tasar around every buoy. The good news is that Jared was able to sit up on the gunwale going to windward, so we learnt something new in this race. "Single Malt" had a good race and finished up at the front of the fleet. The only problem with this race was that the buoys were set too square and some good planing opportunities were missed.

All in all the team from Tallisman had a great weekend and we met and made friends with some more Tasar sailors.

I have found that travelling to new locations is very beneficial. You meet other like minded people and also get to race against club members without their local knowledge.

The next Travellers Trophy according to the <http://www.tasar.org.au> will be the Bethwaite Skiffs Skiff Series that will be held at Cronulla Yacht Club over the weekend 11 - 12 December 2004.

Cronulla can be a fun place to sail, if they use the inside course, the winds will be fluky and there will be very little wave action. If they use the outside course the winds will be true with some nice even swells. The good thing is that there is no yacht racing where they normally sail their courses and you don't have to worry about the Manly Ferry (unless Kevin is around :-))

The only thing you need to be weary of is that to get to the outside course, generally takes 20 - 30 minutes.

Anyway Tallisman will be there having a go.

Regards

Brad

Tasar: Tallisman 1762 (Crew Jared, Tayla, Monica and Brad)

2005 Victorian Tasar Championships

Notice Of Race

1. Date, Venue & Organising Authority

The 2005 Victorian Tasar Championships will be held from March 12th – 14th 2005 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 2005-2008 (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 130Kg is carried secured in the cockpit. The ballast required need not exceed 12Kg.

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 entrants shall be a member of an affiliated club through their MYA. All competitors shall comply with ISAF Eligibility Rules (RRS Appendix 2 Regulation 21.1) 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 7th 2005. Late entries will be accepted up till 1100 hrs Saturday March 12th 2005. 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 |
| (No camping before Friday) | |

5. Schedule Of Events:

| | | | |
|-----|-------------------------|---|-----------------|
| Sat | 12 th Mar 05 | Registration & Late Entries from 0930 hrs | |
| | | | close 1100 hrs. |
| Sat | 12 th Mar 05 | Information session approx. | 1130 hrs |
| Sat | 12 th Mar 05 | Warning signal 1300 hrs, | Heat 1 |
| Sat | 12 th Mar 05 | Warning signal ASAP after Heat 1, | Heat 2 |
| Sun | 13 th Mar 05 | Warning signal 1000 hrs , | Heat 3 |
| Sun | 13 th Mar 05 | Warning signal ASAP after Heat 3 | Heat 4 |
| Sun | 13 th Mar 05 | Warning signal ASAP after Heat 4, | Heat 5 |
| Mon | 14 th Mar 05 | 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.

2005 Victorian Tasar Championships

Notice Of Race

17. Insurance

All boats shall have third party insurance cover of not less than \$AUD1,000,000 (recommend \$AUD5,000,000 or equivalent thereof in any other currency) for any accident. All owners/competitors who sign the entry forms are deemed to have made a declaration that they hold such cover. Owner/competitors not holding this cover shall withdraw their entry.

18. Further Information

Further information may be obtained from:
The Race Secretary of the Tasar Association of Victoria Inc,
Mr. Martyn Sly 0418 507586

2005 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 7th 2005

Or: **Late** entries may be lodged at registration, at Yarrowonga Yacht Club, Saturday 12th March 2005, 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?

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

Competitors Declaration:

I agree to be bound by the *Racing Rules of Sailing* (RRS 2005 - 2008), 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:.....

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:.....

Notice Of Race

28TH New South Wales Tasar State Championship, 2004-2005

The Tasar Association of New South Wales Incorporated invites entries for the 28th New South Wales Championship for Tasar class yachts to be held from Friday, March 25th, 2005 to Monday, March 28th, 2005, 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 Yachting 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 2005-2008 (RRS), as amended, the Prescriptions and 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 YA Special Regulations, YA Addendum 'A'.

2. Alterations of Racing Rules

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

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

2.2 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 Yachting NSW 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, March 11th, 2005, accompanied by a fee of \$98. Late entries will be accepted up to 1100 hours on Friday, March 25th, 2005, with an additional fee of \$25.

6. Schedule of Events

6.1 Registration

Registration will be at Race Headquarters on Friday, March 25th, 2005 between 0900 and 1100 hours.

6.2 Racing

| Races | Day | Date | Warning Signal |
|--------|----------|----------|-------------------|
| Heat 1 | Friday | March 25 | 1355 |
| Heat 2 | Saturday | March 26 | 0925 |
| Heat 3 | Saturday | March 26 | 1325 |
| *** | Sunday | March 27 | 0925 |
| Heat 4 | Sunday | March 27 | 1325 |
| Heat 5 | Sunday | March 27 | ASAP after heat 4 |
| Heat 6 | Monday | March 28 | 0955 |

***** = provision for resale

6.3 Competitor Briefing (Official Opening)

A welcome and briefing for all competitors will be held in conjunction with the Official Opening at 11.30am on Friday, March 25th, 2005.

7. Registration and Measurement

7.1 Entrants must register for the regatta at Race Headquarters on Friday, March 25th, 2005 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 YA 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

Notice Of Race

28TH New South Wales Tasar State Championship, 2004-2005

The regatta site will be on the shores of Wangi RSL Amateur Sailing Club.

10. Racing Area

The racing area will be on the waters of Lake Macquarie, in the vicinity of Wangi RSL Amateur Sailing Club, .

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. Jury

A suitably qualified Jury may be appointed in accordance with RRS 70.4 and Addendum B. If and when such a Jury is appointed, the decisions of the Jury will be final. Approval to deny the right of appeal will be posted on the Official Notice Board.

14. 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, March 28th, as soon as possible after results have been calculated (2.00 pm approx). Presentation of trophies will be subject to amendment and review in the event of appeals being lodged and upheld.

15. 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.

16. Further Information

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

Tasar Association Of New South Wales

2004/2005 Summer Sailing Programme

Bethwaite Skiff Series - Round 3 Sydney – Woollahra SC

Sat 22 Jan 05

Sun 23 Jan 05

TT Heat 4

Northbridge Sailing Club

Sun 13 Feb 05

TT Heat 5

2005 Sail Expo

Fri 04 Mar 05 – Sun 06 Mar 05

Bethwaite Skiff Series - Round 4

NSW Tasar Short Course Championship - Round 2

Lake Macquarie - Speers Point Amateur SC

Sat 05 Mar 05

TT Heat 6

Sun 06 Mar 05

Victorian Tasar State Championships Yarrawonga Yacht Club

Sat 12 Mar 05 – Mon 14 Mar 05

28th NSW Tasar State Championships Wangi Wangi Amateur Sailing Club

Fri 25 Mar 05 Race 1 2:00 PM

Sat 26 Mar 05 Race 2 9:30 AM

Sat 26 Mar 05 Race 3 2:00 PM

Sun 27 Mar 05 Race 4 & 5 back to back 1:30 PM

Mon 28 Mar 05 Race 6 10:00 AM

ENTRY FORM**28TH NEW SOUTH WALES TASAR CHAMPIONSHIP
25th - 28th March, 2005**

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 28TH N.S.W. TASAR STATE CHAMPIONSHIP from 25/03/05 to 28/03/05.

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
YA Membership No. YA Membership 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: \$98.00

Note: A late entry fee of \$25 applies to entries received after 11th March, 2005.

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 for this event.

Signed: Date:
(Owner or Representative)

NOTICE OF RACE

2005 Tasar World Championship and 32nd Australian Championship

Darwin, Northern Territory, Australia

July 1 - 8, 2005

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

1. Organising Authority

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

2. Rules

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

3. Eligibility

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

4. Entry

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

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

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

Entry forms can then either be mailed to:

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

Or faxed to:

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

5. Advertising

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

6. Schedule of Events

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

7. Measurement

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

8. Sailing Instructions

The Sailing Instructions will be available upon registration.

9. Regatta Site

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

10. Racing Area

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

11. Courses

The courses shall be as described in the sailing instructions.

12. Scoring

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

NOTICE OF RACE

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

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

13. International Jury

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

14. Buoyancy

All competitors whilst afloat shall wear personal flotation devices which are in good condition and are in accordance with the specifications issued or approved by a National Authority affiliated to the International Sailing Federation, or a standards organisation, or certification authority, recognised for the purpose by its respective government.

15. Support Boats

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

16. Radio Communications

A boat shall neither make radio transmissions whilst racing nor receive communications not available to all boats for the purpose of obtaining outside assistance. This requirement also applies to mobile telephone communications.

17. Prizes

Prizes will be awarded for the following:

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

All ages are calculated on 3 July 2005.

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

18. Television and Media

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

19. Rights to Use Name and Likeness

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

20. Entry Disclaimer

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

21. Insurance

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

22. Charter Boats

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

23. Further Information

For further information, please contact the following:

Website: www.tasar2005worlds.org

Contact:

Peter Chilman: pchilman@kpmg.com.au

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

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

ENTRY FORM

PLEASE PRINT CLEARLY IN BLACK INK

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

Entry Fee:

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

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

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

Member National Authority membership number:.....

Contact address:.....

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

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

Member National Authority membership number:.....

Contact address:.....

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

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

Medical conditions we should know about.....

Additional persons for social events:.....

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

TERMS OF ENTRY:

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

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

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

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

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

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

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

of..... consent to him/her participating in the 2005 Tasar World Championship and 32nd Australian Championship and upon terms and conditions set out in this entry form and hereby release organisers and any representative thereof, from any claim or demand that I may have or deem myself to have on my or anyone else's behalf arising out of this regatta.

Signed..... Date.....

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

ENTRY FORM
PLEASE PRINT CLEARLY IN BLACK INK

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

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

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

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

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

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

Please cross (X) ONE box:

Bank Card MasterCard Visa Diners American Express

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

Name of Card Holder.....

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

Signature of Card Holder.....

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

ENTRIES WILL ONLY BE ACCEPTED WHEN FULL PAYMENT IS MADE

NO ENTRY FEES ARE REFUNDABLE AFTER 30 MAY 2005.

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