

# Tasar Australia



**Newsletter of the Australian Tasar Council**



*Photo: Shane Baker © 2003*



*Photo: Shane Baker © 2003*

**March 2003**

**[www.tasar.org.au](http://www.tasar.org.au)**

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March 2003

# Tasar Australia Newsletter

Start line at Mordialloc  
Photos courtesy  
of

Shane Baker PHOTOGRAPHS

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## Tasar Major Events

**26<sup>th</sup> NSW Tasar State Titles - Point Wolstoncroft**  
Friday 18 April 2003 to Monday 21 April 2003

**Victorian Tasar State Titles – Yarrowonga Yacht Club**  
Friday 25 April 2003 to Sunday 27 April 2003

**Arafura Games - Darwin, Northern Territory**  
Saturday 17 May 2003 to Saturday 24 May 2003

**2003 Tasar World Championships**  
**Victoria, British Columbia, Canada**  
Friday 20, June 2003 to Friday 27, June 2003

**31st Australian Tasar Championships**  
**Mission Beach Sailing Club, Queensland**  
June - July School Holidays 2004

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

## President's Message

This is the first edition of Tasar Australia that is being distributed via the internet. Approximately 75% of Association members will receive the newsletter in this manner, the remainder will be sent via surface mail. If you receive it through the post and you have access to the internet would you please advise me of your email address. I would appreciate your feedback on the process used so that it can be refined to best meet our needs.

The Nationals at Mordialloc were well attended with most States represented. Unfortunately there were no boats from Western Australia or Queensland. For the first time the Australian Defence Force Sailing Association held their dinghy championships in conjunction with the Nationals and this meant there was a good number of ADF boats.

Sailing conditions ranged from very marginal on the first few days and a good number of boats either did not venture onto the water or did not complete the races. After the lay day the winds lightened off for the remainder of the regatta.

Congratulations to Craig McPhee and Kevin Kellow who successfully defended their Title. This is now their third win in four years. Congratulations must also go to the winners of all the different categories as these are a very important part of our Nationals. Details can be found later in the newsletter.

The Tasar Association of Victoria and the Mordialloc Sailing did a great job in organizing and running a successful regatta both on and off the water.

A highlight of the Presentation Night was the honouring of Rob Gilpin by awarding him Life Membership of the Tasar Association of Victoria in recognition of his many years of service not only to TAV but also the Australian Tasar Council and the World Tasar Council.

I plan to produce the next edition of the newsletter in late May/early June before I depart for Canada. So please get your articles to me by early May.

Good Sailing  
Chris Parkinson

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## Three New Interpretations of Tasar Class Rules

Chief measurer Todd Blumel has issued three new interpretations of the class rules:

31. Only hulls constructed after January 1, 2002 are required to bear an ISAF class plaque.

**Todd's comment:**

*Rule B.2.2 states that "all hulls shall bear the ISAF class plaque." In fact, this requirement only applies to hulls constructed after the class received ISAF recognition.*

32. No electronic device which could be used to increase boat speed or gain a tactical advantage shall be attached to a boat or carried by a crew member, other than (a) time keeping devices, and (b) compasses as allowed by rule C.2.2.g, provided these cannot calculate speed or location information for use while racing.

**Todd's comment:**

*This interpretation is a pre-emptive one. New watches are coming on to the market, such as one made by Suunto, which contain very sophisticated GPS/computer systems. They can tell you how far away from the start line you are, when to tack on the lay lines, your current speed, shortest angle to the next mark and it figures out what kind of current there is and incorporates that into the whole equation. When you're done sailing you can download all the information into a PC and do a complete analysis of your days racing. You can even download the information from multiple boats and do a complete comparison between each boat. Being an equipment junky I think this is one neat piece of equipment, but I think it's violates rule C.2.2.g and A.1.2. The interpretation addresses this.*

33. Movable shroud track stops are not required.

**Todd's comment:**

*After hearing comments that the shroud stops snag various rope and lines, and are often not used, I thought an interpretation was in order. This interpretation will let anyone remove them if they want to.*

\*\*\*\*\*

Main Sheet Strop (10" ± .25, 250 mm ± 10 mm)

Location: The main strop may be located above or below the main sheet assembly.

Length: The main strop is measured from bearing point to bearing point. This is from the traveller car or boom to the main sheet block. Any shackles used are considered to be part of the strop length.

\*\*\*\*\*

**Mylar Jib Testing**

Earlier this year Leslie and I had a Mylar jib made and we've been using it as much as possible. The cut is exactly the same as the standard Tasar Jib; the only difference is it's made of Mylar instead of Dacron. We've used this jib in everything from nothing to 30 knots of wind and it appears to be holding up very well. Sailing with this jib you get great visibility but the lack of stretch in the fabric makes it very difficult to read what the sail is doing. It feels very fragile, whenever I was handling it I felt like I was holding my wife's fine china. For those of us that are hard on equipment this may not be a good thing. Speed wise I don't think we were any faster than the other Tasars we raced against, but it did give me a new excuse when we had a less than stellar race. I'm not sure if the Tasar class will ever decide to replace the current jib with a Mylar one, in some ways I don't know if we really want to.

**Todd Blumel**

## Mordialloc 2003 From 2666

From the 2002 Pt. Lincoln nationals a few things had changed due to some new sails.

This regatta provided a mix of weather and wave conditions that really did test one's depth of understanding about how to adjust these boats on the go to get the most out of them. The conditions changed from day to day with there often being large variations in the same race. 'Gear changes' were all important or you could be quickly swamped by those that got it right earlier.

This series was one where you were searching for power most of the time. The conditions were lumpy and pointing height was not a priority. You could gain yards very quickly on the fleet by recognising that this chop required a few things to be done differently. Our newer jibs appeared to be finer on entry than some of the previous ones. In the lumpy conditions that prevailed

over most of the series this meant a few small changes in setup. Normally we sail with cleats all the way in upwind all the time.



The finer entry jibs I felt were causing us to point too high in the slop and we were losing a lot of pace. By

## Mordiallic 2003 From 2666 (Continued)

shifting the cars out up to 6 holes ( mostly 3 or 4 ) the main/jib slot was opened and we regained the speed and effectively lost no height.

Another change was to sail with a looser rig upwind to allow a bit of forestay sag which added a bit of shape on the jib luff. The leeward stay was allowed to flop around upwind a few inches either side of centre. In the past the rig would be tightened enough to just stop this.

It is the first time also we really let the outhaul off upwind. The heavy sloop meant power was all the go and if we pulled it out as we normally do it was slow. We had 10-15cm gaps between the boom and sail most of the time.

The breeze was often far from being steady in both strength and direction. We did sail most of the regatta with both main and jib leeches freer than normal ie one hole further down on the clewboard and a couple of inches less mainsheet tension. Despite having practised using mainsheet only before, this is one of the few times I have actually used this during a regatta. The boat was pitching heavily into the chop necessitating at times the need to lay off and accelerate. You could do this after bad wave sets by easing a bit of sheet, twisting off - accelerating then sheeting back on. It was better still to see these sets, crack sheets and lay off a bit as they pass then come back up. As the pressure varied it was also much easier to keep the leach tension correct. When you moved across a flat patch it was easier to crank on the sheet and climb a few boat lengths away from those around you. You could not really do any of these properly with constant sheet tension and simply changing the angle of the sail with the traveler. It worked very well and we were often able to jump out 10 or 15m quickly or gain a few lengths to windward.



Another reason to go on the sheet only was the first couple of races were in heavier conditions. This saw large and brief gusts hitting the fleet causing havoc. I cleated the traveler and just played the sheet upwind giving the ability to twist off and dump power fast then just as quick get it back on.

Even on these windier days we had an extra 5cm of

belly in the foot of the mainsail. which seemed to give a bit of feel back. Jib clew was on the bottom hole and out 6 holes on the slides, rig fully tensioned and c/board level to the deck. Cunningham was fully tensioned and the vang was varied from fully off to as much as we dared. We tended to sit a little further back than normal ( only by a few inches ) to stop the bow smacking into the steep sets. It gave a wide open low but fast feel and reduced the tendency to get put on our ear in the gusts. Despite all this the first priority was still to keep the boat flat by whatever means.

Some of the downwind legs on the trapezoid courses it was faster to gybe off onto port at the top mark to take advantage of the swell. Then come into the gate on starboard at a better angle to the waves in the flatter inshore water than those coming in on port who were sailing across the waves.



Hunting pressure downwind again paid off well. I would watch behind for signs of puffs coming through the fleet and position ourselves under them. On some of the moderate air runs those around us probably wondered what we were doing by gybing off at odd angles - but on several of them we came back more than 100m better off!. Look for the tunnels of wind - a few knots extra of wind will increase your speed significantly and can often be worth going a bit off course to chase.

Downwind wave technique was worth a lot of ground in this series. There were many opportunities to steer down waves and along the tunnels by a bit more aggressive tiller and chine usage. As your speed picked up and dropped markedly at times it was important to keep both jib and main sheets on the move with constant adjustment. It varied from day to day - some days it was faster to go real low on the dead runs particularly when the waves were flatter. Other days it paid to come up a few degrees to assist in catching waves but once on to use them to go low. You needed to be able to read which technique was fast on the day. The difference was quite large.

Compass work or paying close attention to shifts got us

## Mordiallic 2003 From 2666 (Continued)

out of trouble several times. You need to be constantly aware of what the wind is doing for all around you and if you see a few yard gain grab it. It was again better to take several small shifts than wait for larger ones. The corners were generally not fast due to this.

It does rely on tacking well or particularly in windier conditions you can lose more than the shift was worth. Race 10 we were OCS and had to restart. It put us at the back a long way behind. We went up the centre of the beats and tacked on everything even remotely knocking. The 2 dead runs on the trapezoid course allowed us to keep clear air when in the pack and have a better chance of recovering. We had no real boatspeed advantage but made few errors other than the start and finished a very close 2nd in that race. It emphasised the importance of a lack of mistakes and not just being fast through the water.

The boat and anchor line on the pin end of the starts caused many a bit of grief. A flag you could often get past but the effective end of the line was up to 8m in front of the true line. It was far safer to be nowhere within 30m of that end and after getting caught there once we tried to stay well clear of it. After avoiding the starboard tackers, rerounding, doing penalties or all 3

you were guaranteed of being last to start if caught there.



As always good communication between skipper and crew is essential. Both must clearly understand who does what and be able to rely on each other. With a real mix of weather it emphasised the need again to not necessarily be the best in anything but to be there in everything.

**Craig Mcphee**  
**2666**  
**More Small Things**

## The Tasar Cruising Division

I recently attended my first Tasar nationals at Mordialloc.

It was a great experience meeting new people and getting to know other sailors better. A group of us were discussing sailing theories over a few drinks, as you do, and as we drank more and philosophised the idea of a cruise division developed. All the ideas can be retrofitted to current hulls at a minimal cost. Some are not modifications but events that could be run in conjunction with the nationals as part of the cruise division.

1. Getting rid of the traveller as it makes the bench seat uncomfortable. A cushion would be even more comfortable for the downwind journey.
2. Champagne coolers fitted into the front hatches. There is also heaps of storage room in the back tank for spare bottles in case it's a long race. All boats in this division must start with two full bottles in the front hatches. Finishing with them still full would incur hefty handicap penalties.



3. Gimballed glass holders on either side of the centreboard case to avoid spillage when tacking and

gybing.

4. An esky fitted behind the centreboard case under the thwart, to hold other beverages and of course nibbles.

Events to be contested by the cruising division besides the occasional race would be: whisker pole jousting, crew flicking (points awarded for distance, style and amount of splash), skipper keel hauling (not that they deserve it) and the buoy crawl race.

Crew flicking would have been great on some of the windier days at Mordialloc, it involves capsizing the boat getting the crew to sit in the sail and as the boat is righted the wind and leverage of the skipper flings the crew out of the sail.

The buoy crawl is a handicap race where the first two boats to the mark must stop and serve drinks to all the other boats before they can move on. Boats cannot sail to the next mark until they have finished their drinks and no one can leave the last mark until everyone has finished. The winner is the first boat to the beach unrigged and in the bar of course.

These were some of the ideas put forward whilst drinking and there were probably more but suffering from ARBD\* I can't remember them. I hope I covered most things for those of you who remember the conversation.

Cheers  
**Julie Brown**  
**Insurrection 2078**

\*ARBD = Alcohol Related Brain Death.

## Military Teams at Mordialloc

**Race 3.** We are laying the windward mark on starboard tack, ready for a port rounding. An Army boat - the 'enemy' - is 2-3 boat lengths in front. They slow at the mark. Bad rounding? We catch-up. No 'water at the mark'. Have to overtake to windward. WRONG! Army smoothly accelerate, luff, and now we're past the mark, still close-hauled, sailing 40° above the desired course. Army 2 slips through to leeward. We've lost a place!

**Race 4.** We are laying the windward mark on starboard tack, ready for a port rounding. Ten boat lengths from the mark a Navy boat - the 'enemy' - tacks in front of us: They slow at the mark. We catch-up. Bad rounding? Must be: there's a good gap between the boat and the mark. Don't want to be luffed again. Skipper heads for the gap. WRONG! Boats overlap. Navy bears-away hard and gap closes. We hit the mark. We 360° and Navy 2 and 3 pass by.

**Race 5** We are on the reach, nearing the gybe mark. Army boat - the 'enemy' - in front slows. With speed we should pass to windward. He luffs, we respond. We're heading 35° above lay line. We're faster, almost past. We slow. RIGHT! Army's error. Our man behind catches and overtakes us both. Overall positions are the same, but our attacking position is improved.

Team racing: short, tactical, action-packed, and where the skill of sailing slow is just as important as sailing fast. The Australian Defence Force (ADF) Interservice Championship uses team racing in Tasars for finding the top military dinghy team.

The sport has the characteristics of war: a cause, individual endeavour, teamwork, logistic & administrative support, tactics, strategy, and the application of technology. The forces use a standard format of three-boat teams with a round-robin series of matches. Two Services compete against each other whilst one rests. This year, for the first time, the ADF combined its Interservice Championship with the Australian Tasar Championship. Mordialloc Sailing Club provided the race organisation, with Yachting Victoria providing umpire support. The result was flawless, to the highest of professional standards. (An indication was the seven support craft and over 18 staff running the event.)

The ADF event was scheduled for two breaks in the program of the national championship. Winds were clearly too strong for the first, and a postponement was called. Conditions were no better at the next attempt on New Year's Day, so another postponement was called.

The team racing began following a day's normal racing. Winds were still in the 20-24kt range though and boat handling was more important than team tactics and strategy. A RAAF ('birdie') capsized in the first race enabled Navy to win with the perfect 1,2 3 score. The 'matelots' repeated this result against Army (the grunts). The next race, 'birdies' v 'grunts' was closer, but Army's 1,3, 6 narrowly beat the RAAF's 2,4 5. Competition was

then abandoned for the day, and the boats had an exciting downwind return to the beach, culminating with rides through the surf.

Two days later the conditions were perfect for team racing: 8-12 kts with near flat seas. A short elongated triangular course was again used. Two circuits took about 13 mins to complete. In the first race of the day Navy beat RAAF easily when a 'birdie' boat lost its mast (hounds shackle too loose). The 'matelots' continued their winning form by then beating Army. This was despite some very strong team tactics and boat handling by an Army boat that made a valiant effort to slow all three Navy boats between himself and his team-mates. In the third race of the day Army narrowly beat RAAF. In the final round of the competition Navy again beat both RAAF and Army, but the 'birdies' scored their first victory over the 'grunts'. The RAN 'matelots' were clearly the 2002-03 Champion service, as the following results show:

RAN	6 wins, no losses
Army	2 wins, 4 losses
RAAF	1 win, 5 losses

### Addendum:

To help make-up numbers, I swapped roles with my normal crew, Nick, for the competition. (Yes, it meant my becoming an honorary 'birdie' for a while. It marked the first time I've crewed a whole series of dinghy races for .... well, a very long time!

The experience has led to my resolving to:

- never comment when the crew fumbles setting the whisker pole or has problems rotating the mast;
- sympathise when the crew is hit harder by waves and becomes considerably wetter than the helm;
- inform the crew what I'm doing, strategically, tactically and immediately before implementing them, together with planning these things more in advance;
- worry about just the things I'm responsible for, rather than the crew's duties; and
- swap roles more often, its fun, and it helps build mutual understanding and teamwork.

### Martin Linsley



The Royal Australian Navy Team

## Entire 30<sup>th</sup> Australian Tasar Championships - Winners

### First

Craig Mcphee & Kevin Kellow  
2666 More Small Things SA

### Second

Ben Nicholas & Luke Owen  
2674 Freak Magnet NT

### Third

Russell & Damien Ford  
774 Swat NT

### Junior

Michael Prendergast & Martin John  
1037 Cwiver Vic

### Ladies

Alexandra Almond  
2656 Shooting Tsar Vic

### Masters

Rick Longbottom & Paul Kinghorne  
2475 Platform 9 3/4 NSW

### Grand Masters

Derick & Gwen Warne  
2601 Wotchamacallit Vic

### Super Grand Masters

Bryan & Moira Hill  
941 Seaquest Vic

## The Screaming Reach

It was one of those days at the Tasar Nationals where we went out in what they call around Mordialloc "a pleasant sailing breeze". Trish had already warned me that the 25 knot plus conditions were way beyond her comfort zone. I convinced her that if we were to return to the shore we would have to sail the upwind leg anyway, so we may as well sail the first leg of the race and make up our minds at the top mark. Of course by that stage Trish was really into it and later managed to pull off an amazing gybe drop during one of the strongest gusts of the afternoon.

This was why when we were coming down the final reaching leg and Trish let out a chilling screech I was somewhat perplexed. What was she worried about? At the wing mark we had come very close to bisecting the capsized Dougli and Trish hadn't said a word. We were on the verge of being out of control, partly because the rudder had come up a fraction, and the tiller did seem to be a trifle loose, which can be off putting when the boat starts to roll in to windward. But we had not had any serious "moments" in the previous thirty seconds odd, so what was it that had got into Trish?



I thought about what had just happened, and that was that Chris Thompson and Helen Impey had just got past us. I knew we would have to put up with an extended

earful from Chris about this after the race, but this was nothing new. After all, Chris is an excellent sailor, a former top Laser sailor whereas I was a mid fleet Laser sailor who obviously still had no idea about how to make the boat go on a reach. The main thing was to stay under control and keep the boat upright. I had already worked out that capsizing is slow. We hadn't capsized since Whitstable (see Tasar Australia 2001) and I was determined to keep this proud record intact, even if it meant losing a place or two on this leg.

As Trish's scream continued I allowed myself to dwell on what a good set of lungs Trish had. She was definitely a non-smoker, which is a rare trait among health service managers. I had recently found out that Craig McPhee had given up the smokes and was now able to say "Kevin Kellow" without drawing breath. Surely, I mused, I was far from the point. Perhaps Trish was trying to tell me that something truly worrying was happening?

Maybe the rig was about to topple over the side yet again (see Tasar Australia 1999)? I had a quick glance upwards but all seemed in order. Could the problem lay further at hand? I took a look to windward but there were no boats there. I then allowed myself a perfunctory peep to leeward where the source of Trish's angst was revealed in alarming detail.

Another Tasar had started to sneak through to leeward but was now rounding up and heading straight for us. I stifled an expletive and put in a rather abrupt luff in order to avoid them. Fortunately the other crew resumed control and politely apologised to us for their sudden, but perfectly legal manoeuvre. They then obliged us considerably by bearing away so we could resume our course to the next mark. Even more obligingly they continued to bear away until they had capsized to windward. We continued on and Trish took a deep breath."

**Lachlan Brown**  
**Tasar 2619**  
**"Flying Ferret"**

## The Sail Melbourne International Regatta Presents

## Australian Tasar Championships: Sail Melbourne 2003

## Hosted By Mordialloc Sailing Club

Results by : TopYacht Software Updated On: 04/01/2003 4:32:15pm

## SERIES RESULTS

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

Place	Ties	Sail No	Boat Name	Skipper	Crew	Agg Score	Race 10	Race 9	Race 8	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1		2666	More Small Things	Craig McPhee	Kevin Kellow	16	2	1	1	1	(56.000)	-14	5	1	1	4
2		2674	Freak Magnet	Ben Nicholas	Luke Owen	30	(56.000)	2	7	7	4	6	1	2	(56.00F)	1
3		774	SWAT	Russell Ford	Damien Ford	32	1	7	4	5	7	3	2	3	(56.00S)	(56.00C)
4		2475	Platform 9 3/4	Rick Longbottom	Paul Kinghorne	37	8	5	2	8	2	-9	7	(56.00F)	3	2
5		2482	RAN	Martin Linsley	Nick Grey	43	4	6	-10	2	9	8	-10	6	2	6
6		2658	The Edge	David Bretherton	Doris Bretherton	44	9	3	-17	3	12	2	4	(56.00F)	6	5
7		2760	Fox	Wayne Hale	Danelle Hale	46	3	9	3	9	3	1	14	(56.000)	4	-21
8		2057	Wild Thing	Christopher Batenbur	Camille Woodhouse	66	10	-20	8	-17	10	5	3	8	9	13
9		2601	Wotchamacallit	Derick Warne	Gwen Warne	74	5	(56.00F)	-20	11	6	15	8	4	11	14
104.0S		2742	SBD	Paul Ridgway	Megan Ridgway	79	16	12	-19	4	11	10	9	10	7	(56.00Q)
11		1913	Formula Pye	Peter Wilson	Gillian Wilson	79	6	11	9	13	8	12	(56.00C)	-21	8	12
12		2619	Flying Ferret	Lachlan Brown	Trish Collacott	83	14	4	-26	10	5	11	13	(56.00S)	10	16
13		2579	The Masters	Alistair Murray	Clare Murray	101	11	16	-22	21	14	19	(56.00S)	7	5	8
14		1887	Tough Cookie	Harley Kruse	Patricia Kruse	103	13	13	15	-20	(56.000)	13	15	9	15	10
15		2656	Shooting Tsar	Alexandra Almond	Bruce Shand	104.5	15	-22	14	14	(56.000)	16	6	20	16.5	3
16		787	Gone Feral	Chris Thompson	Helen Impey	112	17	-21	11	16	-34	17	11	11	14	15
17		2087	Scribble	Robert Douglass	Nicole Douglass	122	56.000	8	16	12	1	7	17	5	(56.00S)	(56.00C)
18		2613	TBA Keep Walking	Peter Hackett	Kate McKay	127.5	7	10	5	56.00Q	(56.000)	4	(56.000)	12	16.5	17
19		2588	Tadpole	Chris Carden	Vaughan Bromfield	133	18	-25	-28	15	20	21	12	16	12	19
20		2591	Suit of Lights	Charles Thompson	Zac Dorman	151	26	18	-39	26	25	20	(56.00S)	14	13	9
21		2612	Mother Carey's Chick	Daniel Turner	Trevor Graveson	159	21	17	-34	22	-32	29	23	15	21	11
22		2585	PrivateConfidential	Graeme White	Peter White	170	24	19	-46	27	43	-43	19	13	18	7
23		2617	Waimukabout	Warren Stahez	Roghan Anderson	182	23	31	21	28	(56.000)	-31	16	18	23	22
24		1908	Slippery When Wet	Cary Pedicini	Patricia Pedicini	183	-29	23	23	19	15	28	(56.00C)	27	20	28
25		2608	True Blue	Rob Gilpin	Sally Payne	191	25	28	6	25	(56.000)	30	(56.00F)	34	19	24
26		2546	In Our Prime	Darryl Bentley	Andrew Foulkes	195	22	36	12	29	23	-42	25	23	(56.00C)	25
27		2236	Grumpy	Chris Allen	Lee-Anne Allen	197	20	27	27	-34	30	-32	18	24	25	26
28		2727	Single Malt	Graham Hanna	Elizabeth Kemmis	206	12	15	18	18	13	18	56.00C	56.00F	(56.00C)	(56.00C)

**The Sail Melbourne International Regatta Presents      Australian Tasar Championships: Sail Melbourne 2003      Hosted By Mordialloc Sailing Club**

Results by : TopYacht Software      Updated On: 04/01/2003      4:32:15pm

**SERIES RESULTS**

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

Place	Ties	Sail No	Boat Name	Skipper	Crew	Agg Score	Race 10	Race 9	Race 8	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
29		2665	Agamermon	Chris Parkinson	Beryl Parkinson	209	30	34	33	23	19	25	20	25	(56.00C)	(56.00F)
30	18.0S	1962	Desire	Lucille Taulelei	Hugh Bekkers	231	41	-41	30	-42	27	34	21	38	22	18
31		2100	Amaroo	Peter Kalin	Alex Kalin	231	-40	39	31	-39	22	26	28	36	26	23
32		2659	Hakuna Matata	Michael Paynter	Kim Paynter	237	19	14	13	6	56.00O	56.00O	56.00C	17	(56.00C)	(56.00C)
33		1826	Papillon	James Shannon	Chris Roberts	244	(56.00O)	32	32	30	18	46	(56.00F)	32	27	27
34		1037	Cwiver	Michael Prendergast	Martin John	254	28	24	44	33	36	39	26	(56.00Q)	24	(56.00C)
35		2072	Bogey Boat	Jenny Simmondson	John Simmondson	255	36	30	47	35	16	27	27	37	(56.00C)	(56.00F)
36		1946	Psnapod	Frank Katers	Carrie Anderson	257	(56.00C)	38	-42	41	37	38	24	31	28	20
37		1830	69 Exclusion	Zoe Chilman	Stuart Templeton	263	37	40	25	24	26	22	56.00S	33	(56.00S)	(56.00C)
38		2335	Undertoad	Tony Creak	Peter Creak	266	35	33	45	40	39	33	22	19	(56.00C)	(56.00C)
39		2543	Vertical Smile	Ross MacDonald	Samuel Rutherford	271	31	26	29	32	29	40	56.00F	28	(56.00C)	(56.00F)
40		2111	Manly Ferry	Kevin Brown	Kevin Leedow	281	34	29	36	36	41	45	30	(56.00F)	(56.00S)	30
41		1853	Follow On 2	Tim Paramore	Ciaro Paramore	283	39	42	38	44	21	44	(56.00F)	26	(56.00F)	29
42		2078	Insurrection	Robert Brown	Julie Brown	290	27	56.00C	41	31	33	24	56.00C	22	(56.00C)	(56.00C)
43		2733	Zap	Bill Mairs	Jenny Mairs	296	33	35	40	38	24	41	56.00C	29	(56.00C)	(56.00F)
44		2718	Loaded Dice	Ray Hale	Amanda Kalin	301	38	37	37	46	35	23	29	56.00F	(56.00C)	(56.00C)
45		2011	Instinct	Danny Conway	Emma Conway	303	32	56.00C	24	37	31	37	56.00C	30	(56.00S)	(56.00C)
46		1011	33 South	David Pearce	Jason King	337	42	44	49	48	40	47	32	35	(56.00S)	(56.00C)
47		2547	Princess	Blu Layton	Mark Lambert	340	44	56.00F	50	49	42	(56.00C)	31	39	29	(56.00C)
48		2462	Cool Bananas	Tom Ruut	Debra Nowell	357	56.00C	56.00C	35	45	17	36	56.00C	56.00S	(56.00S)	(56.00C)
49		941	Seaquest	Bryan Hill	Maira Hill	380	43	43	48	43	56.00O	35	56.00C	56.00F	(56.00S)	(56.00C)
50		1014	Voyager	Wes Ward	Liam Ward	384	45	46	43	51	38	49	56.00C	56.00S	(56.00C)	(56.00C)
51		2473	Navy Boat - No Name	Bruce Eddes	Mark Jagers	390	56.00F	48	51	47	28	48	56.00F	56.00F	(56.00C)	(56.00C)
52		2472	Enefeye	Simon Toal	Luke Langelaan	421	56.00F	45	52	50	56.00C	50	56.00C	56.00S	(56.00C)	(56.00C)
53		2549	Trust Me	Greg Dalton	J'arne Dance	432	56.00C	47	53	52	56.00S	56.00F	56.00C	56.00S	(56.00C)	(56.00C)
54		757	2 Dry Martinis	Ray Martin	Adrienne Martin	448	56.00C	56.00C	56.00C	56.00C	56.00C	56.00C	56.00C	56.00S	(56.00S)	(56.00F)
54		1805	Hinemoa	Kevin Ramholdt	Hayden Ramholdt	448	56.00C	56.00C	56.00C	56.00C	56.00S	56.00F	56.00C	56.00F	(56.00S)	(56.00C)

## The Port Report

Of all the venues we get to in search of the elusive FD Bethwaite trophy, it is Port Macquarie, which provides the biggest challenge to the Batemans Bay sailor. First there is the problem of getting there, and then there is the tricky river conditions where as we all know tide often dominates.

The choice of accommodation en route is often critical, for cheap is not always cheerful and bookings can go astray, even in Tasar recommended establishments.

So it was with a sense of relief that the Ferrets arrived at the Queens Lake Sailing Club. Unusually, being accompanied by both their luggage and their boat. We later learnt that this was a pure fluke because the trailer was on the point of disintegration, a situation soon remedied by the legendary team manager and trolley dolly, Peter Collocott.

Queens Lake Sailing Club appeared to be a miracle of achieving a lot with a little. The clubhouse itself is small but admirably suited to its purpose, while the Lake is a little beauty of a venue for sprint courses. An excellent fleet of sixteen showed up including several local boats and a lively Wangi contingent. Russell Ford and Helen Impey seemed to be the team to beat.

A nice 10 to 12 knot sea breeze allowed three short sharp races to be held in quick succession. In the first Paul Robertson and Graham Baxendale on "Flembouyant" showed a lot of downwind speed and exceptional weed clearing technique to claim victory. In the second the Ferrets pioneered a new shallow draft technique on the square run to avoid the weed. This consisted of pulling the board nearly all the way out, letting the rudder up most of the way and hoping that there were no gusts (high risk of capsize) and no sudden manoeuvres (high risk of losing control and committing rules breach). This enabled the Ferrets to score narrow wins in the second and third races. Graham Hanna and Liz Kemmis sailing "Single Malt" were very close behind in both races. "Flembouyant" and "Single Malt" dead heated in the second race. Unfortunately the diamond adjusting screw then dropped out of the bottom of the "Flembouyant" mast and prevented it from rotating during the last race. This was not fast.

At the helm of "Schmoo Too" was not master skipper Russell Ford, but master crew Helen Impey. Helen did not seem overly familiar with life at the blunt end but managed some creditable midfleet placings.

The whole fleet finished within two or three minutes in the second and third races. The handicap situation was very interesting, but we left Parky to ponder this later after an intoxicating evening at the Tacking Point tavern. The Ferrets came to the conclusion that those Wangi people sure knew how to have a good time.

The following morning we picked our way through a masochistic stream of triathletes to get to the Port Macquarie Sailing Club.

The heavy cloud cover spelt a windless day. After a wind delay we got started in about one knot of wind, which changed 180 degrees during the start sequence. Paul Robertson and Graham Baxendale went from having the best start to the worst start with this wind change. The Ferrets were drifting without steerage at the start and took two minutes to cross the line, but still had one of the better starts. We led around the top mark but were soon overtaken by Graham Hanna and Liz Kemmis, whose telltales were working. Chris Parkinson and Kim Lentz then flew into the lead at a good two knots. This was twice as fast as everyone else. Jeff and Jane Klein made up big ground on eine kleine gust while the Ferrets were living in a hole. Parky and Kim won from Graham and Liz. The Kleins close fourth placing equated to a big win on handicap.

Disappointingly the wind did not pick up at all throughout the day. The tidal flow did, however. The committee made the correct decision to cancel the last race, which was also the interclub heat.

The progress placings for the regatta held. This meant that on scratch the Ferrets won from Graham Hanna and Liz Kemmis with Paul Robertson and Graham Baxendale in third.

On handicap it was a popular victory for the returning Kleins, with locals Norman Broomhill and Danny Ryan second and Brian McCabe and Greg Marshal third. Despite the conditions a good time was had by all, including Jeff Mephram and Matthew Fitzgerald who didn't even get a sail in. Thanks must go chief organiser Paul Robertson and to the race committees at both Queens Lake and Port Macquarie sailing clubs. Thanks as well to the sponsors Ad Lib, the Tasar approved hair design studio in Port Macquarie.

**Lachlan Brown**  
**Tasar 2619 "Flying Ferret"**

### Victorian Championships

It is with regret that I wish to advise the postponement of the Victorian Championships at Yarrawonga. I have been notified by the club that Lake Mulwala has a case of blue green algae. (first time ever) Goulburn Murray Water has recommended the club does not run the event due to the potential health risks to people attending. The TAV committee wish to announce that the Victorian Titles has been rescheduled for April 25<sup>th</sup>, 26<sup>th</sup> & 27<sup>th</sup> 2003 to be sailed at Yarrawonga Y.C. (ANZAC Weekend)

A new Notice of Race will be issued shortly. We look forward to seeing you all there.

Martyn Sly TAV President 0418 507 586

## The Pointy End (The Crew's Perspective) 2666 Nationals 2003

### Pre-Race

Preparation is different between club sailing and major regattas, club sailing we rock up, I remove all excess farm manure that has been left in the boat and start almost as you arrive. At major regattas we arrive hours before the start, do a quick check of all fittings, rig and then relax and watch the weather. We will use this time also to plan our race and any specific tactics based on who will be out there. Craig and myself have set jobs that only one of us will do, (stops confusion) battens for instance only Craig will tighten the battens and only Craig will sign on even though I will still remind him. Both will read the sailing instructions.

### Pre-Start

Any major regatta we're on the water early. Don't hike hard prior to the race, use the time to stretch your legs and warm up, plus get a good feel for the conditions. We both note compass bearings and practice a few tacks and check boat speed if another competitor is about. During this time the boat is being tuned for "race mode", (shroud tension, vang setting and sail shape). On the way back to the start we pole out and gybe a few times, again to be comfortable and get that last bit of practice in. As soon as the start line has been laid we sail the length of it, looking at the flags on the boats, spotting marks and choosing our preferred starting position. I often stand up in the boat as doing this helps me stretch my legs and have a good look around the course at the same time. We both time the start but I will do most of the time calling allowing Craig to concentrate on positioning, with his watch as a backup. During the starting sequence I feed Craig information, basically every thing I see, every time a flag is raised or lowered I also tell him what it means like "I" flag round the ends apply. Even though he knows already! It doesn't hurt for you both to think the same and reassure each other. In the last few minutes the boat is set to race mode again. We know where we are going to start and aim to have a gap to leeward and be on the front row.

### Start

As the gun goes I pull the jib and vang on and hike as hard as possible to avoid Craig's elbow. I check the location of the spanner handle, (my ears have rung for hours on occasions) we both concentrate hard at sailing fast and in clear air. Should we still be in clear air after a couple of minutes we start to watch the compass. If not we will quickly make a decision to get out before losing too much. It's my call if we are over the start line. If the boats around you go, you must do the same and keep going unless you are 100% sure you are over. A good start is extremely important especially in short course racing, or when the first beat is short.

### Beating

My controls when beating are the board, the vang, the outhaul, jib and cunningham. Other tasks include looking at the compass, competitors and course layout.

We use "gear changes". This is something that is governed by feel. I will automatically adjust the rig tension and vang anytime/place on the beat pending wind strength changes. Out haul, cunningham and board are not normally touched until we have to. Jib movements are made only in light conditions or when in survival mode (main flogging). As a crew it is important to understand what happens when I move any control on the boat. What/how much and when can only be developed over time with practice and teamwork. When tacking we have a predetermined routine that has come about through many tacks practicing.

Light -I swing the boat, Craig moves through first.  
 Medium -swing hard I'm through first.  
 Heavy -just get to the other side and hike (hard).  
 My jib doesn't get sheeted on hard until we are at full speed. When approaching other boats we decide early what action we will take. Constant communication is extremely important, where we are on the course, who's around us, what they are doing, where they are going, rhumb line, laylines and marks, shifts and so on. Neither of us are gamblers so rarely hit corners preferring to sail the middle of the course. In moderate/heavy conditions the biggest single gain that can be given by a crew is to become fit and hike hard. The skipper must be able to see the bow, front of jib and oncoming waves without having to look around you.

### Mark Rounding/Offwind Reach

A single mark on the vang strop allows for a quick rough setting, the main is bagged. (Outhaul/cunningham leeward stay off). Centre board up; windward rig on to stop forestay sag, making the jib easier to set, cleats out. I hike from Craig's straps (using my knees) then enjoy the ride. When approaching the wing mark we communicate and set the boat for the other gybe, and gybe whilst surfing a wave preferably. The bottom mark, on approach from a long way out, we will be looking to place ourselves in a position that will best advantage us. This may require us to slowdown at times to be behind a rounding pack rather than on there outside.

### Run

Only the vang, stays, cleats and board are moved, training with the pole especially when gybing make setting and gybing fast. Downwind in waves and wind I close my eyes as Craig seems barely in control doing frightening things but rarely puts us in. (A very nervous time but I have faith.) Twin bottom marks are great because if you're in a pack you can split from them and still maintain clear air using the other mark.

### Our results this year can be put down to

- No glaring weak points around the course
- Minimal errors
- Good communication (On and off the water)
- Improved Fitness
- Faster gear changes
- Better understanding of the boat

**KEVIN KELLOW CREW TASAR 2666**

## Report on the AGM of the Australian Tasar Council

The Annual General Meeting of the Australian Tasar Council was held during the recent Australian Championships at Mordialloc, Victoria. Chris Parkinson, ATC President, welcomed more than forty people to the meeting and noted that nearly all Tasar Districts in Australia were represented.

### PRESIDENT'S REPORT

#### **WTC Matters**

**HULL WEIGHT** - All districts have voted on the proposal to reduce minimum hull weight to 66kg. All Australian states other than NT voted against the proposal. World wide the proposal was defeated.

**NEXT WORLDS** - Victoria, British Colombia, Canada – 20 to 27 Jun 2003. ATC has take over management of Australian contingent - Graham Hanna is contact for 2003 event.

#### **ATC Matters**

**WEB SITE** - Finally an ATC web site has been established and a big thanks must go to Jonathon Ross and his firm, Halcyon Daze Internet Services, for all the work in putting the site together. Our thanks must also go to Bethwaite Design for providing the hosting for the site free of charge. The structure of the site allows space for all state associations and the ADFSA as well as the ATC. I am the webmaster for the site and I need Association input to ensure the site contains accurate and up to date information.

In the last month or so Jonathon has created a Tasar Forum, which can be accessed from both the ATC and the TAV sites. The Forum is split into many sections and allows anyone to post information and ask questions on any subject relating to Tasars.

**NATIONALS** – The next Nationals will be held at Mission Beach, Far North Queensland, from Saturday 3 to 10 July 2004. The following Nationals will be held in Darwin in the middle of 2005, at the same time as the World Championships.

Under the normal rotation for the Nationals the WA Association would be responsible for hosting the Nationals after Darwin. Given the distance from the major Tasar centres of NSW and Victoria of the previous 2 Nationals the ATC proposals that this Championship be held in NSW.

**NEWSLETTERS** - 3 published in the past year - thanks to all contributors - special thanks to Andrea Douglass and her family for formatting. I am always after more articles and photos for inclusion - these can be state, club or other. The cost in printing and mailing the newsletter is approximately \$4 per copy and given that each Association only contributes \$12 per member per year. That is, all the contribution is spent on the newsletter. We have 2 options, 1, increase contributions or 2, produce the newsletter and distribute it electronically.

**MEMBERSHIPS** -associations are requested to advise new members details as they join so that they can be

included on the mailing list - extra copies of the news letter are produced for this reason - also advise of change of present members details.

**BOAT REGISTER** - the ATC would like to establish a boat register - would state secretaries please include boat details on membership lists - also details of all known Tasars, whether Association members or not should be included.

**TASAR II PROPOSAL** –There was no discussion on this matter as enough has already been said and Frank has withdrawn his proposal. However a number of positives have come out of it, firstly the need for the Associations to promote the Tasar themselves and the TAV is in the process of setting up a committee to develop a plan. TANSW has offered their support and assistance. Secondly the ATC believes there is a need to establish a Tasar Technical Committee at the World level. The aim of the Committee would be to investigate any changes that may be needed to the Tasar.

### SECRETARY/TREASURER'S REPORT

The Financial Statements for the Australian Tasar Council for the Financial Year ending 30 September 2002 and Financial Forecast for 2002/03 were tabled for member's consideration.

Our major expense came from production of three editions of our newsletter, Tasar Australia. Other expenses included ISAF and AYF subscriptions and purchase of software in connection with our web site. This year for the first time, the ATC took on the role of arranging shipping of our boats to overseas regattas. In June, a second account was opened to keep the flow of funds for this purpose separate to the General Account. The ATC entered the new financial year with limited reserves. As an alternative to increasing Member's Subs and at the same time containing expenses the meeting agreed that future editions of the newsletter would be delivered electronically thus saving on printing and mailing costs.

### NATIONAL MEASURER'S REPORT

**Stoppers on Shrouds** - It was of the opinion for the measurers of Australia that the removal of the stop on the shrouds should not be removed. We feel that this needs to be voted on at World level.

**Deck to hounds measurement** - This measurement was suspended by WTC. We feel that this measurement should be looked at to see if it needs to be reinstated.

**Template for foils** - For the Nationals at Mordialloc we have had to reject at least timber foils. The repairs being made for these have not been up to standard. The trailing edge has been found to be at least 30 mm short.

**Rudder Boxes** - We are finding that they are not built strong enough for the bay conditions. We will try the Laser 2 rudder boxes as they are being used in the UK.

**Rotation Lever** - A set diagram needs to be distributed

## Report on the AGM of the Australian Tasar Council (Continued)

as they all vary in shape and size.

The American stops and the Australian stop are very different. We should be able to readily purchase both of them.

**Shroud slides** - Extra pulleys to be put onto shroud slides to make it easier for the crew to adjust.

Also discussed was the interpretation of strop length and how this will be applied at the upcoming Tasar Worlds and in Australia next season.

### DISTRICT REPORTS

#### **Northern Territory**

Darwin Sailing Club has completed a very successful season with lots of enthusiasm from members. There are about 20 Tasars in Darwin, 15 boats competed in the NT Championships. Invitation extended to everyone to attend the Arafura Games to be held in Darwin in May, 2003. Plans are progressing for the 2005 Tasar World Championships with a website expected to be operational soon.

#### **South Australia**

The Tasar fleet in SA totals about 18 with Tasar fleets at 2 metro clubs (Largs Bay and Somerton) and 2 country clubs (Port Lincoln, Rivoly Bay). Rivoly Bay is a good venue for the SA Championships and is being promoted as the site of a possible joint SA/Vic invitation regatta in Nov/Dec, 2003.

#### **Victoria**

Fleet numbers remain steady in Victoria. 43 boats competed in the Victorian Championships at Yarrowonga and included visitors from NSW and SA. The Winter Championships held in June were very successful. The Tasar fleet in Victoria needs a Marketing Plan to move forward. Members will be meeting in March to develop. Invitation to everyone to attend the State Championships in March.

#### **New South Wales**

Currently have 98 boats registered competing across 7 clubs in Sydney plus fleets at Speers Point, Wangi, Port Macquarie, Batemans Bay and the ACT. The State Championships were very successful, congratulations go to Rick Longbottom and Paul Kinghorn. Initiatives for 2002 include the inaugural NSW Tasar Short Course Championships and relocating the ACT Championships from Canberra to Batemans Bay. The TANSW also developed a member questionnaire that will be used as

a marketing guide and the basis of future activities. Will be working with the TAV to develop a joint Marketing Plan.

#### **Queensland**

Tasar activity in South East Queensland, Brisbane is low. Hugh Bekkers recently relocated from Darwin to Brisbane and will be encouraging Tasar growth. North Queensland is thriving with Mission Beach and Tinaroo Dam each having 8-10 boats racing weekly. Looking forward to hosting the 2004 Tasar Nationals in July at Mission Beach.

#### **Western Australia**

Numbers of Tasar in the west have fallen away with only 8-9 boats racing regularly. Noted that the Ord River/Cunnamurra fleet now seems to be non-existent.

#### **Australian Defence Forces Sailing Association (ADFSA)**

Currently have more than 20 boats in the fleet. Outlined general fleet activities and noted good interest and lots of enthusiasm from participants. This regatta incorporates the ADFSA Championships and selections for Victoria, Canada. Will have 5 or 6 boats going to Canada.

In closing the meeting Chris Parkinson presented an invitation from the Queensland Tasar Association to all Tasar sailors to attend the 31<sup>st</sup> Australian Tasar Championship to be held at Mission Beach Sailing Club in July 2004. Notice Of Race to be forwarded separately. After the meeting Frank Bethwaite gave a presentation on his recent trip to Victoria, Canada, describing the venue, getting from Vancouver to Victoria and the regatta site. He also explained the sailing and sea conditions we could expect to encounter there. Frank also advised that all Tasar lower masts and sleeves are now coming into Australia from Canada. Discussion followed on various issues that had come out of the Measurer's Meeting, including mast rotator fittings, rudder boxes and variations in mainsail shapes. Damien Ford and Lucille Taulelei also showed the first draft of a promotional video that's been developed for the 2005 Tasar Worlds.

**Graham Hanna**  
**ATC Secretary**

A CD-ROM of the recent Tasar Nationals 2002/03 containing approximately 540 photographs is now available.

To Order your copy, send your name and address along with payment of \$10 (Ten Dollars) to:

*Shane Baker Photographs*

*P.O. Box 503 Chelsea, Victoria 3196.*

Cheque/ Money Orders to be made out to SHANE BAKER. Please Allow 2 (two) weeks for delivery. Software requirements: Adobe Acrobat Reader 5.0 (Available FREE at [www.adobe.com.au](http://www.adobe.com.au))

*Shane Baker*

**PHOTOGRAPHS**

**Sailing Regatta Photography Specialist.**

**P.O. Box 503 Chelsea 3196.**

**Contact: Shane Baker 0418 808 398.**

**[shanebaker@ozemail.com.au](mailto:shanebaker@ozemail.com.au)**

## News from Queensland

The sailing season has just begun up in Far North Qld.

It's too hot to sail in the summer months. Both Tinaroo and Mission Beach are expecting good fleets of Tasars this season. There is plenty of water in the ocean at Mission Beach but the lake at Tinaroo is down to 40%. Even the wet tropics are feeling the drought. The last time the Tasars came together was at the Round Dunk Island Regatta at Mission Beach. Results enclosed.

The next gathering will be at Easter for the Queensland Tasar Championship. These will again be held in conjunction with the North Queensland Championships Regatta, this year held in the beautiful Whitsunday's.

The Whitsunday's are 8 hours drive from Tinaroo and about 10 hours from Brisbane, so maybe some Tasars might venture north. Sailing begins Friday afternoon and finishes Sunday so it allows for traveling time.

Soon after the very popular May Day Regatta at Tinaroo will see plenty of Tasars amongst the 80-100-boat fleet. That's providing there is any water left!!! I am sure there will be just more room for camping and further to walk to the water.

After some discussion with the Mission Beach Sailing club, it has been decided to hold the Australian Championships next year at South **Mission Beach**. This is directly in front of the Beachcomber "coconut village" Caravan Park.

The next caravan park "Dunk Island View" is at Wongaling Beach only about five kilometers to the north. Then the "Hideaway" caravan park at (North) Mission Beach is a further 5kms north. There are holiday units and resorts at each place as well.

The 3-10 July 2004 is peak season school holiday time and it wouldn't hurt to make a booking a year in advance. Many retirees come here each year and book a year in advance.

The best info web site is [www.missionbch.com](http://www.missionbch.com)

The photo shows the start line and the beach during the "Round Dunk Island" regatta. (No Tasars though!!!)

I could send lots of photos of the Heath snowboarding in Canada this last summer but I don't think it would fit into the "Tasar Australia".

Sail No	Skipper	Crew	Heat 1	Place	Heat 2	Place	Heat 3	Place		Final Place
2134	Mitchell Heath	Lachlan Heath	2:59:59	2	1:34:36	1	1:16:36	2	5	1
1838	Warwick Heath	David Duncomb	3:04:51	3	1:36:35	3	1:15:04	1	7	2
2536	Peter McGregor	Duncan MacGregor	2:54:28	1	1:34:39	2	1:19:30	5	8	3
2123	Paul Whitem	Jay Whitem	3:27:29	10	1:37:13	4	1:17:57	3	17	4
1849	Judy Heath	Joanne Ross	3:05:24	4	1:40:55	8	1:20:45	6	18	5
1766	Sarah Jacobson	Kevin Mouldey	3:05:58	5	1:38:18	6	1:20:59	7	18	6
2065	Jamieson Barnes	Terry Barnes	DNS	12	1:38:05	5	1:19:21	4	21	7
2337	Jay Jacob	Steven Jacob	3:19:52	8	1:39:01	7	1:22:42	9	24	8
1698	Dave Grigg	Gary Andrews	3:07:36	6	1:41:17	10	1:22:46	10	26	9
1002	Ross Kerr	Bonnie Kerr	3:09:26	7	1:42:56	12	1:22:28	8	27	10
94	Rebecca Ross	Sandi Dawson	3:54:11	11	1:41:08	9	1:24:21	11	31	11
1811	Tim Simmond	Darren Lindsay	3:20:05	9	1:42:21	11	1:26:14	12	32	12

### NSW Championships

The 26th New South Wales Tasar Championship will be held from Friday, April 18<sup>th</sup> 2003 to Monday, April 21<sup>st</sup> 2003, on Lake Macquarie from the Department Of Sport and Recreation Camp at Point Wolstoncroft.

**The Notice of Race for the event was published in the last edition of Tasar Australia. It can also be found on the ATC web site at [www.tasar.org.au](http://www.tasar.org.au).**