



# *Tasar Australia*

Newsletter of the Australian Tasar Council Inc



February 2008  
[www.tasar.com.au](http://www.tasar.com.au)

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## President's Report

Congratulations to the South Australian organising committee on running an excellent National Championship over the recent holiday period. We were assured of getting the full range of conditions and that is exactly what happened. Well done to Craig and Gill on a hard fought and popular victory. There was a good spread of old and new faces amongst the fleet, which is always a healthy sign for the class.

One of the challenges the Tasar class faces is providing enough second hand boats for people wanting to enter the class. While it might be great from a popularity perspective, it is frustrating for those wanting to get a Tasar and join in. If you know of anyone with a Tasar that they aren't using, ask them (a) are they interested in getting back on the water, or (b) if they are willing to put it onto the market. Used boats are lasting for all of 24 hours once they hit the for sale section of the forum!

Adelaide saw the display of a new prototype set of sails nominally called the 8.8 rig (pic on next page). The idea is to provide an alternative to suit lighter and less experienced crews that might find the full Tasar rig a bit too powerful and intimidating. Frank Bethwaite has thrown his support behind the concept and the ATC will continue to refine the sails and hopefully have production versions available for next season. It is anticipated at this point that each state association would have a set for use with their demonstration boats and seed the concept around the country. Stay tuned.

The lead-up to the Adelaide nationals saw an energy-sapping debate over the use of RCB shroud tracks in the Nationals. Suffice to say, all those involved could do without going through such an experience again. As a result, Paul Ridgway has put together a draft document with a proposal for how changes to the class should be implemented in future. This draft is included within this newsletter and all comments would be appreciated.

Last but not least, there is now information on the website regarding the McCrae Nationals. This will be added to over the next few months so keep an eye out for updates as they appear.

Good luck to those competing in the various state titles coming up and hope to see you on the water.

Jonathan Ross  
President, Australian Tasar Council

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*Display set of 8.8 sails as shown in Adelaide. Note the cloth is not what would be used in a production set.*

## **Tasar Association Victoria 2008 events calendar**

Sandy Sprint Series #5 - Sun 6 April - Sandringham YC

Winter Championships - 7/8/9 June - La-trobe Valley YC

## **Queensland Tasar Association Key Events 2008**

May Day Regatta, TSC - 3-5 May 08

Sprint Regatta, Townsville - 7-9 June 08

QLD Tasar State Championships, TSC - 5-6 July 08

## **WA Tasar Association events 2008**

Mandurah Easter Regatta 22nd, 23rd,  
24th March

Social Event 28th March

RPYC Closing Day Party 27th April

RPYC Prize Night 16th May

## **NSW Tasar events for 2008**

16 March - Kurnell Cup at Kogarah Bay SC

21-24 March - NSW state titles at Wangi

26-27 April - ANZAC regatta at Batemans Bay



# 35th Australian Tasar Championships Adelaide

## Adelaide wrap *by Adrian Nicholson*



Did you get something to Crow about? It certainly was a great week of interesting winds, close competition and fun off the water. Adelaide put on a very hot week with temperatures 40+ for a few days then a bit a relief in the middle - low 30's with some typical sea breezes. In the end, something for everyone.

The results are on the Tasar website and what is terrific to see is how close the top competition is. There were half a dozen people who could have won the series half way through. Congratulations to Craig McPhee and Gill Berry for their success, the effort they have put in over the years has seen them consistently at the front of the fleet and it is great to see them take out the championship.

I am sure everyone else will already be thinking of ways to improve their performance and knock them off at the McCrae Nationals in Victoria next Christmas.

It was great to see so many people who were at Phuket and also great to meet quite a few new faces across the Tasar fleet. Hopefully if this was

your first time at a Nationals you enjoyed yourself enough to spread the good word about the Tasar and come again next time. The bigger the fleet the more attention our class attracts and the easier Tasars are to promote.

Instead of giving a blow by blow performance of each heat and the conditions, I thought I might write about the organizing and running of the event instead. It is always handy to have some idea of what goes on in the background so when you need to organize a major event you have a starting point.

Organizing for the event starts 2 years prior with the selecting of the venue. We had basically 2 choices - to go with our home club - Somerton YC or a major club. It didn't take to long to rule out our home club as the facilities it has to offer were really to small. The problem was if we did hold it at SYC then all the SA people would have to pitch in with Rescue Boat duties, tractor driving, bar, canteen as well as the event organisation - we probably wouldn't have been able to sail.



Macquarie Private Wealth



JACOB'S CREEK



## Adelaide wrap cont.

After approaching several of the larger clubs to host the event the front runner was Adelaide Sailing Club. Their Commodore, Mick Bowley came to Phuket as a race officer assistant to check out the Tasar scene, and they offered an interesting financial arrangement.

Most clubs host the events for a straight charge of say \$3 - 4,000 depending on the fleet size, but with the worlds in Phuket we worried about fleet sizes - so when ASC said they would forget the hosting charge but split the profits with us 50/50 we went for them.

With the venue secured the next thing to work on is accommodation and start spruiking for customers. Our venue was near the main Adelaide tourist section so any sailors coming would need to book early for accommodation. We advertised all the relevant info as soon as possible on the Tasar web site. It doesn't take long to get information out to everyone these days using email and the Tasar website. So before long we started to hear rumblings of accommodation bookings - people were actually coming. Whew.

Sponsorship is always the hardest thing to do. We took a leaf out of the WA's National event and used/ copied their 'Event Profile' document and a couple of other documents to come up with a few nice colourful documents to present to potential sponsors. Then the search began. A few months of disappointments and then success - we got one. Then, another and another. After a lot of legwork by the team we had sponsors for each day. Close to the running of the event we got lucky with a few more.

At every titles everyone says, please support our sponsors, and this is very important. But most im-

portant is not just to support the sponsor but when you go and buy one of their products. Tell whoever it is you are buying from that you are buying it due to their sponsorship at the recent Tasar Nationals. They get excited - and you get a window to convince another person that Tasar sailing is the bee's knees. In fact one of our sponsors was so taken by our event she is looking at getting into sailing now!

As the event looms closer you go through all the check lists and plans to see what might have been forgotten - ah ha - trophies ! What to give out, what makes your event special, what will look good in the winners trophy cabinets. Lots of team discussions about that. We settled on a hand carved styled Tasar on a Hardwood base. They looked lovely - many thanks to our Beach Master Peter Nicholson for making those.

Another event was the entertainment for Welcome night. Kym Widdows came up with the Elvis routine. He is very clever at writing those lyrics. We had many practice sessions for that, pretty tricky to remember all those lines. We had a mostly a different group of people from the organizing committee. Another set of meetings - although this was a lot of fun.

With all these meetings and asking people to attend and contribute, the most important thing to remember is everyone is a volunteer and we are doing this for FUN. As soon as it becomes a drag you start losing commitment. The job of the convenor is always to make sure everyone enjoys the time they spend at the meeting.



## Adelaide wrap cont.



The funny thing with our SA Tasar group is that we did one funny song and dance number several years ago and now we have done quite a few, we are almost turning into an amateur dramatic society rather than a sailing team.

So the day arrives. Tasars start rocking up, amazing how quick it comes and goes. All the volunteers are ready to assume their positions.

We had a briefing with all the volunteers we could muster the day before the event. The objective here was to clearly explain what was going to happen on a daily basis, what was expected of people, and who was responsible for what. Everyone wants to help and everyone has to feel they are an important cog in the wheel. Make sure everyone is dealing with everyone on a friendly basis and there are no disputes about to brew. Never take over from someone, always offer help and support to help them do their task, they feel good the task is done and so do you. Remember everyone is volunteering their time as they think they will have more fun at this task than some other thing, you have to make sure they do.

A few glitches - the pallet of beer got delivered downstairs and on a 39C day it needed carrying upstairs. Need to find some fit people for that job. Plenty of people love carrying carton's of beer. The Adelaide Start boat's engine blew up - and they didn't have a spare, a bit of quick thinking and we sourced another for a few days while they repaired

theirs. A small problem on presentation night was the availability of only 1 microphone and 2 groups needing to use it. A bit of running back and forth saying where's the mic, where's the mic ?

Thanks to our Coopers and Orlando Sponsorship it was always great to come to the end of a sailing day with plenty of Champagne and beer, it certainly seemed like everyone had their fill before the daily supply ran out. It was a luxury to be able to offer anyone around a few drinks at the end of the day.

Our official photographer, Peter Muirhead, has taken many great shots of on and off the water activity and was happy to accommodate anyone's requests with whatever shots they wanted. Visit his site through the Nationals links. Instead of trying to get people to pay for their individual shots we paid for him to take shots for the whole event a deliver a CD of all the shots. We have sent this out to a contact point in each region. It has some terrific shots on it and we have also included some handy documents used in Nationals planning. If you haven't seen the CD or need a copy please ask you local secretary for a copy.

All in all the Adelaide Nationals went off very well and this is due the terrific and friendly help provided by a vast team of people. It is great to have a hobby where all sorts of people can be involved and have fun.

**Adrian Nicholson**



Photos courtesy of Amanda Hibbert

# 2666 - a view from the front

## by Craig McPhee - skipper of 2666 More Small Things

Our sailing post Phuket had been a bit limited thru work restrictions & Gill's organising role so we weren't really feeling ready for it, funny how things can turn out. We did take the opportunity to get out a few times before committee meetings for an hour plus normal Sat sailing when I'm home & it at least kept our finger in. That extra time was spent just practising the basic manoeuvres ie tacking, gybing, mark roundings & putting the pole up. A couple of times there was the chance to do some straight line sailing against other tasars. This was valuable to find out if the changes we were making were in the right direction. Just a few minor re-adjustments to the rig for a different sail & deck to hounds measurement after fitting a new spacer.

It does take a long time to get 2 of you working together in the boat. After nearly 2 years sailing together we know there is still a lot to improve on but the gains in the last 6 months or so have been huge. Most of this has been Gill's willingness to learn & improve. Also through confidence in each other allowing both of us to concentrate more on our own roles & not on what the other is doing.

Mylar sails have brought about a bit of a re-learning process & the benefits of working with others at Somerton & sharing the learnings has helped all of us. It may sometimes only be a 5 min beat with one other before a race but a lot can be gained from it.

2666 has not been changed at all since dacron. Our rake is still in the middle of tolerance & the diamonds squeeze together at about the gooseneck. We do still sail relatively loose with rig tension, it's not for everyone - the boat is a bit like steering a landcruiser in sand but it's what I'm used to.

Our jibs were early versions with the very stiff battens so I replaced the battens with untapered softer ones, in current jibs this is no longer a problem. Both jibs are the same.

I wasn't excited about the main battens either & found a relatively quick fix was to reverse the 3rd from top. Batten tension is light & not altered for stronger winds. We still sail with the board from 20cm out to deck height upwind.

The 'groove' with mylar is somewhat narrower & they can easily drop off the pace with pressure changes so for me a change in sheeting habits was in order. Our cleats are rarely all the way in & constant sheet adjustments need to be made for both sails, if in doubt - undersheet - it is less slow! They do seem to be more versatile in one respect (from dacron) in that you can set them up to go very high & slow or fast & low - both modes can be useful at times. Attention to trim will pay off well for your boat speed & they will also punish you if you don't. If it feels a bit sluggish & you are sailing the boat flat - check the leech ribbons first.

Basically we set the jib leech for an even slot to the mainsail & sheet to the main leech ribbons upwind. Little vang or cunningham is used until we are both on the deck as per with dacron.

There were 2 races where the ideal setup for port/starboard tacks was quite different. Mylar doesn't seem to distort like the dacron used to so you have to set the shape you need, & it does make a difference.

Our aim before this series was to try & be consistent. I was not confident of being particularly fast with a main we used in Phuket which seemed to be way off the pace. More time using it seemed to have helped as we were not always at the front but never far off it & pace seemed ok through the range.

We had been very soft on starting the last year or so thru lack of practice & were determined to be a bit more aggressive. Catch up is not a fun game amongst good sailors especially with the short courses. Gun starts at favoured ends in big fleets is not percentage sailing so we preferred to start a little way back along the line & get a clear one every time. Boat speed off the line is gold so have it all set right just before the gun, no adjustments should be made in the first few hundred metres.

The conditions were very shifty at times & more important was to get just a good start, then one of the first shifts - than be jammed in a corner with few options. There was no real regular shift pattern most days so we tried to stay away from the edges of the course & use what came along. It worked well & I think we were rarely out of the first 6, or far behind at the first mark & then could try to close in on the reaches. The second beat most seemed to choose a side & those who played the middle usually came out better. Gear changes were very important as the breeze strength varied constantly, our vang & sheets were on the move all the time.

One year ago in Perth we were not really competitive & struggled for a place. If you had to summarize the things I think have made a difference to us in the last year it would be in this order with the first one way out in front.

- Crew work improvement.
- Heads getting more out of the boat due to the above.
- Better understanding of the sails & how to keep them on the boil.
- Clean starts.
- Keeping nose clean (most of the time), tactically placing yourself relative to others & minimising risks taken.
- Reading the weather on the day.

It's one thing to be fast & a lot are, entirely another & always will be to draw together all the pieces to sail well. That challenge is ongoing and all in the name.

Thanks Gill.

Craig

# Be careful what you wish for!

## by Gill Berry, crew on 2666 More Small Things

For some reason I clearly remember a day watching sailing at Largs Bay in 1995.

Craig had recently bought a 2nd hand Tasar after many years sailing in his Heron & dabbling a little with 470's, & a 125 among other boats. He didn't have a regular crew & had teamed up just for the weekend with a lady called Lesley Roberts. I remember finding it quite amusing at the time, when Craig stated that 'Lesley doesn't own a boat, but she'll sail anything, with anyone, anytime!' She was your basic sailing junkie it seems.....quite strange! I thought. Craig seemed pretty impressed.

It wasn't long after that Craig teamed up with Kevin & it was around the time we bought our farm. We were determined to work on the debt level as well as the property itself, & for the next 8 years or so I worked most weekends & I'm sure my existence was doubted by some!

Once I'd had enough of that game & started joining in the sailing scene again, I soon got a few crewing 'spots'.

Bob Wright & I teamed for most of my early Tasar experiences in Tramuntana, & we sailed in Westernport, Yarrawonga, Rivoli Bay & the Darwin Worlds in 2005. It was great to sail with someone that was competitive & yet always calming, even in wild weather! (lots of bruises)

Since then I have sailed with Alexandra Almond in a few heats of the Mission Beach Nats, & with Megan Ridgway in Rivoli Bay. I had filled in crewing for Craig several times, even managing to help lose a state title to Dave & Doris one year!

My catchphrase, when I regularly started sailing with Craig was (under my breath) 'Bob never makes me get the trolley' .....& the like!

I thought I was going pretty well & even though Craig is a perfectionist he was patient with me. However when we got to the Perth Nationals last year I must say I found the short chop & savage 'doctor' quite hard work & we were definitely looking at coming fourth that regatta. I was struggling to gybe the pole in the wind, struggling to stay hiked out, & not tacking well under pressure. So it was fortunate for our result that Bronwyn fell out of their boat, & that Craig was able to get back in front of Dave & Doris so we could cover them all the way up the last beat. The end was in sight & I was getting rattier with each tack! A bit of a lucky 2nd place.

Its certainly very tight & tense at the front of the fleet. Nerves come into it for sure.

I realised nervously that I was permanently in the 'hot seat' 2 years ago & we had better get in some extra training. Craig was still patient but would talk of the thousands of tacks, gybes & manoeuvres that he had done in the past to gain great teamwork. I have to keep reminding him that I haven't had that, even now.

Our lead up to Phuket lacked some training with Craig

working away a lot but I was fortunate the fantastic SA Tasar team helped out a lot by getting me on the water regularly. Many thanks for this go to Adrian Nicholson, Kym Widdows, Sean Hackett & Chris Todd, amongst others. The whole Somerton Yacht Club are a great source of inspiration & support for me & act as a family to both of us.

At other times before Phuket Craig thought I lacked motivation for training in the winter, & he was right!! (thanks for the dry suit honey - a big help)

One of our last training sails before Phuket was on our own midweek at Somerton & we were practising roll tacking - in perfect light Phuket conditions we thought. Anyway Craig must have been mortified coming up to a worlds, but I guess had to laugh with me - as I totally fluffed it & just fell down to leeward & cracked up laughing, & almost tipped us in.....oops!

I have to say despite increased fitness & sailing I found the conditions in Phuket pretty tough, so we were pretty happy with the 4th. It was a great & challenging regatta.

Since Phuket I am feeling more confident & at home in the boat all the time & now I am the one asking to stay out after a race for a bit longer, or initiating a midweek sail. The first really windy day at the Adelaide Nats it was hard to get in the groove & get really comfortable - Gwen said later that she had also had had enough by the 3rd race that day, but she saw me still leaning, so she had to as well! The next day I felt stronger & since the Adelaide Nats that feeling has just increased. (hardly any bruises now)

It's taken a long time but now I've made friends with the spanner & really like gybing the pole! I don't always make the right adjustments, but I make a lot more of them automatically now - yes I'm quickly corrected, but don't us crews love it when skippers adjust back to where you had it, soon after? : )

We recently had a couple of fantastic windy sails which you just don't want to end, & then last weekend I teamed with a new owner, Clinton, & had an absolute ball - we tipped over twice, once after the skipper fell out, & then I had a go on the helm - a really great day on the water. (back to lots of bruises)

I now find myself checking the weather reports which I never used to, & planning my sails ahead.....& I realise I am turning into a Lesley Roberts. That seems pretty cool to me.

(I hope you don't mind Lesley! - she has been sailing a Sabre but recently sailed with Sean at Somerton in the Tasar)

Gill Berry  
2666 - More Small Things  
National Champion Crew 2007/8 (did I really write that?)

# Survivor Adelaide

by Nicole Kidman

What is the one cardinal rule of capsizing? Close the venturi before righting the boat!

2 January 2008 in Adelaide, Anna and Nic aboard Hair of the Dog left shore resolved to at least “give it a go” given the conditions were anything but perfect for our 130kgs. After rounding the leeward mark we tacked before being hit by a rogue combination (gust + wave) and over we went.

Anna climbed on-top of HOTT as our intention was to wait for the rescue crew to approach to observe us righting the boat. As I climbed on top, I was void of all logic and the aforementioned cardinal rule.

UUUUUCCCHHHH!

Anna: “Nic, there’s blood running down your leg”.

Nic: “F\*\*\*\*” (and other expletives....)

Anna: “Nic, your bleeding into the water, what about the sharks”.

Nic: as above

Being the brave soldiers that we were, we became immediately resourceful. Anna found some electrical tape in her lifejacket pocket and closed my wound. It’s OK, the rescue boat will approach shortly, we’ll just wait it out for now. (What we didn’t know was that there were several boats over up-breeze of us and the rescue crew could not see us due to the glare and swell).

Elapsed time - 30 minutes

Anna: “Nic so what date are you getting married again?”.

Nic: “September 20 mate, should be good”.

Anna: “They’ve (rescue boat) got to see us soon?”

Nic: “They better have beers on board for us”.

BANG BANG BANG BANG - elapsed time - 35 minutes

We needed a new top section anyway. By this stage we were drifting downwind to Henley Beach. On close inspection of the gash, my unusually squeamish self decided to no longer inspect it.....



Nic: “Where is everyone going?”

Anna: “The race is done and they’re sailing back to the club”.

Nic: “They’ve (rescue boat) got to see us soon?”

Anna: “They better have beers on board for us”.

Elapsed time - 50 minutes (embellishment dependent)

Nic & Anna: “YAY here comes a rescue boat, and they have brought crew to right the boat for us. Gee I really hope it’s anyone but Stu and Luke”.

Thanks to all who helped to get us in safely, and special thanks to Matt Fitz and Meph who helped me to the bar after my knee was patched up by first aid.

Final note: don’t paint a yellow boat white.

Nicole Kidman

# Western Australian Tasars

article from Louise, photos from Jason Micallef



The Western Australian Tasars have been busy since the last edition of the ATC Newsletter. 4 boats attended the Nationals in Adelaide, RPYC hosted the states competition over the Australia Day long weekend, and of course there's been regular racing on a Sunday afternoon.

### Adelaide Nationals

4 Tasars Travelled East, or at least halfway East, to compete in the 35<sup>th</sup> National Championships in Adelaide. The four boats were 'Every Dog Has It's Day', 'Bungarra', 'Tasarback' and 'Crew's Hot Skipper's Not'.

This was CHSN's first Nationals and the improvement that they made throughout the series was great to see. Lloyd & Annette jumped straight back into EDHID and straight back into the groove as well. They had a great series & managed to take out the top WA place in the Nationals despite breakages and protests. Louise & Kayne in Bungarra sailed consistently and got very sunburnt. Capt'n pants & Greypags in Tasarback made the most of not having to organise anything & just going sailing.

The West Australian contingent would like to thank the Adelaide Sailing Club and the SATA for organising the nationals and for the great time that we had! We've been crowing about our Christmas holidays!

Below is a song that crews everywhere may be able to relate to:

Oh Mast rotator (to the tune of 'oh Christmas tree')  
 Oh Mast rotator  
 Oh Mast Rotator  
 How much you really shit me  
 You never go the way I want  
 You always pop out on the reach  
 Oh Mast rotator  
 Oh Mast Rotator  
 How much you really shit me

### TAWA States

The states were held over the Sunday and Monday of the Australia Day long weekend at RPYC. Twelve boats competed in the states with Astrid Hansen and Edward Campbell (420 sailors) making their debuts as Tasar sailors in the club boats. Seven races were sailed in gusty & shifty conditions which saw class newcomers Scott Olsen &

Julie Meehan show a clean pair of heels to the rest of the fleet for all but one of the races. John & Nicolette Whittington in Part Time took out the consistency trophy after improving steadily throughout the series.

PRO Helen Baker did an excellent job starting races in such tricky conditions. Helen is a great asset to RPYC and her efforts were very much appreciated. There were many other volunteers that also gave up their long weekend to help out with the event and they are also very much appreciated.

Final results were:

- Championship
- 1<sup>st</sup> Rocky Ride Scott & Julie
  - 2<sup>nd</sup> Bungarra Kayne & Louise
  - 3<sup>rd</sup> The Usual Suspects Kim & Nick
  - 4<sup>th</sup> Tasarback Mark & Graham
  - 5<sup>th</sup> Mystic Rhythms Bart & Jackson
  - 6<sup>th</sup> Spinifex Pigeon Kate & Roger
  - 7<sup>th</sup> Crews Hot Skippers Not Cliff & Will
  - 8<sup>th</sup> Batmobile Astrid & Evelyn
  - 9<sup>th</sup> Part Time John & Nicolette
  - 10<sup>th</sup> Episode ? Will & Jeff
  - 11<sup>th</sup> Smoke on the Water Edward & Mark
  - 12<sup>th</sup> Semi Matured Jason & Nicola



**Consistency**

- 1<sup>st</sup> Part Time John & Nicolette
- 2<sup>nd</sup> Tasarback Mark & Graham
- 3<sup>rd</sup> Crews Hot Skippers Not Cliff & Will
- 4<sup>th</sup> Spinifex Pigeon Kate & Roger
- 5<sup>th</sup> Mystic Rhythms Bart & Jackson
- 6<sup>th</sup> Bungarra Kayne & Louise
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- 9<sup>th</sup> Batmobile Astrid & Evelyn
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- 11<sup>th</sup> Semi Matured Jason & Nicola
- 12<sup>th</sup> Smoke on the Water Edward & Mark

**Coming Up!**

Mandurah Easter Regatta 22<sup>nd</sup>, 23<sup>rd</sup>, 24<sup>th</sup> March

The Mandurah Easter regatta is the next big event on the WA calendar. Coaching is available on Good Friday with racing starting Saturday morning and finishing on Monday afternoon. Last year was mostly blown out which meant that a lot of flat whites were consumed in local cafes but the races that we did get in were great. There was a large, long period swell which was amazing to surf downwind. This year the TAWA GPS's will be used and the fastest tasar gets bragging rights over all. It would be great to get as many Tasars to Mandurah as possible for some serious sailing and some social events on Saturday and Sunday evenings. Saturday is traditionally dinner at the club and the seafood platter is very big, very good and very cheap! More details will follow on the social

plans for Sunday. As always if any interstaters are in town they are more than welcome to attend and a charter boat can be arranged.

Social Event 28<sup>th</sup> March

TAWA has piggy backed a social event onto the back of a JESS (Junior Exchange Sailing Scheme) team fundraising event. JESS is a program that sends talented young WA 420 sailors to Europe to attend regattas over a 6 week period each year. The fundraising event is a quiz night to be held at Perth Dinghy Sailing Club on the 28<sup>th</sup> of March commencing at 7pm. We anticipate at least one table of 8 with tickets at \$10/head, so contact Kayne if you can attend on the TAWA table and help out the 2008 Jess team.

RPYC Closing Day Party 27<sup>th</sup> April

As usual RPYC will celebrate the last race of the summer with a closing day party. There will be racing after a briefing at one, fun races and probably some water bombs (watch out for mystic rhythms as they are sure to be packing some water). As always it will be great fun and there will be a BBQ afterwards to enjoy with all of your mates.

RPYC Prize Night 16<sup>th</sup> May

The Dinghy Division night of nights, there will be food, dancing and of course the RPYC club champions will be announced. Make sure that you do not miss it! That's all from WA at the moment  
BTR over & Out.



# Victoria - Docklands Regatta

report by Alistair Murray, Clarebuoyant



The BIA Victorian Shortcourse Tasar Championship was hosted by Docklands Yacht Club on the 2nd February in the confined waters of Victoria Harbour at Docklands.

Seven Tasars really enjoyed the eight close quarter races run superbly by Race Officer and Commodore of Docklands Yacht Club, David Staley. With a total of eight starts, eight finishes and forty four mark roundings, the emphasis was very much on boat handling and it proved a great opportunity to hone the skills.

At the halfway point of the regatta Alistair and Clare Murray were locked together on points with Heather McFarlane and Chris Payne, with Michael and Kim Paynter in third place. In the second half of the day though, Clarebuoyant came good with some rare starting form to sail to a relatively comfortable win from Chris and Heather with the Paynters third.

Everybody else had a good day's racing and Mark Lainson found his true calling on shore as race caller and special expert commentator on 3AW. Every year this regatta is a highlight, due to the different nature of the short course format, and contrary to popular belief we are yet to run out of wind!

Alistair Murray,  
Clarebuoyant



## NSW - Kogarah Bay Tasars report by Trevor Hilleard

With the 2007-2008 season now well underway, it is great to see the numbers of Tasars still increasing at this club. We welcome our latest members, John and Jo McDonald, sailing 1666 "The Righteous and the Wicked". This now brings our fleet to 9 boats. The really good side to our increasing fleet is the high proportion of our members that are travelling to Association events and enjoying the extra competition and the social aspects that come with these events.



Over the Christmas period, 4 of our crews competed in Adelaide and enjoyed it immensely. Congratulations to Simon Litchfield for taking out the prize for runner-up Junior Helm at this National Championship. We look like having 6 of our boats at the NSW States this Easter and are looking forward to having a good crack at the club teams handicap division for the first time.

Preparations are underway for our hosting of Travellers Trophy race 5, that being the annual Kurnell Cup race from Kogarah Bay around Botany Bay and back. This will be a fun warm up for the States a week later with a mix of open and closed water sailing in a passage type race to give plenty of practice for straight out boat speed. A BBQ and presentation will be held after the race. We look forward to seeing plenty of Tasars at this event to support this growing Tasar venue.

Trevor Hilleard KBSC.



Unibilt Australian Tasar Championships 2008-2009  
McCrae Yacht Club, Victoria



## McCrae Nationals 28th Dec 2008 to 3rd Jan 2009 by Jonathon Ross

McCrae YC is on the southern shores of Port Philip Bay and with so much to see and do locally, we are expecting it will be a great event both on and off the water.

McCrae is only 70 minutes south from Melbourne via the freeways linking the city to the Mornington Peninsula. The Peninsula is Melbourne's playground and offers an incredible variety of things to see and do. Gourmet food, wineries by the dozen, magnificent beaches, both ocean and bay plus natural attractions are everywhere.

Accommodation over the holiday period can be a little tight and so to counter this and create an "all in" atmosphere, we have organised a Tasar only camping area in the Rosbud foreshore camping reserve. There will be 50 non-powered sites available on a first come, first served basis. Think of it as like Yarrowonga (for those that have been to the Vic States) but only on the Bay.

It is also the intention run this regatta as a very affordable event keeping the entry and accommodation costs as low as possible. Entry fees for the regatta will be in the order of

- Regatta entry, including camping fee for the weeks event, \$400
- Regatta entry (no the camping option) only \$295 (both costs subject to final confirmation).

The online entry form will become available once entry fees are finalised and the Notice of Race is locked in. Entering early will ensure you get a confirmed camping site. Entry fees will include the

usual entry for crews to the social functions planned and something a little different in the way of regatta apparel.

For those that attended the Mordialloc nationals some year back, you might remember the great social events planned by Alexandra Almond and her partner, Peter. Well they are back onboard again to plan more fun and merriment and make the social events a highlight of the regatta. The key being getting all competitors mixing and socialising at the start of the regatta, not just getting into the swing of things when its time to go home!

Keep an eye out for more information as it is posted regarding accommodation options, local attractions, event schedule and the like. There will be continual updates throughout the year as the regatta draws closer. If you like to register your interest in attending the regatta and receive newsletters and updates, there is a form on the website for you.



## Tasar Class - Proposed modifications protocol report by Paul Ridgeway

### Preamble

The Tasar Class is now thirty plus years old and has clearly stood the test of time and proven itself as a design that remains attractive to the sailing community. As is the case with all one design classes, the problem of how to control changes to the class that are necessary in order for the class to survive and remain attractive to the sailing community is significant.

On the one hand, there is a desire to keep the class as it was originally intended thus providing the advantages of good resale value and low cost sailing. On the other hand, a class with no changes suffers decreasing appeal particularly to class newcomers and the inevitable ageing and datedness of the class in terms of its look and performance. As well, changes to manufacturing processes means that what was state of art when the boat was designed is now outmoded, and, in some instances, more expensive than other alternatives and obsolete making sourcing manufacturers difficult and eventually impossible.

### Process of change

In order to avoid the above scenarios which could eventually lead to the death of any class, there is a need to have an agreed process for introducing changes into the class that reflect

1. The manufacturers/ owners need to provide an attractive and desirable choice of yacht that will maintain interest in the production of Tasars as a commercial operation.
2. The interests of the sailors in the class who would like to maintain a standardized one design boat without having to expend a significant amount of money.
3. The interests of the sailors in the class who would like to make practical improvements to the boat particularly in areas where there are recognized weaknesses.
4. The interests of the more competitive sailors in the class who would like to make advances in the boat up to date without unreasonable costs
5. Provision of a reasonable time for introducing changes so that boat owners can adjust to the changes with the minimum of equipment redundancy.

One example of a recent successful change was the introduction of the mylar sails. Clearly this change has been very good for the class. It was a cheaper alternative and offered chance to update the looks of the boat to the 21st Century.

The added advantage of a performance increase has lead to much notice being taken of the class and an increase in entries to the class. In consideration of the above.

It is proposed that the protocol below be used for introducing changes to the class in the future that includes input from manufacturer, designer, owner and sailor.

It is important at this stage that all stakeholders in the Tasar class have some say in proposed changes in order for the class to go ahead and prosper and it is intended that the suggested protocol provides the opportunity for all interested parties to have a say in the class' development.

### Proposed Change Protocol

It is suggested that the following process be discussed and agreed between the member bodies of the World Tasar Council and that it be voted upon at a meeting of the World Tasar Council. Once

*Proposed modifications protocol cont.*

agreed the protocol should also be written into the Tasar Class Rules (TCR).

- Changes can be initiated by any member of a Tasar Region/district association through their Regional/District Tasar association. The proposer should outline the change in writing with clear reasons as to why the change should be made and the expected benefits and disadvantages of the change and any alternatives to the change that could also be considered.
- The Executive of the regional Tasar association would review the proposed change, its costs/savings, its alternatives, advantages and disadvantages. If supported at this level, the Regional Tasar association would prepare a document summarizing the above information as well as develop a document that outlines how the change could be trialled by the class.
- Changes can be initiated by the Builder who should document the proposed change, its costs/savings, its alternatives, advantages and disadvantages as well as develop a document that outlines how the change could be trialled by the class.
- The proposed change (and support information) plus draft trial protocol would then be put to the WTC who would consider it preferably at the WTC's biennial AGM.
- If the WTC determines that the change has merit then it shall advise the Builder and the Regional bodies and the WTC will nominate a person or group to run the trial (Trial Committee).
- The Trial Committee will finalise the methodology to trial the proposed change. Once agreed with the WTC, the trial period will be declared and advertised to all members.
- The WTC will determine whether trial boats will be allowed to compete in Tasar events or not. This would be effected through specific clauses being inserted into the Sailing Instructions for any relevant events. This

decision would largely be based on whether the change offers performance enhancement or not and whether the change proposed can easily be fitted/removed from the boat. If the change is deemed performance enhancing, the WTC would not approve the trial for competition. That is, the modified boat/s would not be regarded as Tasars for the purposes of racing.

- At the end of the trial period, the Trial Committee will prepare a report for the WTC, the Builder and all regional bodies for consideration. The views of the regional bodies would be sent to the WTC for consideration in its decision making on whether the change should become part of the Tasar Class Rules and specifications.
- Endorsement (or not) would be assessed in a manner similar to that in which changes are made to the Constitution of the WTC namely

*1) This Constitution may be amended by the World Council, with the approval of the Advisory Council, provided that at least two-thirds of the District Associations have approved such proposed amendment at Special General Meetings of the District Associations, provided not less than sixty days notice of such proposed amendment has in each case been given.*

Where voted for by the WTC the change would then be put to the Advisory Committee for endorsement prior to amending the TCR and being put before ISAF for ratification.

In order for the above to occur it is also suggested that the TCRs be modified to:

- clearly specify the nature and location of all fittings (including descriptive )
- remove all references of the nature 'as supplied by the builder' except in relation to the hull, foils, spar sections and sails

## 31st NSW TASAR Championship 2007-2008

will be held at Wangi Amateur sailing club from Friday March 21st to  
Monday March 24th 2008

The NSW States Champs are fast approaching!

They will be held once again in 2008 over the Easter Weekend at the Wangi Wangi RSL Amateur Sailing Club. NSW numbers have been at their highest this year, with 30 boats attending Travellers Trophy events so it is set to be a great fleet! Combine this with the large amount of interstaters already showing their interest in the event - and we can hope for similar numbers to last year - 50 if not more!

So come along and enjoy some close racing on beautiful Lake Macquarie, as well as a great social program and make the most of Easter with your fellow Tasar Sailors.

Notice of race on following pages, early entries close this Friday.



## **31st NEW SOUTH WALES TASAR CHAMPIONSHIP 2007-2008**

Friday, March 21st 2008 to Monday, March 24th 2008  
Tasar Association of New South Wales Inc.  
Wangi RSL Amateur Sailing Club  
Wangi Wangi, N.S.W

### **NOTICE OF RACE**

The Tasar Association of New South Wales Incorporated and Wangi RSL Amateur Sailing Club, invite you and your crew to the 31st New South Wales Tasar Championship to be held at Lake Macquarie, New South Wales from 21st March 2008 to 24th March 2008.

#### **1. Organising Authority**

The Organising Authority is the Tasar Association of New South Wales in conjunction with the Wangi Wangi RSL Amateur Sailing Club.

#### **2. Rules**

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

YA Special Regulations, Part 2, Off the Beach, will apply.

Mylar and Dacron sails can be used.

#### **3. Eligibility and Entry**

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

A completed Entry Form and Entry Fee of \$100.00 shall be lodged with the Race Secretary, Tasar Association NSW, by 14th March 2008 at:

The Race Secretary  
PO Box 710,  
Ulladulla, NSW 2539

Direct deposit can be made to:

Account Name: Tasar Association of New South Wales Inc  
Bank: Commonwealth Bank of Australia  
Branch: 48 Martin Place Sydney  
BSB: 06 2000  
Account Number: 0092 3779

Late entries will be accepted up to 1100 hours on Friday 21st March 2008 with an additional fee of \$30

Copies of the Entry Form are available from the January 2008 News Update or the Australian Tasar Council website, [www.tasar.org.au](http://www.tasar.org.au).

#### **4. Advertising**

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

#### **5. Schedule of Events**

##### **5.1 Registration**

Registration and Measurement will be at Race Headquarters on Friday, 21<sup>st</sup> March 2008 between 09.00 and 11.00 hours.

## 5.2 Racing

Races	Day	Date	Warning Signal
Heat 1	Friday	21 March	13.55
Heat 2	Saturday	22 March	12.25
Heat 3	Saturday	22 March	ASAP after Heat 2
***	Sunday	23 March	12.25
Heat 4	Sunday	23 March	13.25
Heat 5	Sunday	23 March	ASAP after Heat 4
Heat 6	Monday	24 March	09.25

\*\*\*\* = provision for resail

## 6. Measurement

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

6.2 The designer has requested certain boats trial RCB stay slide tracks. The specific vessels (Tasars 2820, 2777 and 2727) are deemed to comply with Tasar class rules in relation to stay tracks for the duration of this trial.

## 7. Sailing Instructions

The Sailing Instructions will be available upon registration.

## 8. Regatta Site

The regatta will be conducted from the Wangi RSL Amateur Sailing Club, Wangi Wangi, New South Wales.

## 9. Racing Area

The racing will take place in the waters of Lake Macquarie off Wangi Wangi, New South Wales.

## 10. Courses

The courses shall be as described in the Sailing Instructions.

## 11. Scoring

The Low Point System, of Appendix A will apply. Six races are scheduled. A minimum of three races shall be completed to constitute a series. If five or more races are completed each boat's worst single result will be excluded.

A handicap pointscore will also be conducted.

## 12. Protest Committee

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

## 13. Buoyancy

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

## 14. Support Boats

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

**15. External Communications**

15.1 A boat shall neither make radio transmissions whilst racing nor receive communications not available to all boats for the purpose of obtaining outside assistance.

15.2 This requirement also applies to mobile telephone communications.

The race committee reserves the right to allocate GPS equipment to selected competitors for the purpose of training. Results of GPS tracking will be available to all competitors.

**16. Prizes**

Prizes will be awarded for the following:

Perpetual trophies for:

The NSW Tasar Champion Scratch and the NSW Tasar Champion Handicap Trophy will be awarded to the overall winners.

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;

First Junior Helm (aged under 19 years)

First Lady Helm

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

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

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

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 prizes may be awarded arbitrarily by the Race Committee.

The presentation of prizes will take place at Race Headquarters on Monday 24th March as soon as possible after results have been calculated (2.00pm approx). Presentation of prizes will be subject to amendment and review in the event of appeals being lodged and upheld

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

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

**18. Entry Disclaimer**

It is the competitor's decision to enter the 31st New South Wales Tasar Championship or to start and continue in any race. Competitors shall accept that their participation in the regatta is at their exclusive risk in every respect. See RRS, Fundamental Rule 4, Decision to Race. The Organising Authority, their officers, members, servants and agents accept no liability in respect of loss of life, personal injury or loss or damage to property which may be sustained by reason of their participation or intended participation in the regatta or howsoever arising in connection with the event.

**19. Insurance**

All boats competing in the 31st New South Wales Tasar Championship shall have third party insurance cover of not less than AUD \$5,000,000 (recommended AUD \$10,000,000) or equivalent thereof in any other currency for any accident. All owners/competitors who sign the entry form are deemed to have made a declaration that they hold such cover. Competitors may be required to produce evidence of such insurance and any competitor not holding this cover shall withdraw their entry.

**20. Further Information**

For further information, please contact Robert Douglass on 02 44540066 or email at [rob@halesdouglass.com.au](mailto:rob@halesdouglass.com.au)

Tasar Association of New South Wales Inc.  
31st New South Wales State Championship, 2007-2008  
21<sup>st</sup> March 2008 to 24<sup>th</sup> March 2008

To the Regatta Secretary, Tasar Association of New South Wales Incorporated,  
Robert Douglass, PO Box 710, Ulladulla NSW 2539. Tel : 02 4454 0066.

In accordance with the terms set out below and with the Notice of Race, please enter  
Tasar ..... No .....  
in the 31st New South Wales State Championship from  
21<sup>st</sup> March 2008 - to 24<sup>th</sup> March 2008.

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 \$ .....

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

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

Grand Masters[ ] (100 to <120 years), Super Grand Masters [ ] (over 120 years).

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

Entry fee: \$100.00

Note: A late entry fee of \$30 applies to entries received after 14<sup>th</sup> March, 2008.

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

**DISCLAIMER OF LIABILITY**

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

The Tasar Association of New South Wales and/or the Wangi Wangi Amateur Sailing Club  
are not responsible for the seaworthiness of a boat whose entry is accepted or the  
sufficiency or adequacy of its equipment. The Tasar Association of New South Wales and  
the Wangi Wangi Amateur Sailing reserve the right to refuse any entry.

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

Signed: ..... Date: .....  
(Owner or Representative)