



March 2002

Tasar Australia Newsletter

Our Cover Photo
“Winner are Grinners”
Craig & Kevin
Rob & Nicole
Dave & Doris

Tasar Major Events

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

ACT Tasar Championships - YMCA Sailing Club
Saturday 2 November 2002 to Sunday 3 November 2002

30th Australian Tasar Championships
Mordialloc Sailing Club Victoria

Friday 27th December 2002 to Saturday 4th January 2003

Victorian Tasar State Titles – Yarrawonga Yacht Club
Saturday 8 March 2003 to Monday 10 March 2003

26th NSW Tasar State Titles - Point Wolstoncroft
Friday 18 April 2003 to Monday 21 April 2003

2003 Tasar World Championships
Victoria British Columbia Canada

Friday 20th June 2003 to Friday 27th June 2003

President's Message

The main focus of this edition are reports on the Legend Nautilus 29th Australian Tasar Championships.

The Tasar Association of South Australia and the Port Lincoln Yacht Club are to be congratulated for organizing and running a really great Regatta. I don't think I have been to a Regatta where there have been so many prizes provided by the sponsors and our thanks goes out to all these sponsors.

The Championships were well attended with representatives from all States and Territories. I am not sure who had to travel the furthest, however everyone, other than the locals, had to travel a long way. There was also a good mix of Junior, Lady, Masters and Grand Masters.

The AGM of the ATC was the best attended I have been to. The main item of business were Presentations to host the 2005 Worlds in

Australia. All three presentations were excellent and the Associations are to be congratulated for their work on these. A full report on the meeting is included in the Newsletter.

After a close vote I announced at the Presentation Night that Darwin Sailing Club would host the Tasar World Championships in July/August 2005.

Also included is an article by Carl Buchan on rigging tips. It makes interesting reading as he appears to do some things differently to the way they are done here in Australia (at least by me).

I was a little disappointed with the number of articles I received for this newsletter and I hope to receive more for the next edition which I plan to publish in June.

Chris Parkinson
AGAMEMNON
2665

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TASAR WORLDS VICTORIA CANADA JUNE 2003



The Vancouver Island Tasar fleet is excited to host the 2003 Tasar World Championships. Racing will take place off the Victoria waterfront, a short distance from the downtown core and all the tourist attractions that Victoria is known for. Why not combine a memorable holiday in one of the top 10 worldwide tourist destinations with a premier sailing event.

We promise to provide the BEST Tasar Worlds ever!

Proposed Dates - June 20-27, 2003

Historical weather data shows that late June is the optimal time of year for consistent wind. In June 2001, the Tasar North Americans were sailed off the Victoria waterfront and all sailors were treated to ideal sailing conditions. Typical conditions are a thermal wind that fills in during the mid morning and gradually builds during the day to about 15-18 knots.

Regatta format

Initial plans are to have 5 days of racing with a lay day in the middle of the regatta. We would like to provide a variety of race courses and have at least 10 races with 1 throw out. If need be, we would have 3 races in a day to ensure a full series.

Social events

Tasar World Championships are remembered mostly because of the social events. As a result, plans are underway to ensure social events occur every night after racing. A detailed list of non-sailing activities will also be available prior to the event. These include whale watching tours, kayaking expeditions etc.

Website

As with any major sailing event, the key to relaying information is a good web page. Stay tuned as the 2002 Pre Worlds / 2003 Worlds website will be operational shortly at <http://www.tasarworlds2003.org>. You will be able to do everything from register online to check out the current wind conditions on the race course. The website is now operational.

Charter Boats

Charter boats will be available but in limited quantity. Be sure to check out the 2003 Worlds web page regarding details and ensure that you book early. There will be many options available from simply chartering battens to chartering new fully rigged boats.

We are already working hard on planning the 2003 Worlds and hope to see a strong Australian contingent. We currently have a great deal of interest from Australian Tasar sailors for the 2003 Tasar Worlds, one not to be missed. We'll probably be sending two containers, 20 boats maximum. Graham Hanna is arranging shipping on behalf of the Australian Tasar Council.

For more details or to register your interest contact; grahamhanna@optusnet.com.au or telephone (02) 9639 1146.

TASARING IN WESTERN AUSTRALIA

Tasars are sailed at 3 locations in WA. There is a regular fleet competing on Sunday afternoons in Perth from Royal Perth Yacht club. Usually a fleet of 7 or 8 boats can be found on the water.

A small fleet has now formed at Dawesville, south of Perth near Mandurah. Tasars are sailed here in a mixed fleet on Saturdays. We also have a fleet of 4-5 boats sailing at Kununurra at Lake Argyle in the Kimberley in the far north.

The State Titles are usually held over the Labour Day long weekend at Bunbury as part of the Koombana Bay regatta where we often see additional Tasars dragged out of the shed, de-redbacked and thrown onto an assortment of home made trailers.

These days we have several for sale ranging in price from \$2600 to \$6000 so if you are moving over no need to drag your old boat along – buy one here. For those of

you who might sail at Royal Perth Yacht Club there is excellent parking on the yacht club grounds, secure undercover storage and lots of green grass on which to rig. The Association leases a boat to the club and this can be rented on a race day for \$25 to help offset the wear and tear costs. If you are visiting, call the race secretary Warren Morris on 93877076 and book the boat for a fun afternoon.

We have discussed the Tasar hull weight issue; but, seeing that most of our boats are over 68kg, the collective view at present is that there is no merit we can see in adopting a lower minimum weight. Nevertheless we think it is worth examining the possibility of allowing a lower hull weight where it is used as an offset for heavy weight crews eg crew weight more than 140 kg can be offset against boat underweight against an agreed formula such as 1 Kg boat weight for each 5kg crew weight.

Cheers Warren Morris

WANTED

Near new Tasar in unmarked condition. Must be at or below minimum weight.
Please Phone: 08 93877076 (Home) Cheers - Warren Morris

REPORT on the AUSTRALIAN TASAR COUNCIL AGM

14TH JANUARY 2002 PORT LINCOLN YACHT CLUB

Chris Parkinson welcomed everyone to the meeting noting that each Tasar District in Australia was represented at these championships. Chris went over the outcomes of the World Tasar Meeting held at Whitstable in August, 2001. He requested that all Districts vote on the reduction in hull weight at their District AGM's before July, 2002. Districts should also consider the Japanese proposal in relation to performance equalisation.

PRESIDENT'S REPORT

World Tasar Class Matters

In the most exciting news for many years the Tasar has recently been granted ISAF Recognised status. This means we can officially hold Tasar World Championships once again and opens the way for official AYF funding for Australian crews to compete overseas. Tasars competing in World Championships are now required to have AUS on their sails and all Tasars competing at major regatta's here in Australia are encouraged to have the AUS letters fitted. A new version of the Tasar Class rules in ISAF format is available on the World Tasar Council web site, www.tasar.org. The annual sub for ISAF Class affiliation will be about \$1.40 per boat.

Other World Tasar Council news includes:

The WTC and the Designer have recently agreed that a window can be fitted to Tasar mainsails.

The WTC has determined that under the ISAF Advertising Code, the Tasar Class will be Category C. The WTC has determined the age categories for major Tasar regattas will be Open, Masters (50 to 99), Grand Masters (100 to 120) and Super Grand Masters (over 120). Other categories may include, Women Helm and Junior Helm (less than 19 years). All ages should be taken as at the first scheduled race of the regatta.

Other matters coming from the World Tasar Council Meeting held at Whitstable in August 2001 and which will require the consideration of all Districts include; A proposal to reduce the hull weight of Tasars from 68kgs to 66kgs

A proposal from the Japan Tasar Association to change crew weight ballast requirements (Rule 29).

A proposal from the Australian Tasar Association to establish a Nations Trophy at future World Championships.

In this 25th year of the Tasar, consider suitable recognition for Ian Bruce, co designer of the Tasar.

The WTC has asked us to consider these carefully, vote on the change in hull weight rule and report back by August.

The next Tasar World Championship will be held in

Victoria, Canada during June, 2003.

The Australian Tasar Council will be making shipping arrangements on behalf of the Australian contingent, Graham Hanna is the contact for further information.

Australian Tasar Council Matters

Under the rotation scheme to host Australian Tasar Championships, it would have been Queensland's turn to host the 2003 Nationals. Queensland are keen to hold the regatta at Mission Beach, mid year but this would have clashed with the 2003 World Championship in Canada. As a result, Queensland have agreed to a swap with Victoria. The next National Championship will now be held at Mordialloc Sailing Club in January 2003. A total of six newsletters have been published since Darwin and my thanks go to all contributors. A special thanks also goes to Andrea Douglass who formats the newsletters and is responsible for the professional presentation we all enjoy. All States are encouraged to save on the cost of producing their own magazine and adopt Tasar Australia as their own. We are always seeking contributions in the form of articles or pictures, these can come from any Association or Club or individual.

All Associations are asked to advise the ATC of new members as they join so they can be put onto our mailing list. Extra copies of the newsletter are printed for this reason. We also need to know about any change of address for your members.

The coming year will be a busy one for us. In a major initiative, the ATC would like to establish a boat register so that we can start to track the movements of boats. I ask all Association Secretary's to include boat details on their membership lists. We know there are many Tasars stored in club racks that are often not used for months or even years. Some owners may be interested in selling and with a growing list of buyers we would like to be able to match sellers with buyers and increase the number of Tasars out on the water. To help this happen we would like to know the boat details of all Tasars in clubs, whether they belong to an Association or not.

Development of the ATC web site has been a slow and tedious affair. Attempts to establish the web page on the cheap have been unsuccessful and we are currently negotiating with a professional to set one up for us. The issue seems to be the ability to update information readily and without fuss. We aim to have a site up and running soon with the structure allowing space for all Associations as well as the ATC.

In an increasingly complex world the ATC is conscious of the need for all Districts and their committee members to be adequately protected by public liability insurance. In coming months we will be developing a proposal which would make the ATC an incorporated body, ideally with all State Associations coming under an umbrella insurance cover.

REPORT on the AUSTRALIAN TASAR COUNCIL AGM 14TH JANUARY 2002 PORT LINCOLN YACHT CLUB (Continued)

We will continue to report progress on these and other matters through email and Tasar Australia.

SECRETARY/TREASURER'S REPORT

[Edited version - full text and accounts available to ATC members upon request]

Graham presented the Financial Statements for the Australian Tasar Council for the Financial Year ending 30 September, 2001.

The ATC's major expense for the period came from the production of the newsletter, Tasar Australia. Each edition costs about \$1,000 to print and post out to our members. The only other expense for the year - apart from bank fees, was a donation to the Australian Cancer Research Foundation, following the passing of Pam Gilpin in March, 2001.

The Financial Forecast for the 2001/02 year formed part of this report. No increase in the capitation fee has been projected. This year we have factored in a new recurring expense of \$1.00 per ATC member (\$226), being for ISAF Recognised Class affiliation.

However, increasing pressure on our reserves cannot be sustained. When uncertainty surrounding internet maintenance costs and possible incorporation expenses are resolved later this year, we'll be in a position to recommend a more appropriate capitation fee to members for consideration.

NATIONAL MEASURER'S REPORT

David Bretherton presented his report which highlighted the following points;

- A concern about the practice of modifying rotation levers was noted at Whitstable. This raised an issue about the quality of rotation levers. David also noted there were at least 3 different types of rotation lever stoppers in use at Port Lincoln and felt we should be moving towards consistency for this fitting.
- A window in the main sail is now allowed and the World Tasar Class web site has specifications.
- The Tasar is now an ISAF Recognised class. David reminded everyone that we must comply with the rule book addendum A R9 in relation to hull identification. David suggested that the ISAF version of the Tasar Class Rules should be circulated in the next newsletter.
- For the Port Lincoln regatta the main issue seems to be strop length. David reminded us of the interpretation of overall strop length, as per the class rule. Other matter causing concern are whisker pole hangers, telescopic whisker poles and string through whisker poles. David reminded us that the class rule states that a whisker poles must float. David also reminded everyone that removal of any fixtures/fittings after registration was not allowed.
- Tasar owners will soon be asked to vote on reducing minimum hull weight to 66kg. At the Port Lincoln

Nationals the average boat weight was around 68kg which begs the question, do we need to reduce weight?

- David also suggested another issue to consider, that is crew weight over 150kg sailing an underweight boat - should we carry extra correctors in the boat, minimum hull weight being 68kg?
- David suggested that weighing hulls at major regattas would be simplified if boat weights without correctors were known via a weight certificate. At registration it would only be necessary to have the correctors weighed. David asked that all Associations should consider this with a view to trialing the arrangement at Mordialloc in January 2003.

From the floor - Noted different position of centreboard case between newer boats and older boats. Centreboard position in older boats cannot be changed. No performance difference noted.

DISTRICT REPORTS

Northern Territory - Hugh Bekkers

Noted an increasing number of Tasars being sailed at Darwin and a good standard of competition. Good support from Darwin Sailing Club. This championship has the largest contingent from the NT since Yeppoon in 1988. Very keen to host the 2005 Tasar World Championships in the NT.

Victoria - John Eriksson

Fleet numbers are steady. Tasars are sailed at La Trobe Valley, Mordialloc, Chelsea, McCrae, Albury, Geelong and Westernport. The TAV has a great web site up and running and have recently introduced a Tasar chat line for Victorian Tasar sailors.

Looking forward to hosting the 2003 Nationals at Mordialloc.

South Australia - Robin Vandergraaf

The Tasar fleet in SA totals about 20 with Port Lincoln the most active club (8-10 boats). Also have Largs Bay (4 per week) and Somerton (5 per week). 9 boats attended the last State Championships won by Craig McPhee. Is keen to encourage more involvement by Port Lincoln boats but appreciates issue of distances involved.

Queensland - Lachlan Heath

Tasar activity in South East Queensland, Brisbane is very low. North Queensland is thriving with Mission Beach and Tinaroo Dam each having 8-10 boats racing weekly. A great social scene. Looking forward to hosting the 2004 Tasar Nationals, probably in July at Mission Beach.

Western Australia - Warren Morris

The main Tasar fleet has relocated from Mounts Bay to Royal Perth Yacht Club and is going well with 8-9 boats racing regularly. Cunnanurra fleet also has 4-5 boats.

REPORT on the AUSTRALIAN TASAR COUNCIL AGM 14TH JANUARY 2002 PORT LINCOLN YACHT CLUB (Continued)

Australian Defence Forces Sailing Association (ADFSA) - David Pearce

Currently have more than 20 boats in the fleet and 6 boats at this regatta. Interest is growing and there's lots of enthusiasm.

ADFSA boats have competed recently at Stirling, the Arafura Games, Victorian State Titles, Whitstable and Sydney. Crews use Tasars to gain their TL-1.

Will propose that the Defence Force Regatta should be run in conjunction with the Australian Tasar Championships. If this happens, expect about 20 ADFSA entries.

New South Wales - Chris Parkinson

Currently have 90-100 boats actively competing across 7 clubs in Sydney plus fleets at Speers Point, Port Macquarie, Batemans Bay and the ACT.

The Tasar Travellers Trophy attracts about 15 boats each month. The biggest issue faced by the Association is the number of people unable to upgrade from an entry level boat to a newer boat due to a lack of good quality second hand boats.

ELECTION OF OFFICER BEARERS

There being no other nominations, the following people were re-elected;

President	Chris Parkinson
Secretary/Treasurer	Graham Hanna
Measurer	David Bretherton

NEXT AUSTRALIAN CHAMPIONSHIPS

Alistair Murray, TAV Delegate, presented a proposal and invitation to all Tasar sailors to attend the 30th Australian Tasar Championship to be held at Mordialloc Sailing Club from 27th December, 2002 to 4th January, 2003.

Alistair also invited all Tasar sailors to attend the next Victorian State Championships to be held at Yarrawonga, 9-11 March, 2002.

2005 WORLD TASAR CHAMPIONSHIPS

Delegates from Western Australia, the Northern Territory and New South Wales each presented their proposals to host the 2005 Tasar World Championships. Robust discussion and questions followed.

The meeting agreed that, given the late hour and depth and quality of the proposals, that delegates should discuss further with their respective Districts and submit their votes to Chris Parkinson by 5.00pm, Thursday with a final announcement to be made at the Presentation Function on Friday night.

**Graham Hanna
Secretary
Australian Tasar Council**

PORT LINCOLN NATIONALS FROM 2666

Boat preparation was minimal as it had only been used once post worlds. A quick check of all fittings/rigging for correct operation/potential failure and a tidy up of the boards was all that needed doing.

Work commitments prevented us sailing more so took the opportunity to get out twice prior to the invitation race. This allowed us to get in a few tacks etc and try to get comfortable in the boat again. Nothing beats practice and we found it very hard to keep the boat flat after a break. Neither of us initially were fast or reading the boat well.

The first couple of straight lines we did against a few different boats we got dusted off fairly quickly so knew the first part of the series might be a struggle against those who are sailing regularly.

Boat Setup

Boat setup hasn't been changed much over the last couple of years - I've found it far more important to read the messages from what you've got rather than keep changing the signals coming in!

Rake is in the middle of tolerance, jib to hounds on max. The only marks on the boat are on the jib slides,

shrouds and jib sheets. What was right last week in 15kts may not be in this weeks 15kts so I am wary about relying much on any more than these.

CB is always upright (texta mark) and about 15-20cm out upwind. Level with the deck in 15kts +. We do lose a little height but make up for it with speed and a boat that feels loose, responsive and less prone to staggering.

Diamonds are set at 10 - 15cm above the pole hook. This is more suited to lighter weight crews. At this looser



PORT LINCOLN NATIONALS FROM 2666 (Continued)

setting the mast bends to leeward more and will close up the slot earlier stalling the rig so jib leech tension is critical. Over 12kts we are on the bottom hole on the jib clew and under that one up from the bottom. To fairly compare this against others you will need to take into account the height of the jib off the deck and rake.

Rig tension - to hook the jib on the bow requires just a slight pull down. That gives enough range for light up to about 20kts. If we know it is going to be more than that we will tighten up 1/2 a hole. Our aim upwind is to pull enough on to just allow the leeward stay to wobble a little as you work over the waves. Down wind it is eased enough to just prevent the forestay flopping about.

No vang is used upwind to about 12 - 15kts and we are fully hiked out. It is used offwind to maintain a slight leech twist only.

Mainsheet is cranked on hard enough to start the top 2 leech ribbons sucking occasionally (we have 4). I tend to set the traveller just above centre then pull on the main to get leech tension, cleat the main off and play the traveller about the central position. The only time this would be varied is in a drifter and conditions where the pressure varies a lot. Then the traveller is cleated and sheet tension used to control leech twist.

Once we start getting overpowered the board comes up, wrinkles are pulled out of the main luff, the foot is pulled tight, enough mainsheet is eased to allow the traveller to again be played about the central position and the vang starts to come on to control twist to a minimum. Over 20kts the jib is also eased out up to an inch over normal.

Usually the jib slides are left all the way in upwind as I prefer to ease the sail instead. The only time they go out is on reaches and square with the pole up.

Jib luff is tensioned enough to almost remove the wrinkles and never varied.

Battens are all standard and untapered except the top one which is softened evenly to about 1/2 normal weight. All are put in with just enough tension to prevent wrinkling regardless of the weather.

The outhaul is rarely adjusted except for marginal planning reaches where it is eased (7-10cm gap) and dead square (out tight). Normal is 5 - 7cm gap.

Crew weight was a bit more than preferred at 144kg but still ok.

The Series

Most of the series was held in 8 - 12kts with one race getting to 15 - 18kts in the latter 1/2 and the obligatory drifter with 180degree shifts for R10. The breeze was very shifty and patchy upwind with 100m easily gained or lost. Outright boatspeed was not as important as in steadier conditions but being on or knowing what was the right tack was vital. Despite this sheet tensions were

varied constantly as was rig tension upwind to maintain pace through the puffs. Once racing we were prepared to tack anytime even if only for 50m to grab a few metres on the fleet.



There was quite a bowkiller chop - not steep but very close together which could stop you upwind at times. Hence it was wise to keep a little more power in the sail than normal (outhaul) and a fraction more twist (sheet tension), not sail as high and keep an eye out for the big ones to crack off and punch through. Keeping flat is always a priority and this chop penalised anyone who didn't.

Short course racing is a different animal that makes the starts all important as is staying out of trouble. A 720 done here and your race is over. Good crew work and communication are essential in such tight racing.

The lines set were long and usually had a bias to the port end, there was little excuse for getting dirty air starts and it was often better not to be right at the gun end. Of the jostlers only one or two will get a great start with the others locked in and getting belted by those 50m back down the line in clear air. We preferred most of the time to be a little away from the best start but to guarantee a clear one, that clear air is golden. Race 9 we were at the pin end 10sec too early and had to gybe away. After ducking almost the entire fleet's transoms as we reached back down the line on port and not a hole in sight we went out to the righthand side. It was the wrong side but we had clear air and water, were probably only 150m from the leaders, went for speed and shifts eventually finished 2nd. Those around you dictate what you do/where you go and will slow you down by taking



Boats on the foreshore at Port Lincoln

PORT LINCOLN NATIONALS FROM 2666 (Continued)

up too much of your attention. There were enough lifts and knocks to be able to concentrate on using as many as you can and stay in clear air. Banging corners is not percentage sailing and best left as late as possible on the work if at all.

We made sure we knew what the average wind direction was prior to the start so once racing we knew which was the favoured tack and got onto it asap.

There were a number of sharp 130kg crews that these marginal conditions suited so it was essential to be in front of them at the first mark or they would sail away on the long reaches. There would be few opportunities to peg them back on short courses.

Our aim was to not be the fastest on all legs but to find the compromise setup and technique to be there for all legs in all weather. There was always a specialist faster on a specific leg and we were passed many times. Usually if you are particularly fast on a specific leg or conditions it will be as a trade off for pace elsewhere and needs to be avoided.

Our first reach intention is always to get moving first/ adjust the boat later and stay low. We did get sucked into a few luffing matches and usually the only real winners will be the fleet behind. When one of the specialists come up if the fleet was close we let them go. Should there be a bit of a gap to the next boats we would be as wide as possible to hold them up. Straight lines are the best ones when given the chance. There were plenty of puffs to ride low then come up in the lulls.

Dead square was not just a ride to the leeward mark!. As on the works you could hunt around the course a little for a puff and ride with it sailing around boats just 20m off to the side. Normally it is not wise to be too far off the mark but this series you could wander all over the



squares provided you positioned under a few tunnels that could be seen coming.

Positioning at rounding marks had to be done carefully as the fleet were usually bunched. A few times we had to pull back coming in and drop a boat or two but it would leave us much better off after rounding as those caught to leeward fell away.

The final beats we had to be very conservative at times. Whilst not covering, positioning relative to the fleet and closest competitors needed to be done carefully. Several times we had to go with a bunch allowing 1 or 2 to get out on their own and they often passed us. Frustrating but over a large number of races is the way to go.

We were no faster overall than the 3 or 4 boats around us but managed to put together a good series of races in the middle of the regatta. The main factors in this were - good clear starts, maintaining clear air at all times, minimising mistakes, using the shifts up/downwind, positioning relative to the fleet, frequent boat adjustment for the conditions, keeping flat and sound crew work with 2 pair of eyes on everything.

Craig Mcphee and Kevin Kellow, 2666

THE PORT LINCOLN NATIONALS - A Diary from Mid-Fleet

Having spent last winter and spring playing with the boat, I thought we would be well prepared for Port Lincoln. Somebody forgot to tell me you should actually take it out on the water and practice as well. Never mind, we set ourselves the target of finishing in the top half and left it in the lap of the Gods. What follows is a birds eye perspective from Tasar 1940 as we tackled the vagaries of sailing in a national titles. In retrospect, I now know why the boat is called Chaos Theory.

Getting to PL was an experience in itself – prior commitments meant a flight from Melbourne to Adelaide, meet Karon and boat at the airport, 40 plus degree heat driving down the Eyre Peninsula through Port Augusta and Whyalla. Arrive at PL and take in the yacht club and surrounds. Anywhere with lush green lawns in the rigging area and a nice beach to launch from has to be good. Got the boat measured. My 16 year old son

Fletcher and I weighed in at 156 kg and we started praying for wind. Let's hope we don't get too many days of marginal planning conditions, (hereafter referred to as a MPC day).

Can't let the opportunity pass to mention the Welcome Night and accompanying seafood feast. The aficionados reckon it was worth the trip alone. There were the obligatory speeches and a nice lady introduced herself as part of the on water jury and explained something called the Propulsion Rule. I even picked up a handout to learn more about what you shouldn't do, just for curiosity sake.

Invitation Race

Our second proper race since the last Victorian State Titles in March. She'll be right – who needs practice. Wind was from ESE at about 10-15 knots. A MPC day.

Port Lincoln Nationals - A Diary from Mid-Fleet (Continued)

Fletcher and I had the grace of two gorillas as we trundled around the course. A bit slow on the reaches - we'll be right once we get a few more knots of wind! No worries, we came 19th and were moderately satisfied.

Race One – Sunday morning, long course, wind ESE, 10-15 knots. MPC day.

Hmmm, had an average start, sailed very average upwind legs and went backwards quickly on the reaches. Are we sailing the same class as the rest the boats?

Puddling along mid-fleet when at the end of the run, a power boat motors up to us with the same nice lady from the evening before screeching on a whistle and pointing a yellow flag at us. Who me? What's this about? Have we been chosen for remedial reaching lessons given our lack of downwind speed? Not quite it would seem – something to do with the Rule 42 and propulsion. A quick debate between Fletcher and I as to the number of penalty turns to take. I thought one, he listened to the briefing and made me do two. Score one for the crew's union. Apparently from a distance my mast looked like a metronome swinging backwards and forwards in time with the waves. Whatever it looked like, it certainly wasn't fast! I had a good chat to the on water judges after the race and they gave me a few tips to avoid the same occurrence. Now only mildly paranoid about infringing again. Finished 22nd in what was quite a long race – I don't think Fletcher was looking forward to another 9 races similar to this one.

Race Two – Sunday afternoon, long course, wind ESE, 10-15 knots. MPC day.

The windward legs were shortened a little in comparison to the morning's race. Fletcher and I are much relieved. We round the first windward mark in a reasonable position with the leaders about 150m ahead. In what will become a familiar scenario, we spot the Paynter's boat, Hakuna Matata, with its distinctive blue stripe on the mainsail just up ahead. In what will become even more familiar is the sight of the Hakuna Matata about 500 metres ahead by the time we round the leeward mark. Our lack of reaching speed is not helping the cause. Finish 24th and Fletcher is less than impressed about the valuable surfing time he is foregoing.

Race Three – Monday afternoon, short course, wind ESE, 10-15 knots. MPC day.

Well, we have a few races under our belt now so it must be time to start getting a wriggle on and putting some decent results on the board. Nice theory! As we all know, yacht racing is a most unforgiving pastime and nobody is going to just step aside and let you through. We finish 30th and its starting to look like a long regatta.

Race Four – Monday afternoon, short course, wind ESE, 10-15 knots. MPC day.

You'd think the wind might do something a little different wouldn't you? Perhaps strengthen a few more knots so

that we might actually have to swing! Upwind we are up and down like yoyos as the dainty little puffs come through. Couldn't help but notice looking at boats around us with lighter crews starting to do it tough while Fletcher was sitting inboard on the thwart. Memo: ease off on the donuts and stunt any further growth of Fletcher. A feature of our races to date has been the omnipotent presence of Alexandra Almond in Shooting Tsar. Every time we look around, whether upwind or down, there she is about two boat lengths away. Coincidentally, they weigh in the same as us. Post race in the clubrooms over a beer, we compare notes regarding tragic reaching efforts. Finish 20th with a top half finish in the fleet looking dubious. Still, 20th was worth a nice tray and very sharp knife!

Race Five – Wednesday morning, long course, wind ESE, 10-15 knots. MPC day.

Right, no more mucking around – the time has come to stand up and be counted. Decide the port end looks to be slightly favoured and less crowded so we meander down the pin end. Thirty seconds to go the wind goes hard left and I can just get across on starboard. The gun goes and I have a decision to make. Tack and if we make it, we have the virtually the whole fleet covered. I tack onto port and we make it past the oncoming stream of boats on starboard with inches to spare, (special thanks to John Eriksson in 2603, we cleared him by millimetres). Fletcher compliments me on a gutsy move and asks if we can do that again next time. We round the first windward mark in 4th and observe what a decent start and clear wind up the first beat can do for you. I think we even played the odd lift and knock. Better not make a habit of that!

Well, its amazing what a little win can do for you. Here we are at the top mark in the leading bunch about to start the first reach in the now familiar, Marginal Planing Conditions. Prepare for a whipping would be my guess based on previous form. With a bit of adrenalin and the concentration levels up though, we actually held our own and after letting a few boats through, settled into 7-8th position for the next few laps. Poor Fletcher after rounding the windward mark for the third time in 8th spot thought we had finished. I hardly had the heart to tell him there was another lap to go. It explained why he hiked so hard for the last 500 metres though!

As we set off the second last reach, Fletch mentioned the boom vang was off. I told him to pull it on. He said, "I can't." Getting a tad miffed and with boats up and planing all around us, I asked rather brusquely whether he might consider giving it a go. At this point Fletch held up the entire boom vang assembly in his hand, highlighting where the fitting had sheared off from the mast. (All four rivets let go). Two reaches and one beat to go without the vang. The first reach was shy and not having a vang didn't seem to matter too much. The second one was broader and we lost a few boats. Upwind to the finish in a nice breeze, we went into grunt mode and finished a respectable 11th. Little did we know, the best was yet to come.

Port Lincoln Nationals - A Diary from Mid-Fleet (Continued)

Race Six – Wednesday afternoon, short course, wind ESE, 10-15+ knots. MPC+ day.

After breaking the vang in the morning, we decide it might be useful to have it working again for the two afternoon races. After some quick calculations, we figure we have about an hour to get things repaired before having to hit the water again. Rather than trying to cobble together the necessary drills, power cords, rivet gun, etc, Ray Martin suggested it would be quicker to de-rig and take the lot down to the local yacht chandler and let them fix it. Good call Ray! Race down to the chandler in wetsuit with lower mast section in hand, effect repair, back to the club, re-rig the boat, eat lunch and back into the fray with time to spare, (a few minutes perhaps)

So we're back in action and ready to do battle again. Buoyed by the morning's result and a slightly heavier breeze, our spirits are on the up. Little hint of the melodrama to come.

Started in a nice breeze with clear air, pacing it with Rob Douglass in Scribbel and Craig McPhee in More Small Things. Had good speed and height and rounded the top mark in 5th. Hey, we could get used to this! The race followed much the same routine as the morning's race where we lost a few boats initially but were able to consolidate our position around 9-10th. It was on the run that the rest of our afternoon started to unravel. Near the top mark, Fletcher commented that the mast was way past the normal rotation position. Not taking a lot of notice, I casually asked him to put it into the proper position. It was stuck for some reason and Fletch, who

Chaos Theory 1940
started in a nice breeze with clear air, pacing it with Scribbel 2087



doesn't realise his own strength, (just ask his younger brothers) proceeded to rip the spanner off the mast. We convened a quick conference and decided this wasn't very fast. No use crying over spilt milk so we decide to get on with the job and proceed down the run. Get to the leeward mark where the whisker pole fitting decides not to release from the mast. Ever had that feeling at the bottom mark, whisker pole still attached, jib flogging in the breeze and the fleet merrily sailing past you? Not recommended. Fletcher fixes the problem by wrenching the fitting off the end of the pole. Hmm.

We now have a beat to the finish in a 15 knot breeze and a mast we can't rotate into position. The first few

hundred metres to windward are miserable as we try and figure out what to do. Nearby boats going much higher and faster as our mast goes into every position but the right one. Eventually, Fletch manages to rotate the mast into position by hand and it stays there by and large. We decide two long tacks to the finish will minimise stuffing around with the mast. We limp across in 15th with Race 7 starting in about half an hour. No chance to repair the spanner on the water and we toss up whether to head back into the beach.

Race Seven – Wednesday afternoon, short course, wind ESE, 10-15+ knots. MPC+ day.

Running back to the next start, I thought I felt a pretty solid bump as the boat ran over something. Fletch thought it was just a wave we hit and I shrugged my shoulders and kept thinking how we might overcome our broken rotation lever problem. Eventually we decided to ditch the boom vang and use the boom vang cleats and a rope tied to the bottom of the mast to jury rig a system that might let us tack and rotate the mast properly. It actually worked quite well and by the end of the race Fletch was getting quite adept at using the system.

Well, we started the race and settled into a position in the mid twenties. Despite our troubles, we were actually starting to make some headway and move up a few places. You would think we would have run out of things to go wrong but no, we were getting good at this and started to invent new ways to go backwards. In a freshening breeze approaching the gybe mark, I completely misjudged the speeds of the boats around me and the buoy room situation. I managed to ram John Eriksson's stern trying to sneak inside and had to do a 720. Fletch was not impressed as we lost about ten boats. (John has this incident on video, can't wait to see that).

But wait, there's more! Heading up the beat to the finish, Fletcher noticed that the little bump from earlier had in fact weakened our centreplate case to the extent that the whole thing was threatening to split open at the top. We raised the centreplate to lessen the leverage on the case, tied another bit of rope to the top of it and secured it through the windward jib fairlead and cleat. This steadied the board enough for us to make it up the last beat. We finished 29th.

On the way in, I felt the boat was a bit low in the water and sluggish. Wouldn't you know it, the collision with John damaged our bow and we had taken a few gallons of water through the hole. Not knowing whether to laugh or cry at the day's events, we hit the beach where I was greeted by the OOD with the news we were OCS in Race 6.

There's not much more to say except we had a hole in the bow to fix, a thwart to take out and repair, a rotation lever to weld back on the mast and whisker pole to resurrect before tomorrow morning's race.

Port Lincoln Nationals - A Diary from Mid-Fleet (Continued)

Race Eight – Thursday afternoon, short course, wind ESE, 10-15+ knots. MPC day.

Nothing broke. We didn't hit anyone, break the start or get pinged for pumping. The Gods smiled and we came 9th. Amen.

Race Nine – Thursday afternoon, short course, wind ESE, 10-15+ knots. MPC+ day.

Knew it couldn't last – this is a tale of what could have been. Port end start, Dave Bretherton, Craig McPhee and yours truly are in the pole positions to get away with fleet behind us at the starboard end. Thirty seconds to go and suddenly we three are struggling to get across at the pin end on starboard. Dave makes it and goes on to lead the fleet to the first mark and wins the race. Craig and I are stuffed and have to gybe below the pin end and take virtually every stern as we cross the line on port tack. Craig eventually gets clear and comes home second! I manage to hit a boat as I try to bear off behind a starboard boat's stern in a gust. The resultant 720 leaves us last off the start line. In probably the strongest breeze of the regatta, 15-18 knots, we get a little bit annoyed and grind our way up to 18th.

Race Ten – Friday morning, long course, wind variable 0-5 knots. Not a MPC day.

After yesterday's stronger breeze, Fletcher and I were hoping we might just get a 18-20 knot day where we could use my weight and his strength to advantage. The day dawned and Boston Bay was looking uncharacteristically glassy. Bugger!

After numerous general recalls, we got away in about 5 knots of wind. We got gassed off the start line and things went from bad to worse. Ending the regatta on a high note looked remote as we went around the windward mark near last, Chris and Beryl Parkinson keeping us company as we wafted off down the first reach. We all know the cardinal rule for sailing in light winds is to look for where the wind might fill in from. For once, I heeded this advice and took off at 45 degrees above the fleet and the course to the gybe mark where it seemed some breeze was developing. We did catch this breeze and rounded the gybe mark in 4th and went on to score another 9th after the course was shortened. Agamemnon scored a 2nd so it just goes to show, especially in the light stuff, it's never over until it's over.

Well, that was our regatta. A definite case of what would have, should have and could have been. But isn't that the same for every regatta - fortune favours those prepared to get organised, on and off the water. In the end we finished 21st and achieved our goal of a place in the top half of the fleet. If we polish up on our boat handling, fitness, boat speed, tactical nous, boat preparation and knowledge of the rules, I reckon we can do better next time. Not sure what to do about Fletcher growing though. Hey Fraser, how much do you weigh?

See you at Mordialloc.

1940
Chaos Theory

PORT LINCOLN - (the real story, not so much about sailing)

As I'm sure you're aware, the president of the Australian Tasar Council Chris Parkinson sails with his wife Beryl from Speers Point Amateur Sailing Club on Lake Macquarie, just north of Sydney. So when the call went out for the Port Lincoln National Tasar Championships in January 2002, three Speers Point boats assembled to form a motorcade for the trip across half the continent to get to the Championship event.

Firstly there were the Parkos, then Peter and Gillian Wilson with their kids Natalie and Glen, and finally Geoff and Jane Klein; Liz Kemmis travelled as well, to crew for Graham Hanna. This report on the trip is filed by Jane Klein, travelling with the President.

The motorcade lined up on the morning of Monday 7th January. There was much discussion on the route. Despite the attraction of the zoo, the town itself and some good roads, Parko decreed that we would travel via Gilgandra and NOT Dubbo. So, although all roads in the area led to Dubbo, the notes on features of our trip go as follows:

Monday 7th

Merriwa: great spot for an early lunch from the bakery.
Mendooran: a local obviously has a talent for external

murals.

Dubbo:

Warren: described by the Lonely Planet guidebook as having once been an attractive town with many verandahs and balconies, the town still looks very attractive and worthy of a longer visit. It's the gateway to the Macquarie Marshes, which should be visited before too much more water is drained to irrigate cotton in the area. Some of these marshlands linger at the entrance to the town with pelicans and lots of other water birds.

Nyngan: lovely bush campsite with lots of space for our four tents down by the river. A sunset without smoke in the air – a change after the bushfires on the east coast. The Wilsons as usual were waiting for the 10-minute gun to start setting up, so got their tent up just before midnight. We had a satisfying meal at the Nyngan RSL Club, joined by Graham and Jo Hanna (making sure Liz was with us). Overnight results from his motel: Graham 0, air conditioner 1. The rest of us enjoyed the conditions in our tents.

The road: the emu-spotting record went to young Glen Wilson, who notched up 16.

Port Lincoln (the real story, not so much about sailing) Continued



Car, boat and tent at Nyngan

Tuesday 8th

Cobar: our first stop, another town of substance, and provider of mornos and prog.

The road: Glen's emu count rose to 36; the wildlife count included 'roos, goats, 3 horses, 5 Americans, 1 pig and a squashed echidna. Several willy-willies were also noted.

Arvos stop at a rest area with a playground. Parko rushed to it, Liz had a wild ride on a spring-loaded kangaroo and Jane stepped up to a pelican. The Wilson kids were allowed to play as well, eventually.

Wilcannia: acting on advice not to stop in this town, the presidential motorcade swept straight through Wilcannia, past the pub and the petrol station and over the Darling River, with just enough opportunity to register the fact that we'd passed the town. It is not known whether the president and his lady waved to the residents.

Broken Hill: the first visit for some, re-acquaintance for others. A slag heap just behind the grand centre of the town, with flagpoles and a restaurant on top, and what a view! The Hannas found us a restaurant for the evening, which obliged by offering lemon gelati as well for the presidential palate. Our camping spot was a delightful setting on soft grass with river red gum trees, a short hike from the ablutions block (the Wilsons drove). It was a magnet for 50,000 cockatoos and 5,000 crows at daybreak.

Wednesday 9th

It was surprisingly chilly at daybreak. On this day we sampled some of the great things Broken Hill has to offer - some distinctive art, a wonderful array of gemstones, good bookshops, great prices for shopping, a tour down a fairly modern mine, a tour down an 1882 mine, large rock sculptures standing in the desert, and some real characters throughout – and all around that fabulous red-grey-green-brown outback country.

We all made the 25km trip to Silverton, the ghost silver-mining town that features in a host of movies and commercials. It's a real ghost atmosphere, great spaces where many houses once stood, and a few ruins scattered amongst the remaining buildings, many of these now artists' galleries. There, reading from the information board and map in the main street, Liz

exhorted us to ignore the 34° temperatures and "RUN, RUN, RUN" around the town – in this ghost atmosphere even the letter "I" tended to drop out of some people's sight. A few kilometres away the lookout over the Mundi Mundi plains, so flat the earth's curvature is plainly visible, showed another major part of Australia's landscape.



The mob "running" to the Silverton Pub

We all got together in the evening and had pizza – very pleasant in our corner of the campsite.

NATURE NOTES

Of particular interest to those acquainted with our presidential couple were these two features of the outback:

- ◆ Parkinsonia aculeata, aka Jerusalem Thorn: a hairless shrub of irregular habit, with slender often drooping zig-zag branches. Thrives on a wide range of soil types, particularly in areas with distinct wet and dry seasons, most common in better-watered areas. May have the potential to spread over much larger areas. Extremely hardy. Not willingly browsed by cattle.
- ◆ Beryl or beryllium: Be₃Al₂Si₆O₁₈, cool, calm and collected, capable of withstanding great heat and pressure, and so used for the ceramic tiles on the exterior of space shuttles. In the form aquamarine is the talisman of sailors. Essential for the production of early eye-glasses.



South Australian Border with motorcade

Thursday 10th

Bright and early the presidential motorcade rolled out of Broken Hill as the temperature soared. By mid-afternoon, as we arrived at Port Augusta, the mercury was registering 42°. Most of us went air-conditioner-hopping until we ended up with a cool drink in the Cooinda Club. Another NSW contingent

Port Lincoln (the real story, not so much about sailing) Continued

member joined us here – John and Sally Tyrrell having driven from Sydney in two days. The Wilsons played tourist and saw the lot – the Flying Doctor in action, the historic water tower, the yacht club, trains moving around the rail yards and the pink lake. A southerly whoompher in the middle of the night claimed as victim one of the Parkos' tent poles, 4am repairs – no respect for the presidential repose.

Friday 11th

Whyalla: here Parkos, Hannas and Tyrrells sped on after a brief stop and Wilsons and Kleins dallied, admiring the view of the steelworks and the nice feel of the town. At mornos time the cafe serving wench saw the longing look on the Wilson kids as the parents got their cappuccinos, and brought them each a cup of froth topped with chocolate.

Tumby Bay: as the keen ones rushed the final 45 km to Port Lincoln, Wilsons and Kleins called in for fish and chips on the esplanade, looking at the many whitecaps on the St Vincent Gulf.



The "Welcome" sign at Port Lincoln

And then the REGATTA, 12 – 19 January, a well-run regatta with great weather conditions.

Sailing highlights for the Speers Point team included:

Wilsons: 1st in the first two heats and three 3rd placings. Overall equal 4th and the Masters trophy.

Parkos: consistent results in the top 20 and a 2nd in the final heat. Grand Masters trophy.

Kleins: 4 results in the top 20, including 11th in the final heat. Finished every race!

We appreciated Port Lincoln's substitute for the usual percentage-time handicap system, where they gave prizes in each heat for 10th, 20th, 30th and 40th, as well as the first three places on scratch. This gave lots of people a reason to celebrate every day.

Wildlife spotted on the water: a seal, some dolphins, a penguin – and no White Pointers!

Tuesday 15th was the lay-day and the motorcade joined up again, minus boats and accompanied by the Douglass clan, and headed for the Whalers' Way, 30 km south of Port Lincoln on the southern tip of the Eyre Peninsula – some say the start of the Great Australian Bight. A fabulous day – rugged cliffs, big swells

pounding in and disintegrating into towering spray, seals, an emu, narrow crevasses in the rocks, clear blue pools and blowholes. Amazing stuff, especially under a clear blue sky.



The mob at Theakstone's Crevasse

After the regatta Parkos, Liz and Kleins followed the Douglass lead and spent an extra day at Port Lincoln while the Wilsons headed home. So that meant we could get to Lincoln National Park, 20 km south of the town – again with the Douglasses. A leisurely drive/explore along this cape that helps enclose our sailing bay took us to some cliffs and seals at Wanna, and beautiful September Beach for lunch. At the end of Cape Donington we found a red-brown octopus in the rocks and a pod of dolphins only a few metres from us. A hot climb to the top of Stamford Hill gave us a great view of our sailing area and the tuna farms, like swimming pools in the sea. Nicole D. should have no trouble leaving those L-plates behind after all that practice!

Sunday 20th

The journey home began the following day. How lucky we'd been with the weather, as now followed days of grey skies and rain. Parkos, Liz and Kleins headed off via the west coast of the Eyre Peninsula – we'd always wanted to see Ceduna, and well, why not Perth as well?

Coffin Bay first stop, and its contrast between sheltered glassy bays and surf on beaches and cliffs – also its share of dolphins, emus, shinglebacks, wedge-tailed eagles, green Port Lincoln parrots and other coastal birds, even if its famous oysters were not available.



Car Trailer and Coast

Then the trek up the coast. Highlights included the best pies ever at the lovely seaside town of Elliston – chilli bean meat, steak and garlic, spinach pies; Murphy's

Port Lincoln (the real story, not so much about sailing) Continued

Haystacks, pink granite boulders standing like a natural Stonehenge in the midst of wheatfields; great views at times over cliffs and pretty bays like Streaky Bay.

Ceduna, our stop for the night after 500 km, had a nice feel and some much appreciated beer, even if it did start to rain and storm on our tents (no damage this time).

Monday 21st

Our aim was to reach Port Pirie, 570 km away, but we had time to explore more granite outcrops near Minnipa – Tcharkuldu Rock and Pildappa Rock, SA's second largest monolith with its North and South Waves. Ever tried coming down a steep pink granite slope when it's started to rain while you're up top? Just a touch slippery. Beryl gained access to the internet along the way to check the outside world was still there. Then the Big Galah at Kimba, and the sign marking Halfway across Australia. Proof that we really did travel halfway across the continent – and back! Port Pirie – still raining, so a cabin was called for instead of tents – surprised us with its grand buildings and interesting facades, and a peaceful stretch of the gulf.

Tuesday 22nd

The motorcade separated early next morning, the Parkos and Liz making a beeline for home (still avoiding Dubbo), and the Kleins continuing south for a few days in Adelaide and then home (via Dubbo! – what a nice town!).

Amazing how packed these last couple of weeks had been with great impressions! Thanks, Port Lincoln Yacht Club, for supplying the incentive!

Jane Klein 2728



Halfway across Australia

A NIGHTMARE COME TRUE

I had just finished competing in the Defence Force Regatta in Sydney last December, teaming up with Darryl Bently who had come down from Cairns. Even though we had never sailed together before, we somehow managed to take out the regatta. Needless to say I was feeling in good spirits as I hit the road south back to Melbourne.

On a long trip, especially with my pride and joy in tow, it is my usual practice to make a number of scheduled stops along the way. It is at these stops that I make a habit of always checking the tie downs on the boat. The greatest worry I have when towing a boat is to have it come off the trailer and land in the middle of the road.

All went well as I hit the road, and headed south. At Yass I thought I would stop for a Maccas, and take a stretch, and have a bite to eat. The place was pretty busy, (amazing how many people seem to get out on the highway on a Sunday), and I hopped on the end of one of the queues. After about 45 minutes waiting to get to the counter I was beginning to become a little frustrated. Is it me or does everyone else seem to get on the wrong queue at fast food outlets and supermarkets? Then the woman in front of me was ordering, would you believe, five big Macs at a time. Once she received her order, she would pay and order another five. Then another

Eventually I gave up and headed out to the car, got in, slammed the door in frustration and with a few oaths headed off hoping to get something at Holbrook. It did not take long for my good feelings to return as I relived the races mentally, marvelling at what a great team

Darryl and I had made, and how badly Ross MacDonald must be feeling having been the bridesmaid yet again.... 2nd place in the regatta four years straight.

About 20km out of Holbrook I felt the car give a slight bump, and I glanced into the mirror.

Oh Horror!!!! No WAY!!!! Oh Bugga!!

Tsunami had broken free of the cradle and was airborne at about 100kmh, rising about 3 meters into the air before landing on her starboard quarter. She then bounced once and skidded to a halt in the middle of the highway, with spars all askew across the boat. As the boat came to a rest laying across the centre line of the highway, the compass went bouncing across the road coming to rest on the dirt shoulder. Have you ever noticed how things seem to go in slow motion when all goes wrong?

I pulled over and stopped the car, unable to comprehend what had just occurred. Please tell me this is not happening. With that terrible sick feeling in the pit of my stomach I stood there taking in the sight of my beloved Tsunami sitting in the middle of the highway as several cars pulled up to offer assistance.

The fellow who helped me place Tsunami back on the trailer told he was a fibreglasser, and had seen this scene before. He remarked how well the builder must have put the Tasar together, amazed at how well Tsunami had held together. He thought the damage would have been a lot worse.

A NIGHTMARE COME TRUE

As I strapped the boat back down again, I realised how very fortunate I was. It was just a few minutes before that I had several vehicles close behind me. They had just passed me when the road opened up with an overtaking lane. One can easily imagine what the outcome could have been if a 68kg boat and spars had gone through the windscreen of a car coming up from behind at that speed.

The rest of the trip home was indeed one of deep depression, with me paranoid about the boat breaking free again. I think I spent more time watching the boat than I did watching the road. The boat as it turned out did not suffer as much damage as one would think, and I am assured it will soon be back on the water again.

Fearing the psychological side of the incident, I have ordered a new hull, rather than hang onto Tsunami. The new boat will also be known as Tsunami by the way and I would like to take this opportunity to thank all of you who offered new names such as "Gravel Rash", "Road Kill", "Cracked Up", "Airborne", "Road Rage", "Loose Cannon" etc.

The lesson to be learned here is to always check the security of your lashings at each stop. I have since learned that this is not the only Tasar to take flight. The other one fortunately managed to land in long grass at the side of the road, suffering only minor damage.

From now on, my boat is tied down as it always has been, but I have added two extra tie downs on the nose, a chain, wire strops and stainless steel bolts and pins. You should have seen the way the Demo Boat was secured to the trailer when she reached Port Lincoln.

I was thankfully able to borrow the Victorian Tasar Association's Demo Boat so I was still be able to partake in the Nationals, and what a great regatta the Nationals at Port Lincoln turned out to be. Great weather, generally good breezes and great competition. I am sure that all who attended will agree with me that the trip was well worth the effort. A fantastic venue, with great sailing conditions and a terrific level of competition.

For myself it was the first time I had travelled to Port Lincoln let alone to South Australia. The scenery on the drive over was something else..... wheat fields..... more wheat fields ... harvesters, harvesting wheat in wheat fields ... and more wheat fields. And the Demo Boat in the rear vision mirror

Sometimes the scenery changed with low lying scrub as

far as the eye can see. Now there is an interesting sight .. a hill!! Look more wheat fields. And the Demo Boat in the rear vision mirror.

I spent the night in Adelaide, having to meet my crew Luke Smith at the airport, then meeting up with the rest of the Defence Force team

We set out in convoy, a 24 seater bus, a 4 wheel drive ute, both towing triple boat trailers and myself with the Victorian Demo Boat. The trip form Adelaide to Port Augusta passed with wheat fields and the odd hill or two. Then the mountains came into sight. Very scenic indeed and the DEMO BOAT in the rear mirror. I think I am becoming a little paranoid. Every now and again I would pull over and again check the securings.....

We decided to pull into Hungry Jacks for a break and wait for the 4X4 to catch us up. In the 43 deg C temperature of Port Augusta, the air conditioned restaurant was pure heaven. About half an hour later we get a call on the mobile with the message that they are about 10km outside Port Augusta, and the trailer has broken in half.

I immediately relived my nightmare of my previous trip, envisaging three Tasars spread across the highway with half a triple trailer hanging off the back of the 4X4. On arrival on the scene, we found that the left side of the trailer "A" frame had snapped, causing the right side to begin to crack. A little ingenuity using the jockey wheel and some ropes soon had the trailer back into a condition where it could be towed into Port Augusta where we had the frame welded up. A much simpler repair and dare I say a lot cheaper than the situation with Tsunami.

The remainder of the trip passed without incident , and we all managed to arrive in Port Lincoln in one piece.

I also managed to get back to Melbourne without incident and am now the happy owner of a brand new "Tsunami". Martyn Sly has put the old Tsunami back together, and she is looking as good as new in the factory. Martyn tells me the new name is "Tiemedown", just to make sure that I will not forget. As good as Tiemedown looks, I am sure I have done the right thing by getting a new hull. My new Tsunami (2747) and I are getting to know each other, and it looks like we will make a good team.

See you all at Mordialloc next Xmas!
John Eriksson



RIGGING TIPS FROM CARL BUCHAN

This article has been copy from Newsletter of the North American Tasar Association.
A full copy of the Newsletter can be downloaded from their site at www.tasar.org

Working from the bow, here are some things we have done to our boat that have helped to keep things running smoothly.

Much of this is personal preference and we have arrived at our present configuration through trial and error. I encourage you to experiment and discover what works best for you.



Furler line We leave some slack in the furler line to allow the headstay to have more slack when we sail off the wind. This allows the jib to billow out in a better shape.

Jib luff wire All of our jib luff wires are the same length so that our settings don't change when we change jibs.

Rake The minimum to maximum range allowable by the rules is 40mm. We have two shackles that each add about 15mm to the length of the forestay.

At the Worlds, we were in about the middle of the range in light air, with one shackle in. When it was windy, we added the second shackle that put us about 5mm short of maximum rake. We have found we rarely sail less than in the middle range.

Main halyard Our halyard is spectra (7/64 Spectra 12), which is what Alvis puts on the new boats. Make sure it is not chaffing.

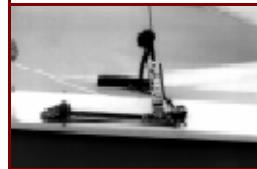
On one of our masts it was rubbing where the halyard exited the back of the mast tip and tape remedied the situation.

At the end of a season, we end for end the halyard and get another year's use out of it. We also make sure the main is all the way up, (you can adjust the knot in the halyard that rests in the halyard lock). This makes it easier to get under the boom and the sail seems to set better.



Whisker pole Attachment

Our pole doesn't have a pin in the end that attaches to the mast. The goal for attaching the pole to the jib is to minimize the pole twisting jib when sailing down-wind. The less twist, the less often the pole pops off the mast and the jib sets better. We currently use a fork type fitting that attaches to a link in the jib sheet.



Shroud tracks We don't use the stopper on our track and tape over it to keep the jib sheet from getting caught around it. The shroud adjuster rope dead ends into a hole in the deck like the Aussie boats.

The blocks rotate to help the whole system run smoothly. Our port adjuster line is minimum length so it can be easily pulled on from the weather side. The starboard side adjuster line is 6" longer so it can be reached from the middle of the boat. This works well as long as there are port roundings.



Outhaul Ours has marks so that you can see where to set it when rounding the leeward mark. We have shockcord attached between the rings that hold the whisker pole. This keeps the slack outhaul line from getting caught in things.



Telltale

Telltale placed high on the main sail help with trim on a reach.



Traveller We have knots in our traveller lines to restrict the throw of the traveller from going more than 6" above the centerline of the traveller track. It keeps the skipper from over-trimming the traveller and keeps the car from going too far to leeward in a tack. One disadvantage is that it limits traveller movement to leeward in puffs.



Rudder We have purchase in the rudder pull-down line to make sure it is all the way down when sailing.

THE BALMORAL WAVES

Greetings and salutations fellow boom bashers. The season is almost over already with most of us just getting to know the forward hands name and soon it will be time to give our rash-shirts the annual wash whether it needs it or not and put it away.

The fleet has grown this season in both numbers and quality and this has resulted in some excellent racing demonstrated right through the fleet.

We intend to hone our skills before the State's this year by conducting a day of 3 or 4 sprint races to bring the fleet together and exercise our understanding of the rules. This will also allow us backmarkers to stop the

front runners from cheating or at least allow us to copy their techniques.

Our training of the new comers to the club will continue with one more training day on the basics of the class. Some of the participants of the last session commented on areas that need to be addressed and hence the next session.

The club's performance at the Interclub and National races is very encouraging and our thanks go to those for competing, as it is understood that their success and improved skills will provide a stimulus for an improvement within the club.

THE BALMORAL WAVES

We have experienced some exciting winds this season with gusts to 25-28 knots being recorded during races under which the survival techniques received a severe work-out.

One such afternoon of high winds saw all classes from the Balmoral Club retire to shelter except for one Tasar crew who managed to finish the race with a prominently accelerated heart rate. Other days the usual blissful 15 knot Nor'easter coming in, coupled with a favourable swell can provide an afternoon of excitement that can't be matched.

A lot of us have had our moments of glory in the sun of late but we should mention Shane Guanabana with his Tasar State Title last year, a 4th in the 505 nationals at Christmas and a 4th in the B14s around the same time.

THE SPIT

Debbie gave David Seaton a warm smile and an encouraging pat on the back recently after he successfully threaded the main sheet after only the second attempt.

Kevin Brown (Mainly Ferry) proudly showed all and

sundry his neat work of splicing his jib reefing rope only to realise later that the rope needed to be threaded through both feeder eyelets first. Laura, the forward hand on the same boat, was doing a marvellous interpretation of an Ostrich down on the beach and pretended to have no contacts with the boat.

Gordon (Lucky Break) was heard to quote the Mayor of Hiroshima while sitting on the centreboard with the mast stuck in the sand. Karen thought the new S shape was very artsy fartsy.

Michael Sue saw the result and went with the concept and earnt himself enough Fly Buys on his new mast for a ticket on a boat to visit the South Pole next July.

And yes ladies and Gentlemen you saw it in print, an admission from Mr's Hanna and Parkinson that during the State Titles they **will** come out of the closet and provide a good time to **any** visitor who will assist them. The facts should not spoil a good story in any of the above.

Kind Regards
Ian Best



Entire 30th Australian Tasar Championship



A WORD FROM THE PRESIDENT...

The Tasar Association of Victoria would like to invite all Tasar sailors to compete in the ENTIRE 30th Australian Tasar Championships to be sailed on the waters of Port Phillip.

The event will be sailed from Mordialloc Sailing Club commencing with registration on December 27th 2002, with the final days racing and presentation on January 4th 2003. The series will consist of nine races with a mixture of long and short course racing.

Mordialloc Sailing club is a family orientated club, has a long history with Tasar sailing in Melbourne and is well recognised for its professional conduct of major regattas. The average temperature in Melbourne at this time of the year is 27 degrees. Port Phillip is renowned for its seabreeze of 15 – 20 knots at this time of the year. Further information about this event or the local area can be found at

www.tasarvictoria.asn.au
www.mordiallocsc.com.au

The TAV promises that this event will be the best since the 98 Internationals held in Melbourne and looks forward to welcoming you all to Melbourne.

Martyn Sly President

Tasar Association of Victoria

27th December 2002 - 4th January 2003
Mordialloc Sailing Club, Victoria

Proposed Sailing Program

27th	December	Registration & Measuring	
28th	December	Registration & Measuring	
		Invitation Race	1400 hrs
29th	December	Heat 1	1400 hrs
30th	December	Heats 2 & 3	1300 hrs

1st January LAY DAY

2nd	January	Heats 5 & 6	1300 hrs
3rd	January	Heats 7 & 8	1300 hrs
4th	January	Heat 9	1200 hrs

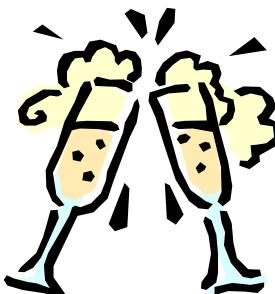
For Further Information contact

Martyn Sly 03 9580 2446
jlsly@bigpond.com

Chris Allen 03 5989 2707
chrissa@cdi.com.au

Proposed Social Program

28th	December	Welcome Night Function
29th	December	-
30th	December	Trivia Night
31st	December	New Year's Eve Function
1st	January	Day Trip (destination to be advised)
2nd	January	Auction
3rd	January	-
4th	January	Presentation Night



The Champagne Flag will be raised every night after sailing.

The bar will be open until late.

BBQ packs and BBQ's will be available irrespective of arranged social functions.

Legend Nautilus



Tasar Association of South Australia

Legend Nautilus 29th Australian National Tasar Titles