

Tasar Australia Newsletter



May 2001

Tasar Major Events

2001 Tasar International Championships Whitstable UK
Saturday 18 August 2001 to Friday 25 August 2001

ACT Tasar Championships - Canberra Yacht Club
Saturday 3 November 2001 to Sunday 4 November 2001

**29th Australian Tasar Championships
Port Lincoln Yacht Club South Australia**
Saturday 12 January 2002 to Friday 18 January 2002

Victorian Tasar State Titles - Yarrawonga Yacht Club
Saturday 9 March 2002 to Monday 11 March 2002

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

President's Message

As the sailing season has come to an end across southern parts of Australia, this issue is crammed with news of some of the major State Regattas. At the same time the season in the north is just starting and there is a report of the season opening in the Northern Territory.

We also have early notice of the National Titles in Port Lincoln. This looks like being a great event so make your bookings and get your entries in early.

Some Clubs have also reported on their season and the sailors who won all the trophies.

There is a tribute to Pam Gilpin who passed away in March after a long battle with cancer. The photo on the cover is of Pam and her husband Rob on a screaming reach on Port Phillip Bay.

The next major Regatta is the Tasar Internationals in the UK and we have a large contingent of Australians competing. We wish them good luck and good sailing. The regatta can be followed on the Regatta web site and it is hoped that there will be a full report in the next newsletter.

If your State or Club is not represented in the news, rather than complaining, how about making sure that someone sends in an article about events happening in your area for the next newsletter - CLOSING DATE 17 AUGUST.

Chris Parkinson
AGAMEMNON 2665

Inside this issue:

Vale Pamela Lorraine Gilpin 2001 Masters Games Lake Macquarie	2	TANSW 2001 AGM Report 2001 Winter Interclub Programme	12
Who's going to Whitstable UK Northern Territory Report	3	Port Macquarie Weekend 17-18 February 2001 Report	13
2001 Queensland State Champs Report & Results	4	NSW Interclub Series Greenwich Tasar Fleet	14
Invitation to 2002 National Titles Port Lincoln SA Promotional Suggestions for your club	5	Tasar NSW State Champ 2001 "Racing Rules" Article Letter from Jennifer Ramsay	15
(Ex) Measurers Corner ISAF Recognised Class Benefits begin to flow	6	Speers Point Amateur Sailing Club The Balwally Team	16 16,17
The New ISAF Advertising Code	7	24th NSW Tasar Champs 2001 Report & Results	18-22
Victorian State Titles Yarrawonga 2001 report & results	8-11	Legend Nautalis 29th Australian Tasar Champs NOR	23-25

VALE PAMELA LORRAINE GILPIN

Most Tasarites knew Pam in her capacity as very able crew member on "True Blue" 2608 and as a bright and cheerful person who made the most of every situation. She was also an award winning gardener, teacher and artist.

I'd like to tell you some other things about her.

Firstly, she loved people and nothing made her happier than being able to spoil friends. A casual meal at home would always involve Rob and Pam's arrival, laden down with flowers from her garden, a special and appropriate gift and of course, food and wine. You were always made to feel very special and loved.

Secondly, she enjoyed spending winter weekends with friends. Rugged up against the winter chill and playing on the beach with Kio (her adoptive dog friend) before relaxing in front of a great view was a common way to spend a weekend without sailing.

We first got to know Pam (and Rob) well while sharing accommodation in Hervey Bay for the Tasar Nationals in 1996/1997. We shared meals, bathroom, racing tactics and lots and lots of fun! That time is often recalled with much laughter. "Remember the couch!!"

We also have had the pleasure of travelling in convoy with the Gilpins on our many trips across the countryside for Tasar regattas. Talking books featured heavily in this travelling as did antique shopping, afternoon teas out and long conversations.

During the last six months of Pam's life, she continued to not only sail, but to sail well, in spite of severe physical pain. Not many people may be aware that she actually was sailing with compression fractures of the spine, a cracked rib and abdominal and bone pains. She did not want any of the other competitors to know that she was sailing in this condition nor did she want them to make any concessions for her.

Pam was a truly courageous lady who continues to inspire me in every moment of my life. Her love of plants and flowers, appreciation of beauty in a piece of artwork and unwavering positive attitude are etched permanently in my mind and soul.

Pam taught us that life can be rich and rewarding in many ways and that relationships with people are the most important things in life.

Thankyou Pam.

**Carol Sharp
Limelight 1911**



Site Selection 2003 Tasar Worlds

The 2003 Tasar Worlds* will be held in North America. We are down to two sites as possibilities, Victoria and Orcas Island. We will have a vote by e-mail immediately after the Orcas Regatta. (US Nationals).

There is one regatta scheduled at each site: *June 16-17, 2001 Victoria - North Americans*

July 7-8, 2001 Orcas - US Nationals

Voting will take place from July 9th through July 15.

Carol Buchan, 2003 Site Selection Coordinator

* Note: - We have applied for ISAF Recognized Status for the Tasar. This status will allow us to hold Tasar World Championship Regattas

IF YOU'RE OVER 35 READ ON-IF NOT GO TO NEXT ARTICLE

The 8th Australian Masters Games are to be held in Newcastle, NSW, between 5 & 14 October 2001.

The games include a sailing regatta to be conducted from 8 to 12 October.

There will be two fleets, dinghies, to be sailed from the Belmont 16ft Sailing Club, and yachts, to be sailed from the Lake Macquarie Yacht Club.

The dinghies will be a yardstick regatta, however should there be enough of any class (5 or 6 boats) there will also be class results.



Lake Macquarie Tasar sailors are planning to compete and encourage all other "mature age" Tasar sailors to join us. For all the info you will need look on the internet at www.nhavents.com.au

Anyone planning to compete may take up a kind offer from the Speers Point Sailing Club to stay at the club for the duration.

Plenty of floor space, water views, kitchen facilities, hot and cold showers, pub and RSL Club near by. There will be a small charge for this accommodation.

Contact Chris Parkinson for this accommodation.

2001 Tasar International - WHITSTABLE UK

18 Australian boats are confirmed competitors at the 2001 Tasar Internationals at Whitstable, UK. There are:

From NSW

2588	Chris Carden - Helen Impey
2590	Duncan Robertson - Sarah Jacobson
2727	Graham Hanna - Ben Howe
2581	Ian Guanaria - Trish McVeagh
2714	John Tyrell - Nicole Hanna
2650	Ken Pearson
2619	Lachlan Brown - Trish Collocott
2672	Michael Sant - Fiona Darling
2613	Peter Hibbard - Nicole Kidman
2578	Shane Guanaria - Rebecca Amies
2731	David & Deborah Seaton

From ADF

778	John Tracey - Peter Nevard
2604	Martin Linsley - Nick Grey
2475	Rick Longbottom - Paul Kinghorne
2492	Darryl Bentely

From SA

2666	Craig McPhee - Kevin Kallow
2667	Sean Hackett

From Vic

2551	Brain & Moira Hill
------	--------------------

The progress of the competitors maybe followed on the Regatta website at www.tasar2001.com

Northern Territory Report



The TANT participated in the Darwin Sailing Club's Open Day on the 21st of April with a static display and a Commodores sail past with the boat to have the theme of a Top 20 Hit. Paul and Liegh Richardson in RnR won the off the beach boats with the theme "My OldMans' a Dustman" (see photo) and Hugh Bekkers and James Chillman in Vamoose also sailed with "Message in a Bottle" (see photo).



The DSC invited Olympic Gold Medallist Jenny Armstrong to the open day and she kindly accepted an invitation to sail in the first point score race on the Sunday.

Jenny skippered Lucile Taulelei's boat, Desire with Lucile's daughter Camille. Going on the water early before the start to familiarise herself they sailed happily for forty minutes up to the start and as soon as they passed the start line the mainsail halyard released - (suspect sabotage).

Unperturbed they retrieved the halyard rope from the pocket and tied the halyard to whisker pole clip on the mast and continued on even passing a boat to finish.

I would like to thank Jenny Armstrong for participation and for passing on some very valuable sailing skills onto Camille and other Tasar sailors on the day and I hope Jenny has further success in her sailing.

The Green Season Regatta at Lake Argyle was yet again cancelled due to much water over the spillway. Maybe we could organise a regatta for later in the year.

Arafura Games set to start on the 19th May with a fleet of 10 local Tasars and 7 interstate competitors.

The NT fleet are out training every week under the guidance of Paul Richardson and with the Sailing season just started everyone is getting some valuable race training.

Well that all for now I will let you know the results for Arafura Games in the next newsletter and with a myriad of photos.

Best regards

Barry Box

President Tasar Association NT



2001 Queensland State Championships

Port Denison Sailing Club, Bowen

The 2001 Queensland State Championships were conducted by the Port Denison Sailing Club at Bowen over Easter. Ten boats travelled south from the Atherton Tablelands and Mission Beach, whilst a lone entry made the journey north from Yeppoon. The race course at Bowen is situated in a large protected harbour. Being an old Catelena Flying Boat Base from the 2nd World War, the club has a huge concrete rigging area and very easy access to the beach.

Good Friday saw us weighing in, paying money and meeting up with old friends. The Heath family showed up with three tasars (surely some sort of record) whilst the Whittem family had two.

Start time was down for 2:00pm. The wind was howling through the flag pole on shore. The harbour was covered with white caps. Some said 20 knts some said 30+knts. Lots!! Some crews took several looks and then adjourned to the bar. 8 boats eventually braved the elements.

The huge triangular course was not for the faint hearted especially in these conditions. Lachlan Heath and Trent Fuller sailing "Chuckling Again" led from start to finish. Naomi Fee and Lisa Godden sailing "Itchy and Scratchy" took 2nd and Peter and Wendy MacGregor sailing "Turtle" finished third. John and Steven Jacob sailed "Filling in Time" really well to take 4th only to be scrubbed out for failing to sign on. Casualties: 1 forestay and a set of diamonds.

Heat 2 on Saturday morning saw similar survival conditions. Wendy MacGregor decided that the inside of the clubhouse looked pretty good and joined Peter Graham's wife Diana. This allowed the two Peters to combine and get their feet wet. The tactic seemed to work with "Turtle" leading around mark one. Whilst they were patting each other on the back however the girls in "Itchy and Scratchy" surfed past and disappeared into the distance. "Turtle" once again took the lead up the

windward work only to capsize on the run. At the windward mark for the third time "Turtle" had a big enough lead to fend off the amazing speed of the girls on the reaches and led to the finish. "Itchy and Scratchy" were 2nd and "Chuckling Again" 3rd. "Whisper" sailed by Ross Kerr and Stefan Fuller finished 4th in front of "Filling in Time" and Greg and Judy Heath sailing "Crusader". Casualties: 1 jib, 1 centreboard, 1 forestay.

Heat 3 once again saw very close racing between the top three. Lachlan and Trent won with Naomi and Lisa in 2nd and, Peter and Peter in 3rd. Once again "Turtle" showed impressive speed to windward but lacked the speed and wave catching ability of the boys from Mission Beach and the girls from Yeppoon. 4th place was once again closely fought out with John and Steven taking the honours from Ross and Stefan. Casualties: 1 mast step, 1 top mast and 1 rudder.

Heat 4 on Sunday morning saw as much wind as on the previous two days. Although the racing between the first three boats had been close up to this point race 4 was even better. The lead was swapped on numerous occasions and was shared by all three boats. After 1.5 hours in a breeze that was consistently greater than 20 knts (and big waves) these three boats finished within one minute. "Turtle" 1st, "Itchy and Scratchy" 2nd, "Chuckling Again" 3rd. Casualties: 1 rudder, 1 centreboard, 1 whisker pole and 1 outhaul fitting.

Going into Heat 5 there was a 3-way tie for 1st place, each boat on 8 points. Unfortunately the race was an anti-climax. Both "Turtle" and "Itchy and Scratchy" were late for the start and handed the 2001 State Championship to "Chuckling Again". "Turtle" finished second and were therefore runners up. Naomi and Lisa had their first 3rd placing for the regatta and were therefore relegated to third. "Filling in Time" survived to finish 4th in the last race and create yet another tie, for 4th place overall with "Whisper". Casualties: 1 tiller.

Place	Sail No	Boat Name	Skipper	Agg Score	Race 1	Race 2	Race 3	Race 4	Race 5
1	2134	Chuckling Again	L Heath	6	1st	(3rd)	1st	3rd	1st
2	2536	Turtle	P MacGregor	7	(3rd)	1st	3rd	1st	2nd
3	2584	Itchy and Scratchy	N Fee	8	2nd	2nd	2nd	2nd	(3rd)
4	2337	Filling in Time	J Jacob	25	DNS	5th	4th	DNF	4th
5	1698	Whisper	R Kerr	25	4th	4th	5th	DNS	DNF
6	186	Rock Steady	W Heath	27	5th	DNF	6th	4th	DNF
7	1849	Crusader	G Heath	37	DNS	6th	7th	DNS	DNS
8	1692	Hypocrite	J Whittem	41	DNF	DNF	DNS	5th	DNF
9	2123	Helerity	P Whittem	42	6th	DNF	DNF	DNS	DNS
10	2065	Spindrift IV	J Barnes	48	DNS	DNF	DNS	DNS	DNS
10	949	Double G	P Graham	48	DNS	DNS	DNS	DNS	DNS

An Invitation to All Tasar Sailors

The Tasar Association of South Australia would like to extend an open invitation to all Tasar sailors throughout Australia to gather in Port Lincoln for the 2002 National Titles.

The series will be conducted by the Port Lincoln Yacht Club and there will be a mixture of long and short courses sailed. The series will start with an invitation race on Saturday 12th January with heat 10, the final heat, to be sailed on the morning of Friday 18th January. Full details of the sailing program can be found in the Notice of Race.

Port Lincoln was chosen over other rival South Australian clubs because of its experience in running large regattas eg. 2001 National Sharpies, the annual Adelaide - Port Lincoln Keel Boot regatta and the Tasar Nationals when they were last hosted by South Australia.

For those who sailed in the last Nationals in South Australia, they will remember Port Lincoln as having a temperate climate with constant sea breezes of 10 - 20 knots. The Port Lincoln harbour is completely land bound and offers generally flat waters, which is ideal for the fast Tasar reaches.

The event has generated interest from a vast number of state, national and international companies all of whom have made sponsorship monies available to ensure great prizes will be won.

Legend Nautilus a national ships supplier is our **major sponsor** with

MLH Insurance - Adelaide,
Beaver Sales - Adelaide,
Quin Marine - Adelaide,
T.M. Towan / Shell Distributors - Port Lincoln,
Danzas - Adelaide,
Tony Harwood & Associates - Adelaide,
Coldwave - U.S.A.,
Port Lincoln Tuna Processors - Port Lincoln and
Greg Eden & Associates - Port Lincoln also supporting
the class by being gold sponsors of the event.

Port Lincoln is famous for its seafood and local wines, all of which will be on display, and available not only at the Port Lincoln Yacht Club but selected eateries around the town.

The small but aggressive committee in Port Lincoln are well and truly into planning and organizing to make sure the 2002 National Title will be one of the best regattas you will ever attend that revolves around good sailing on good courses, to good social activities after. For further information on the Nationals people can go to the web site of the Port Lincoln Yacht Club at www.plyc.com.au

See you in Port Lincoln 2002!

The Tasar Sailors of South Australia.

Promotional Suggestions

Five Promotional Suggestions for Individuals and Sailing Clubs during the Winter Months. What are some of the activities that individuals and their sailing clubs can do during the winter months to help promote the Tasar and build up the numbers in their fleet for next season? I think that the following five suggestions might be a starting point.

1. Organise a day just before or at the start of the next sailing season to invite acquaintances to just go for a sail or to experience a small race in a Tasar. It doesn't matter if the acquaintances can already sail or don't know anything about sailing. If they don't know how to sail, then, if they are interested, they can be referred to the Club's learn to sail programme and you could encourage them even if not initially in the Tasar class. If they already know how to sail, then their name could be added to a list of potential crews for those occasions when regular crews are unavailable. We all need a replacement crew at one time or another.

2. Suggest to the Commodore or Race Committee that they hold a promotional event (non point score) where crews (forward hands either inexperienced or experienced sailors from outside the class) are to be used for that race. This allows the opportunity for our normal crews to pick up skills in other classes whilst having introduced Tasars to potential crews.

3. During the off-season compile a list of the former

Tasar sailors from your club who no longer sail Tasars and organise a race and social event to not only get them out on the water but to renew old acquaintances. As the Tasar is approximately 25 years old there must be quite a few former Tasar sailors around. Take plenty of photographs as I am sure sailors from other clubs would be interested to see and hear about former colleagues.

4. Organise during the off-season for the more experienced Tasar sailors within the Club to hold either formal or informal sailing clinics on Tasar specific matters. Items such as boat setup and boat handling skills as well as general skills on rules (new rules for 2001/2 season), race tactics and race preparation. Perhaps on-the-water coaching could be organised.

5. Lastly, if you hear of anyone selling a Tasar then ask them to advise the relevant State Tasar Association of the details of the boat and the purchaser. This way, the State Association can update its records and invite that new boat owner to participate in sailing events locally and also to any Interclub, State and National Titles.

What other activities can you think of? Most certainly, you and your sailing club will both directly benefit from the effort you undertake with any promotional activities.

Tony
Concord Ryde Sailing Club
Tasar 1818

(Ex) Measurers Corner

After many years as NSW, Australian and World measurer I have "retired" and passed the tape measure to Rob Douglass (NSW) and David Bretherton (Australian) and will hand over the World position at Whitstable in August. I have to say I have really enjoyed the interaction with Tasar sailors around the world and the satisfaction of seeing the Tasar evolve as a more stable and stronger class as years go by. Having sailed a great number of different boats during the last 40 years, the Tasar is really just so pleasing and satisfying to sail. I am still looking forward to many more years in the Tasar without the added workload and pressure. Perhaps one of my major disappointments was the recent NSW State Championships held over Easter, not with our result but with the attitude of some people toward the class rules and also the complete disregard and lack of knowledge of the sailing rules by a small section of the fleet.

In NSW we have tried to run the measurement issue at various championships on an honour basis to reduce the amount of work that the committee has to do. This has obviously not worked as some sailors, both long term Tasar sailors and newcomers alike, blatantly disregarding some rules such as forestay length, strop length, jib pole length, centreboard shapes, centreboard packing, changing equipment during a regatta to mention just a few.

Most people have a set of class rules, they are easy to obtain from myself or from the Tasar web page, but it amazes me how little attention some people pay to them. When they are alerted to a problem they seem to think that the rule does not apply to them!!!! The attitude seems to be that it is only a "minor" item and does not matter. The rules are not difficult to understand and there are not many of them compared to some classes I have sailed in, so I would strongly suggest that everyone reads them as Rob Douglass will be getting tough and I can see a few people getting blown out of regattas in the future if they do not pay attention to them. If you sell your boat, give the

new owners a set of class rules, if you are new to the class get a set before you start "playing" with the boat setup. I cannot comprehend how anyone can come into any new class and not read the class rules. On the water the disregard of the ISAF rules was just as bad. Chris Parkinson gave everyone a good serve one evening but it did not seem to make much difference on the following day. There seems to be a distinct lack of understanding of the most basic rule, Port tack keeps clear of Starboard tackers, rule 10. Leeward mark roundings seem to be a free for all irrespective of whether you have rights or not, just because you are inside boat it does not automatically allow you to barge in if room cannot be given, rule 18.2 (a)

I even hear calls of "mast abeam" which was deleted from the rule book 4 years ago. "Tacking in my water" also disappeared years ago. Steering below a proper course is another ignored simple rule and perhaps the worst of all is the practice of approaching a windward mark on port tack and tacking inside 2 boat lengths. We even had one very competent and experienced skipper try that on us and then called "water"? I could not believe my ears. If a collision occurs someone has to do a 720, if it is inside the last 5 minutes, prior to the start, do a 720 immediately as called for in the rules, after all you are "racing" from the 5 minute gun onwards, refer rule 44.1 and definition of racing.

If you are called upon to do a 720 make sure you do it correctly per 44.2. We had one young so called "hot shot" from another class who actually done a 270 and carried on, and on shore stated that he thought he only had to do a 360 (he did not even do that!)

Considering all of the collisions and yelling on the water we only had 1 protest all weekend, quite amazing. New modified rules apply from July and I strongly suggest we all study them as some of us will be sailing under them in the UK in August. Maybe next Easter we should arrange a rules night instead of a sailing tips night with one of the YA

or AYF experts running the evening.

Anyway that's my bitch for the year, and even considering the above it was a bloody good weekend as usual. The organisation on and off the water was great and the race management was well run.

By the way the average weight of all boats racing over Easter was 67kg, it is about time we revisited the minimum weight issue again.

Best regards
Ian Guanaria (ex measurer)

ISAF Recognised Class Benefits Begin to Flow

The Australian Yachting Federation recently announced its funding policy for ISAF International & Recognised Classes.

This has immediate benefits for our top Tasar sailors who can look forward to having some of their expenses in attending a World Tasar Championship reimbursed.

Tracey Johnstone, AYF High Performance Manager said the AYF will consider applications for funding from Australian competitors who finish in the top 6 or 15% of the fleet (whichever is greater) overall placing at the class World Championships.

When asked to explain how the policy might work for the Tasar class, given that we're not expecting ISAF Recognised status to be confirmed until later this year, Tracey said that all grants will be paid retrospectively, based on the World Championship results for a class, for the previous year. In our case applications would need to be lodged via the Australian Tasar Council, before the 1st April, 2002, with an explanation attached.

The decision to grant and the value of the grant will be determined by the Board of the AYF from time to time. This is good news for Australian Tasar sailors and for the class who have traditionally struggled with

distance and currency differences to attend World Championships overseas.

Full details of the policy can be obtained from the AYF at <http://www.yachting.org.au/>

**Graham Hanna
ATC Secretary**

HAGAR THE HORRIBLE BY DIK BROWNE



THE NEW ISAF ADVERTISING CODE

I'm sure many in the Tasar community have followed the recent internet discussion about the new ISAF Advertising Code that comes into effect in Australia from July 2001.

The following will attempt to explain what it means for Tasar sailors and put a case for us to adopt Category C of the new Code.

Individual sponsorship and corporate support have taken a higher profile in recent times as our sport, like others, has become more competitive and professional. In the past, the decision regarding allowing advertising on boats at any particular event has been in the hands of the event organisers.

The ISAF has used the most recent review of the Racing Rules Of Sailing to introduce fundamental changes to the rules on advertising. Essentially, the new Code removes the old Advertising Category B where event organisers were able to allow or disallow advertising as they saw fit. While the Code allows event sponsors to advertise on the forward part of the hull, no other advertising would be permitted on the boat such as the boom or mainsail.

The Code also requires each class to make a decision about whether to adopt Category C, additional advertising on boats permitted, or Category A, no additional advertising on boats permitted. If the class chooses not to address the issue, then Category A will apply.

Defaulting to Category A would have no effect on ordinary club racing for most people. However, anyone fortunate enough to have sponsorship for their boat would not

be able to carry advertising afloat at any sailing event unless licenced by the AYF.

Category A has implications for Australian Tasar sailors competing at overseas events. In the past, when we've sent an Australian team away we've often been able to secure financial assistance from organisations such as P & O Schenkers, National Car Rental and Qantas. In acknowledging this help, we've been happy to carry their advertising on our boats. This would not be permitted under Category A.

In addition, at the '98 Tasar Worlds in Melbourne, many boats happily carried advertising for regional newspapers on their mainsails as part of the event sponsorship. This would not be allowed under the new Code and one wonders if Cybergraphic would have been so eager to support the event had the practice not been allowed.

Under Category A all acknowledgement of individual boat sponsors would have to take place off the water, on clothing, trailers, containers, etc. The big selling point for securing an individual boat sponsor though, is being able to demonstrate a direct connection between the boat and the sponsor out on the water. Otherwise, for an advertiser it's a case of Why Bother?

Category C gives event organisers no option but to accept any advertising on a boat except if the advertising is against the law or contrary to generally accepted moral and ethical standards.

Some have expressed concerns that this could lead to all manner of advertising on boats, over which the

event organiser has no control, even if a boat's individual sponsorship clashes with the event sponsor. While there may be potential for this to happen, history and common sense suggest otherwise. Significantly too, Category C automatically includes all Olympic classes.

As mentioned earlier, under Category C the Australian Yachting Federation has the right to licence advertising on boats which, for a Tasar, would probably cost \$100 per year. All proceeds, after administration costs, will be channelled back into the sport.

The new Code will first impact us at the next Australian Tasar Championship in January 2002 and it's with this in mind that we need to resolve the matter quickly if event and individual boat sponsors are to receive full value for their advertising dollar.

The process for adopting Category C would be to amend the Tasar Class Rules and while it's likely the Code will be discussed at the next World Tasar Council meeting in August, it's not possible for a vote to be taken at that time. I'd imagine that shortly after though, Tasar sailors from around the world will be asked to vote on a proposal to alter the Class Rules so that we could adopt Category C of the ISAF Advertising Code.

**Happy sailing
Graham Hanna
2727
Single Malt**



VICTORIAN STATE TITLES YARRAWONGA 2001

The Victorian State titles were held at Lake Mulwala up at Yarrawonga on another great Labour Day weekend.

The event attracted 32 entries, including some competitors from NSW and South Australia.

The northerners sure sent down a power packed team to try to make off with our trophies, Martin Linsley and Nick Grey in Coco, Rick Longbottom in Muggles, Phil Darby in Ultra Lite, Chris Parkinson in Agamemnon, Chris Carden in Tadpole and Craig McPhee from South Australia in More Small Things.

We Victorians sure took a pounding over the weekend, and had to see our trophies once again head north of the border..... just try and repeat it for a third year in a row!!!



Lining up for the start

It was in light shifty conditions that the fleet hit the water for the first race of the series. This turned out to be pretty much the pattern of all the races in the series, crews and skippers sitting on the forward tank, trying to reduce the drag of the transom, looking for pressure on the water and working out where the next shift was going to come from. I found out after all was said and done, that the flag on the RSL Club was a reliable indication of where the next one was coming from. Thanks guys.... could have used that info DURING the series.

We were also to have an international visitor with us during the regatta. Rosie Tribe was over in Australia for a bit of a holiday. Said she had to take leave or lose it and there was no way she was going to holiday in the British winter....

I was fortunate to have her crewing for me, and despite us being the heaviest combined crew weight in the fleet, we managed to get some good results, even though the breeze was light and shifty, and never having sailed together before. I have a feeling that the results we turned in were mostly due to Rosie's crewing, rather than my own ability. Rosie may crew for me any time..... that is if she will ever volunteer to sail with me again.



Rosie Tribe and John Eriksson in Tsunami

Saturdays races saw Rick Longbottom in first place, Phil Darby in second and Alastair Murray in third. The second race found Martin Linsley in first place, Greg Shapcott in second and Chris McPhee in third.

The weather may not have been terrific for sailing, but it was idealic for socialising after racing. Once the champagne was broken out on the Saturday afternoon, the usual antics began. At one stage it was decided to use the Sabot and the Minnow for some light weather competition. This competition seemed to allow any breach of the rules of sailing, just as long as you beat the other competitor. I am afraid I cannot report on the end result of this contest, as the long day out on the water had taken its toll. That and my third coffee mug of champagne, my mind began to become a little confused, and even though I felt quite well in the morning, I was assured by some that I was certainly feeling very little pain.

All I can recall was that we all had a great evening, in great company and I think it must have been something I ate. Day two of competition dawned, and with it, another day of light breezes. We contested three races in conditions not unlike that of the day before.

Having learned my lesson the day before, I made sure that I was light on the post race champagne, having only one, then sitting on some light beer, enjoying the company. It turned out to be a good move, for the next day dawned with condition that were designed to make up for the light condition over the previous two days. This time the breeze was up around the 20 knot mark, white caps appearing all over the lake, with darker shades of water showing the onslaught of the higher gusts.

VICTORIAN STATE TITLES YARRAWONGA 2001

It was a gallant fleet that hit the water on Monday morning, 31 boats in all, reaching about the lake in the pre-start maneuvers, water flying from under the gunwales and the crews experiencing the exhilaration as the boats accelerated when the odd gust picked them up and sped them on their way.

I am told that the strongest gust recorded on the water was just 22 knots.... yea right!!!

Once the race was under way, competitors began to retire, many of them after a spill or two. Myself and Rosie seemed to be handling the breeze surprisingly well, must have been due to our combined weight... sure was glad that we had the heaviest combined crew weight during this race.



Dave and Doris try to get the Edge on the field

We had a great first beat, rounded the op mark without much trouble, no problem with the gybe mark, dash down to the bottom mark with a pair of wet exciting reaches behind us.



Scribble on the fly!

Worked our way up to the top mark again, pole out for the windward return.... great stuff. Time to get the pole down and round the bottom mark. No way could Rosie



The Masters in Action

get the pole down. Just too much pressure I guess. Next thing, down we go, our first spill.

It didn't take all that long to get the boat up after we managed to get the mast out of the mud.... up she came, pole still up!! I climbed in, and as Rosie held the bow, I worked on the pole.... it still would not release, then "twang" it let go and shot over the side.

We recovered the pole ... now with a nice bend in it.... squared things away then off on our last triangle. All this time the fleet numbers were on the fall, as more boats withdrew for one reason or another.

Rosie and I took off for the top mark again, meeting up with Rob and Carol Sharp. By this stage, the fleet was pretty well spread out, and we had our own little battle all the way to the finish.

At long last we crossed the line and it was over. Now it was just a run / reach back to the beach. Nothing difficult

A gust hit us unexpectedly.... guess I was relaxing a bit too much, and I unforgivably fell out of the boat.

I surfaced to see Tsunami sailing off into the distance, Rosie still unaware that I had decamped from the position of control. The boat swung to port in an uncontrolled gybe.

The boom came across and caught poor Rosie in the back of the head, and as I watched I thought that must really hurt.

Oops ...Sorry Rosie!!

VICTORIAN STATE TITLES YARRAWONGA 2001



Martin & Nick show the way it's done!

I can just imagine the story she must be relating to her friends back in Old Blighty!

Out of the 31 trusty Tasars that hit the water that morning, 18 were to finish. Rosie and I managed to get home in 13th place. Wonder how we would have finished up had we not fallen foul at the bottom mark. But what a way to make up for the light conditions. And what a great way to wrap up a great weekend.



Bill and Jenny just got Zapped

Congratulations to Dave and Doris Bretherton on their win in that race, Greg Shapcott in second and that relentless Martin Linsley in third.

Makes one wonder how we Victorians would have fared if the breeze had been like that all weekend.

The final result was that we had to see our trophies again head north, with Martin Linsley taking the title for the second year in a row, Rick Longbottom taking out second place with Phil Darby in third.

Well done to Greg Shapcott for filling fourth place.

Looks like we will just all have to get in there next season and hone our skills. We just cannot allow these

northerners to raid us three years in a row. Rumour has it that they intend sending down an invasion fleet next year, so we better get ready in the meantime.



Keep it flat Dave!

Once again it was a great weekend, maybe not the best race wise, but it was great to see us all get together again and have a great time as only the Tasar class can.



The thick of the action

Hope to see you all again when we contest the Victorian Tasar State Titles next year.

**John Eriksson
Tsunami 2603**



VICTORIAN STATE TITLES YARRAWONGA 2001

Tasar Titles – Yarrawonga Yacht Club Inc. Results by Division Low point Scoring

Pos	Sail No	Boat Name	Skipper	1	2	3	4	5	6	Points
1	2604	Coco	M Linsley	14	1	4	1	2	3	11
2	2046	Muggles	R Longbottom	1	9	1	6	4	5	17
3	170	Ultra Lite	P Darby	2	5	10	9	1	4	21
4	2096	007	G Shapcott	4	2	24	10	5	2	23
5	2666	More Small Things	C McPhee	6	3	5	3	9	6	24
6	2087	Scribbel	R Douglass	5	4	11	5	7	DNF	32
7	2718	Loaded Pigs	W Hale	8	7	7	4	8	DNF	34
8	2658	The Edge	D Bretherton	20	6	18	2	10	1	37
9	1843	Chauvanist	I Shand	9	13	2	7	13	7	38
10	6	2 Dry Martinis	R Martin	10	10	6	12	3	DNF	41
11	2579	The Masters	A Murray	3	8	17	14	15	9	49
12	2656	Shooting Tsar	A Almond	7	11	13	18	16	15	62
13	2665	Agamemnon	C Parkinson	22	17	3	13	21	10	64
14	2733	Zap	W Mairs	17	26	22	15	6	12	72
15	2588	Tadpole	C Carden	21	12	20	8	22	11	72
16	1911	Limelight	R Sharp	13	19	15	25	11	14	72
17	2664	Chill Out	M Davies	11	16	12	17	20	18	74
18	1872	Kim	G Montgomery	19	14	9	26	19	17	78
19	2603	Tsunami	J Eriksson	15	15	21	16	23	13	80
20	2591	Suit of Lights	C Thomas	27	20	16	22	18	8	84
21	2659	Hakuna Matata	M Paynter	16	DNC	14	11	12	DNF	84
22	1940	Chaos Theory	J Ross	12	24	19	20	17	16	84
23	2583	Shaken Not Stirred	R Hale	29	18	23	19	14	DNF	103
24	1826	Papillon	J Shannon	26	25	8	21	28	DNF	108
25	1875	Organised Kaos	L Pearman	18	21	DSQ	30	25	DNF	125
26	2100	Amaroo	P Kalin	28	23	25	24	27	DNF	127
27	2236	Grumpy	C Allen	23	22	DSQ	28	26	DNF	130
28	2551	Magic Moments	B Hill	25	28	DSQ	23	24	DNF	131
29	1805	D Gardiner Ber	K Ramholdt	24	27	27	27	29	DNF	134
30	1809	Hot Gossip	L McAvaney	30	29	DNC	29	31	DNF	150
31	1967	Aussie Flyer	J Stirling	31	DSQ	26	DNC	30	DNC	151
32	1917	Nauti But Nice	M Ralph	DNC	DNC	28	DNF	DNC	DNC	159



TANSW 2001 Annual General Meeting Report

The Annual General Meeting of the Tasar Association of New South Wales was held at Point Wolstoncroft during the recent State Championship. Present were 28 members of the Association.

In reviewing the past year, Chris Parkinson reported on progress in developing the Association's internet site and which is now undergoing further development in association with Bethwaite Design.

Details can be found at www.bethwaite.com/Tasar/tasar.

Chris commented on the strong representation of New South Wales boats at the Australian Tasar Championship held in Darwin in July, 2000. He also noted the close and enjoyable racing experienced during the Summer and Winter Interclub series and acknowledged Bethwaite Design's support in agreeing to supply new sails at a discount rate to Association members.

Chris noted that four editions of the Association newsletter had been published over the past year and thanked all contributors and Editor, Andrea Douglass, for their efforts in producing an excellent publication. These are all positive things for the class and continue to make Association membership relevant and rewarding to Tasar sailors at all levels.

Treasurer, John Tyrrell reported positively on the financial health of the Association. Frank Bethwaite commented that finances could come under some pressure if unexpected expenses arise with the move towards ISAF Recognised Class status.

Registrar, Duncan Robertson reported that the Association had 71 financial members, a small decrease over the same period last year.

The new Committee was elected with Michael Sant becoming our new President and David Seaton being elected Vice President. Also re-elected to the incoming Committee

were Graham Hanna, Secretary, John Tyrrell, Treasurer, Duncan Robertson, Registrar and Chris Parkinson, Race Secretary.

This AGM marked the retirement of Ian Guanaria from the position of State Measurer. Chris Parkinson and Frank Bethwaite both acknowledged Ian's work and contribution to the Tasar Class over many years as State, National and World Measurer. We welcome Rob Douglass into the position of State Measurer.

As incoming President, Michael Sant thanked Chris for his hard work as President and Race Secretary over the past two years and acknowledged the efforts of the Committee. He also welcomed new members of the Committee and looked forward to working closely with the Committee over the next year.

At this point with no extraordinary matters to deal with, the meeting was closed.

The now traditional post meeting discussion aimed at getting member's input into significant Association issues covered three main topics, namely;

Next season's Interclub Sailing Calendar

We agreed that the series should be more accurately named the Tasar Traveller's Series. Potential venues discussed included Concord/Ryde, Greenwich, Woollahra, Double Bay, Balmoral, Northbridge, Canberra, Batemans Bay, Speers Point, Port Macquarie. Other sites could be Jervis Bay, Kallula Bay, Vincentia, Fitzroy Falls, Port Stephens. The idea of having a 'double bung' weekend which would see events held in Sydney on Saturday and Sunday to encourage country participation and include a social function on Saturday night proved popular. Also discussed was the racing format that people might like, including short course sprints, coaching sessions, teams racing and marathons.

2005 Tasar Worlds

After discussing the commitment and

challenges involved in hosting a World Championship, the meeting agreed the Association should develop a proposal to host the 2005 World Tasar Championship. Clubs approached so far to host the event include Woollahra and Middle Harbour. Chris Parkinson agreed to approach Lake Macquarie Yacht Club/Belmont 16ft Skiff Club. Other venues discussed include Jervis Bay and Point Wolstoncroft.

The New ISAF Advertising Code

The new ISAF Advertising Code was discussed and in particular the need for the class to decide if it wanted to move to Category C or stay with Category A. Also discussed was the AYF Licensing scheme. The meeting agreed the World Tasar Council should lead the way in developing a position and proposal.

Graham Hanna
Secretary



**2001
Winter**

Interclub Programme

Brass Monkey Regatta Tuggerah Lakes Memorial Sailing Club

Sat	09 Jun 01	Race 1	1.00pm
Sun	10 Jun 01	Race 2	10.00am
Sun	10 Jun 01	Race 3	1.00pm (Interclub Heat 4)

Mon 11Jun 01 Race 4 10.00am

Speers Point Amateur Sailing Club

Sat	21 Jul 01	1.00pm
	Coaching/Sprint Racing	
Sun	22 Jul 01	1.00pm (Interclub Heat 5 to be confirmed)

Port Macquarie Weekend 17 - 18 February 2001

How many incidents can you fit into one weekend?

Just take sixteen Tasars and pack them off to a fairly tropical paradise (well, "tropical" in comparison with Sydney and Newcastle – just look at those huge flowers and leaves on the trees), sending them off on a Friday with a sizeable amount of rain falling from the sky, or flying up from the deep south ... and you've got enough stories to fill one weekend and more! And then there was the sailing ...

Port Macquarie is quite a central place for the state, it seems. Colin Hinwood travelled south from Big River Sailing Club (Yamba), there were three local Tasars, several from Newcastle and from Sydney, and one crew from Bateman's Bay. Paul Robertson organised two days' racing at two clubs with very different conditions.

Several sailors sensibly took at least part of Friday off and travelled during daylight hours, although Graham Hanna took his work phone with him, and it rang. Those who drove up on Saturday had to skirt the roadworks and the accidents that held up traffic on the highway, and Chris Carden found himself detouring through Whoop-Whoop.

Lachlan Brown and Trish Collocott came from Bateman's Bay via Canberra, where they went to a christening on Saturday, then flew up to Port Macquarie for the two races on Sunday – unfortunately only one of their bags arrived on the same plane, so Trish had to beg bits of clothing to go sailing.

The Kleins left Newcastle after work on Friday night, and found themselves with a flat trailer tyre somewhere outside Taree around 10pm, with a torch that gave up the ghost very quickly, and a spare wheel with holes too small for the bolts on the hub – thank goodness for the local police and the NRMA.

Most of the visiting sailors stayed at the Lighthouse Beach Holiday Village, not far south of the town, and elected to stay in cabins – luckily, as the

weather turned out. However, there was very little rain during sailing time.

Saturday's racing took place at Queen's Lake, around 25 km south of Port Macquarie town centre.

Three races, in a gusty, blustery southerly that capriciously chose different ways around the mountain blocking its way to the lake.

One of these fooled most of the fleet on the first beat of the first race into heading for the wing mark instead of the "windward" mark. This wind direction encouraged clumps of weed across the course, and this entailed continual checks of the foils.

Most Tasars had tell-tale beards sprouting from centreboard casings as they came out of the water at the end of the day. (This was in stark contrast to last year's visit by some of the Speers Point fleet, when we sailed in great sea breezes.) Still, there was close racing, and three different heat winners. The Kleins can tell you how to dent a rescue boat and end up with no scratch on your new boat.

Saturday evening saw us gathering at the Tacking Point Tavern, Lighthouse Beach, where Paul Robertson had organised a room for us – good thinking, Paul!

On Sunday, sailing was scheduled for two races on the Hastings River at Port Macquarie Sailing Club, the first at 10.30am.

The southerly continued to gust at us, but had no mountain to hide its direction behind. There was however an outgoing tide flowing at a good 3 knots (could it have been more??). And there was a buoy placed very close to the river bank in the strongest part of the tide flow. And at that spot near the river bank there seemed to be less wind than all other parts of the course. Hands up any boats that managed to get round that buoy on the first attempt? The essential ingredients were no other boats around you so that you could go where you chose, superb

judgment of the sideways effect of the tide as you approached, and a gust of wind at the crucial moment to get you round the mark and back on to the next work.

At least, if you hadn't caught up with the other sailors the night before, you had plenty of opportunity to do so in the vicinity of this mark. The Howes and the McCabes must have this mark-rounding just right now – they practised so long that they ended up a lap behind the rest of the fleet. The Howes showed commendable perseverance in finishing the race. And a special mention must go to Chris Carden who took the initiative and managed to catch the buoy rope around his rudder – a great cheer came from the assembled mark-would-be-rounders as he towed it further out from the river bank.

The Port Macquarie Sailing Club is a pretty venue, a good grassy area for rigging and a clubhouse with a verandah overlooking the river and the bushy area opposite.

The wind brought in more variations for the afternoon race, some lighter patches, some heavier patches and a storm, which made it trickier and allowed greater concentration to pay off. A longer course, closer to the turn of the tide. We finished in time for the Bateman's Bay mob to catch their taxi at 4.30pm for the airport, and for us all to pack up, have our presentation, and be on the road with a couple of hours of daylight.

If you want to hear some good stories, just find one of those who travelled to Port Macquarie and you'll find the mouthpiece for all the other untold tales ... Their names – and also, by the way, how they fared in the regatta and the Sunday afternoon interclub race – can be found in the results. **Jane Klein**



NSW Interclub Series

Winter Interclub heats were due to be held at Batemans Bay, Balmoral, Long Jetty and Greenwich. The Balmoral heat was cancelled due to the wind exceeding 30 knots.

Summer Interclub heats were due to be held at Gosford, Concord-Ryde, Canberra, Liverpool, Port Macquarie and Woollahra. The Canberra heat was cancelled due to no wind.

The overall winners on scratch and handicap will receive "THE FD BETHWAITE TROPHY" with sponsorship being provided by Bethwaite Design.

The racing through out the series has been very close and first and second on scratch overall were only separated by half a point. My thanks go to the Club reps who made the arrangements with their clubs for our visits. The final results are as follows.

Winter Series

Scratch

1st 2619 Flying Ferret

2nd 2087 Scribbel

Lachlan Brown

Trish Collocott

Rob Douglass

Nicole Douglass

Handicap

1st 2665 Agamemnon

Chris Parkinson

2nd 2588 Tadpole

Beryl Parkinson

Chris Carden

Liz Greenwell

Summer Series

Scratch

1st 2613 Doubtful Circumstance

Peter Hibberd

2nd 170 Ultralite

Nicole Kidman

3rd 2580 Freya

Phil Darby

Ben Howe

Jeff Mepham

Matthew Fitzgerald

Handicap

1st 2588 Tadpole

Chris Carden

2nd 2727 Single Malt

Vicki Billinge

3rd 2665 Agamemnon

GrahamHanna

Nicole Hanna

Chris Parkinson

Beryl Parkinson

THE FD BETHWAITE TROPHY

Scratch

2613 Doubtful Circumstance Peter Hibberd
Nicole Kidman

Handicap

2588 Tadpole

Chris Carden

Various

Greenwich Tasar Fleet

The 2000-01 season has now finished and most people have started doing whatever they do in winter while others are moving on to the Tasar Winter Series and making preparations for Whitstable.

This season has been one in which we've welcomed a number of new people into Tasars and who have started to enjoy the challenges of weekend racing. Most have their fair share of successes and hard luck stories to tell.

The winds this season at Greenwich have been what every new Tasar sailor would like, mostly light to moderate but also with some glorious summer days. Where have the days of the good solid north easter gone? Earlier this year we started a series of coaching days with AYF coaches. The sessions focused mainly on boat handling and starting skills and many of these tips have been handed on to our newer members. Partly as a result, racing has been keen and competitive with more than a dozen Tasars facing the starter on most race days.

The Club Pointscore was a closely contested affair, finally won by Graham and Nicole Hanna, Single Malt (2727), followed by Peter Hibberd and Nicole Kidman, Doubtful Circumstances (2613), and Chris Carden, Tadpole (2588).

In the Club Championship, Tim and Alison Harrington scored a comfortable win in Blackjack (2339), followed by Graham and Nicole Hanna in Single Malt (2727) and Chris Carden, Tadpole (2588).

Greenwich boats also fared well in the Tasar Interclub series with Peter Hibberd taking out the Frank Bethwaite Trophy and Chris Carden winning the handicap trophy followed by Graham Hanna. And to top off a successful season, Greenwich also won the Club trophy at the recent State Championship.

The season will continue for some of us as we prepare for the Tasar International Championship at Whitstable. Team Greenwich will be represented by Graham Hanna, (2727), Peter Hibberd (2613), Chris Carden, (2588) and John Tyrrell, (2714).

Graham Hanna



Tasar NSW State Championship 2001

The Racing Rules of Sailing 1997 – 2000

The 2001 State Championships were the first Tasar Championships my husband and I sailed in and we enjoyed them immensely. This confirmed the basis of our decision to join this association, which were:

- Strict one-design racing
- A competitive fleet at all levels
- A willingness to assist new-comers to the class in understanding the dynamics of the Tasar design, and most of all
- **The pure fun of sailing.**

So let me talk about: The Fun of Sailing

There are different reasons as to why people sail, it can be to win races, regattas and be the best in the fleet, or for just the fun of it.

As sailing can be done by just about anyone, like driving a car, there are a set of rules that have been developed by the International Sailing Federation to be followed by all sailors in a vessel powered by sail.

These rules apply whether you are racing or cruising and eliminate confusion as to who has right of way in any given circumstance whilst on the water.

Okay, so you are saying to yourself “so what?”

The “so what?” is that Chris Parkinson:

1. reminded the competitors at the briefing on the first race day of the regatta of “*the need to follow the rules and ‘do the penalty’ when an infringement occurs*”;
2. had to reiterate his “reminder” to the competitors of “*the need to follow the rules and ‘do the penalty’ when an infringement occurs*” at each evening meal; and
3. at the presentation of the Championship awards, had to comment on the failure of some competitors “*to follow the rules and ‘do the penalty’*”, whilst expressing his appreciation to a particular competitor who withdrew his protest so as not to delay the proceedings and hence everyone’s long trip home late on the Easter weekend.

It is unfortunate when people, who willingly and without financial compensation, put in so much effort to have a great regatta that everyone will enjoy and there are a few, whose selfish behaviour, undermine those efforts and “steal results” from those who sailed legally throughout the regatta, as was the instance in the last race on Monday.

I have taken the following extract from the Rule Book (i.e. Racing Rules of Sailing 1997 – 2000)

“SPORTSMANSHIP AND THE RULES

Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty or retire.”

There is no excuse to ignore the rules and the associated penalties, whether it is because you are “on holidays and having fun”, or “had no-where else to go”, sailing **is** about having fun and by not following the rules the fun is taken out for everyone.

Congratulation to Shane and Rebecca on Southern Stars for being the youngest NSW Tasar champions.

Thanks to everyone else for making our inaugural regatta a memorable one and a special thanks to those who have helped us ‘get up the learning curve’ in ‘how to sail a Tasar’

**Deborrah Seaton
Masquerade 2731 BSC**

Letter from Jennifer Ramsay

Just a quick letter to say thankyou for the State Tasar Championships, I had a ball. It was the first time that I had sailed in twenty years; I had never sailed a Tasar before. My crew (my 16yr old son) Arron Soiland had only had a practice the previous Saturday.

I started sailing when I was 8 years old at Middle Harbour Yacht Club. I sailed as a crew and then skipper at first in Flying Ants and then Cherubs. I finished sailing when I was 19 to pursue a career as a nurse and four children later.

I met my husband Scott Ramsay last year; he enticed me to have a go. I grew up loving the water and the people associated with sailing were great friends.

It was great to enjoy new friendships on the weekend.

Thankyou to all the sailors who offered encouragement and words of wisdom about the Tasar. It is a great boat to sail even though it doesn’t have a trapeze or spinnaker!

I really surprised myself with the results; everything came back to me really quickly.

I am looking forward to the next time I can get on the water.

See you at the next sailing event.

Jennifer Ramsay

Speers Point ASC

Reflections on the 2000-01 season

Speers Point ASC finished up its sailing season with a great regatta as is traditional on Anzac Day. About 75 boats from all around Lake Macquarie turned up to see the summer season out with a bang. Joining the Club's Tasars and other boats were good fleets of Manly Graduates, Impulses, Spirals and NS14s, with a number of juniors in Sabots. A fair range of different speeds to judge mark roundings with! And a good way to round off a season that has built up plenty of momentum as it progressed. The regular Speers Point regattas in November and on Anzac Day are becoming very well known and patronised – good events to come out for!

A good fleet of Tasars contested the Saturday afternoon events throughout the summer. The Club Championship was taken out by Jeff Mepham and Matthew Fitzgerald (*Freya*), unbeatable by the last race. Jeff and Matthew underlined their good performance with a tenth place in the NSW States at Easter. Chris Parkinson, sailing with wife Beryl and a variety of crews in her absence in *Agamemnon*, ended up second. Phil Darby and Ben Howe started off the season with great expectations, but were headed off by other commitments.

Honours in the point score competition were shared around the fleet. Julia Fitzgerald, skipper of Allan Hughes' *Dynamic* (he crews for her), beat all for the 1st half of the season. In the second half Mark Morson and Justin Cleaver (*Cleopatra*) got to first place. Overall winner for the whole season was *Agamemnon* with the Parkos, who also took out the sprint series.

We have welcomed a couple of new crews to the regular Tasar fleet during the season - in *Vortex* – John Pateman and David Ralston, and Peter and Jillian Wilson, who have just recently acquired 1913, now named *Formula Pye*. Peter and Jill competed in last year's NSW States; he is a highly experienced and well-credentialled skipper, and someone you just can't escape on the water – we'll all be seeing more of them up there.

But it wasn't all serious competition. Mid-January saw the annual marathon down the lake and around Pulbah Island (testing the waters before the Easter titles?) – the fleet set off into a stiff southerly breeze. It certainly meant a good run home, but after a two-hour beat in quite hard conditions the sailors deserved it! Parko outclassed the others on this occasion, and there was a very close battle for second place – after 3 hours' racing Jeff Mepham just escaped colliding with Chris and Nicola Howe (*Query*) to squeeze across the line.

Speers Point has had good representation at all Tasar events this season, from the Interclubs to the NSW and Victorian State titles. Phil Darby and Ben Howe led our results in the NSW States, with 3rd place, and not too far behind were Jeff Mepham and Peter and Jillian Wilson.

Looking ahead, Ben Howe will be sailing with Graham

Hanna at the Tasar Worlds in August, and Chris and Nicola Howe have made plans to compete too. Some of us will be participating in the Tasar winter series leading up to these, and we look forward to seeing lots of you at the Speers Point weekend – with coaching as well as racing – in July.

Jane Klein (who with Geoff and Tokay came third in a couple of things)

THE BALWALLY TEAM Winners are Grinners

If you want to be in the Tasar scene, the 24th NSW Tasar Championships proved Balmoral is the place to sail. Here are the stats to prove it. We welcome any other club to challenge:

- Won 5 of the 7 trophies.
- Won 5 of the 6 trophies presented (achieved by hiding the club trophy won last year!)
- Averaged > 1/2 a trophy a boat.
- Achieved this in spite of the distractions of 2 birthdays and one family wedding.
- Were successful not just on the track. The Balmoral B--- S----- won the Trivia night in spite of one elder statesman defecting to the verandah and needing to be consulted by a runner, and some of the "girls" defecting to the Navy team.
- One member did a slam dunc and scored the winning run in the cricket match.
- 9 starters, 9 finishers. The biggest team fielded.
- Fielding 4 boats for Whitstable.

The wally team members were



THE BALWALLY TEAM Winners are Grinners

Boat	Crew	Outstanding contribution
Southern Stars	Shane Guanaria Rebecca Amies	Outright winners. The first win by a Sydney boat in 7 years. Winner junior team. Skipper celebrated 20 th birthday (quietly). Wait til next year when he hits 21! Overall nice guys but never let the skipper kiss you.
Afternoon Delight	Ian Guanaria Trish McVeagh	Related to above. Grandmasters winner. Came 6 th overall, last year came 7 th overall. At this rate of progression, expected to win outright in 2006. Skipper handed in his scales after 11 years (but still accepting bribes).
Masquerade	David Seaton Deborah Seaton	Bought the boat and sailed Tasars first in Oct 2000. Had everyone asking "who is 2731" after coming 2 nd in the 2 nd race. At this rate of progression, expected to win outright next year. Skipper made meteoric rise to vice president, NSW Tasar Association. At that rate of progression, expected to be world President in 2006.
Query	Derek Hadwen Liz Greenwell	In borrowed boat (thanks to the Howe's). The query relates to whether this series have seduced Derek back to Tasars. Liz and Balmoral hope so.
Slam Dunc	Duncan Robertson Sarah Jacobsen	Skipper celebrated 3 score years minus one. (Wait for the celebration next year!) Makes him almost the oldest sailor in the fleet.
Fantus	Ian Best Scott Ramsay	Bested the above after an encounter with an unturned boat at the bottom mark. Accompanied by loud shouts of "bouy room" "water" and baying after an unflattering remark about the crew.
AllonSy	Michael Sue Brendon Watts	Had two OTN (off to nuptials). Undergoing counselling about priorities after skipper missed 2 races for a family wedding.
Manly Ferry	Kevin Brown Laurie Hoffman	The long and short of our US imports, notably missing from the team photo. Skipper awarded a score of 4 for his half pike off the foredeck while "walking the boat". Lost technical points for splash on water entry but definitely could have increased the trophy score if the fat arse wombat prize had been awarded this year.
Trivial Pursuit	Jennifer Ramsay Arron Soiland	Another double winner. First on handicap and first (and only) Lady. Helm not skippered a boat for 20 years and first time in a Tasar. Son second time in a boat. Fast learners!



24th NSW Tasar Champs Pt Wolstoncroft 13-16 April 2001

The following race reports have been written by the race winner.

Race 1

8kts up to about 15kts in the best puffs Sloppy start at the boat end of the line in 2nd row! We tacked out to port at the first opportunity, took a few sterns and cleared our air. Shane, Martin and Paul followed. After approx 300m we hit the first knock and went back to starboard. That put us up over most of the fleet who had gone left and enabled us to trade a few tacks with Martin with him just in front. Approached the mark from port on a good lift that put us in front, Martin got belted a little on the right allowing Shane to slip through also.

Stretched away from Shane a little on the reaches with some good luffing duels behind him giving us both a good break on the fleet. Stayed fairly well up the centre on the next work putting a very loose cover on the fights behind so we could see how our boat speed was. It appeared ok with maybe us a little higher but point to point of the first few boats about the same.

Gained some more ground on the dead square by following a couple of 'tunnels' and going very low in the puffs. The next couple of works we again stayed up the centre and waited for those closest behind to tack on the shifts. It loses you a little ground but keeps you in a safe position re the next mark. Shane covered those closest to him on the last work so we placed ourselves between him and the finish and ended up about 1/2 a minutes in front across the line.

With the strength up and down a bit it was an important race to change gears frequently, and you could see occasionally when some around you missed them as we did a few times. Our vang did nearly as much as the mainsheet upwind. Set and forget was very slow today.

Craig McPhee

More Small Things

Race 2

A 5 knot southwester greeted the fleet on Saturday morning for the 9:30 am start which half the fleet failed to make on time, making it easy for the early risers to get a clean start. David and Deborah Seaton in Masquerade made the most of the empty start line to lead for most of the first work before being lee-bowed going into the top mark by Southern Stars, 3rd was Coco with a good break to the next bunch led by More Small Things. Positions stayed the same for the 2 reaches with Southern Stars pulling away slightly. Coco tacked at the bottom mark to find some clear air but all he found was a parking lot. Southern Stars and Masquerade further to the right and in more pressure sailed away to build a huge lead by the top mark with Masquerade leading from Southern Stars. 3rd was Flying Ferret. Southern Stars regained the lead up the following work, with Masquerade only 2 boat lengths behind. Flying Ferret found the same parking lot that Coco and More Small Things found the previous work to drop to 7th. Redgum moved up well to claim 3rd.

The wind lightened on the final reach and the fleet closed up putting pressure on the leaders going into the final work. It proved to be an anti-climax to a very character building race as every one went straight to the right hand lay line where there was more pressure. The places stayed unchanged as the race committee wisely shortened course at the top mark.

Southern Stars was 1st followed by Masquerade who sailed extremely well to hold off Redgum, who was the only boat to hold 3rd spot for more than one lap.

Shane Guanaria

Southern Stars

Race 3

Race Three!! That was yesterday afternoon. And I failed to take notes. I have enough trouble remembering the last leg sailed, let alone three races ago! I don't think it's old age. I normally get so engrossed in 'the race of the moment' that the others slip from memory – even the earlier bits of a current race. (Maybe this accounts for why I led the fleet on a reach from the first windward mark this afternoon, instead of starting a run, as the course required).

What is pretty certain about Race Three is that the breeze was lightish, about 6-8 kts, and from the East. As earlier, too, it must have been shifty in direction. This is because the line had a heavy buoy-end bias when Nick and I made our checks about five minutes before the gun. Furthermore, the windward mark seemed right of directly upwind. We were hoping for a high finishing place, as with less than half the regatta completed, it was too early to be concerned with positions relative to other boats. Thus we determined to start close to that buoy and to tack onto port as soon as a good opportunity arose.

Trouble was, a lot of other people had the same plan. Consequently the boats were nose-to-tail on the starboard-tack approach to the buoy, alternately pinching to slow and bearing-away to avoid proximity to the line. We had 'Coco' in that line of boats.

With just seconds before the start a rogue port-tacker approached under our lee and rolled into a tack in front. Too close!!! (Then followed a few words that began fairly politely, but finished in ways that probably would do me no credit to report).

So much for our good start. We were stopped. The rogue was cruising away under our lee bow, and the boats 'above and behind' were streaming past. Focus on the important. Get moving and get wind clear. That we began to do. A tack onto port improved matters, but the race was going to have many extra challenges before we could claim any level of satisfaction. But 'hang-on', there're signs of a general recall. Yes, a power boat was crossing the fleet, sending it back. Thank goodness! Second time lucky. Surprisingly the line hadn't been changed much and was still buoy-biased. Again we

24th NSW Tasar Champs Pt Wolstoncroft 13-16 April 2001

favoured that end, paying particular attention to keeping clear water under our leeward bow. Hoot: this time we were pretty clear, although not enough so to tack at will. Others clearly had the same plan as us, for boats in front and behind soon tacked to port. Nick and I waited until we were nicely clear to do so, then tacked, and then focused on speed and height: maximum VMG. Things must then have worked, because we reached the weather mark in a good enough position, did well enough thereafter, and were fortunate enough to cross the line first. But that was, now, the day before yesterday. (From which you can tell that this report has taken two days to prepare). Outside the sun is shining, the fleet is rigged and ready, the water's calm, and there's no wind. The next race is the important one. But there again, it always is. Race three might have had some other interesting points, but 'blowed' if I can remember them. The one which is really important and which deserves my attention is the next one. I'd better go outside and see what's happening.

Martin Linsley
Coco 2604

Race 4

The first of the 2 short races on Easter Sunday started in a 2 knot North Westerly and a split in the fleet was noticeable after only 2 minutes of racing, with half the fleet heading right looking for the forecasted Northeast, with the other half hanging out left sailing in the last of the westerly along the shore.

Southern Stars and True Blue sailed up the middle with Southern Stars leading at the top mark closely followed by Chris Thompson and Courtney Harrington, True Blue and Doubtful Circumstances. The skipper of Southern Stars, who wishes to be unnamed, had a minor brain explosion and took off onto a reach instead of a run with the first 8 boats following. With good downwind/drifting speed Southern Stars retained the lead at the bottom mark from More Small Things and Doubtful Circumstances. More Small Things took the lead as Southern Stars tacked out to the middle of the course before tacking back to cover. By the halfway point of the work Single Malt had moved up to 3rd and was looking good for second. Southern Stars again tacked out to the right and was first in to the Northeast Sea breeze which had made its way down the lake to regain the lead.

Southern Stars was 1st to the top mark followed by More Small Things and Single Malt. By this stage the reach had turned into a work and the work into a reach, and with the fleet so spread out made changing the course impossible. The race committee shortened course at the top mark next time around with Southern Stars reversing the result of heat 1 to lead More Small Things over the line. Single Malt sailed extremely well to easily take out 3rd place. Rick and Paul where 4th with the ageing Afternoon Delight 5th.

Shane Guanaria
Southern Stars

Race 5 – A Crew's Perspective

Both competitors and race committee alike were frustrated with no breeze in the early afternoon, which delayed the start of racing on Easter Sunday. In contrast, race five of the championship was sailed in light to moderate airs, which tested competitors and at the same time allowed one to appreciate what a truly scenic location Point Wolstoncroft is to sail at.

Race five showed which competitors were familiar with the sailing instructions. Martin Linsley and Nick Grey in Coco, rounded the windward mark in first place, and headed off on a reach leading many other competitors astray, not realising they should have been sailing on a run! It was Rob and Nicole Douglas in Scribble who showed the right way to go, not being swayed by the fact half the fleet had taken off on a reach. A valuable lesson was learned by all from this experience. Lets hope it is not a lesson to be repeated again.

There were many opportunities to really work the shifting north-easterly breeze in the twilight hours. This saw some good gains made by competitors whilst others experienced the frustration in the light to moderate conditions. At the end of the day, Martin Linsley and Nick Grey in Coco sailed strongly to record a win, Rick Longbottom finished second, and Phil Darby finished third.

Nick Grey
Coco

Race 6

0-3kts Light and very patchy and another sloppy start! Lachlan was cruising over us to windward with a yellow boat lee bowing us so we again got out and did some dodging. Tacked back to starboard ASAP and things were not looking real good but we at least had clear air (what there was of it). The only patches of air on the water were coming around the point so we held on starboard to reach them until almost out of water. Most others tacked out earlier but there was even less out to the right. We came back out from the shore on port in a nice little bit of pressure that you could see near the 1st mark. It got us to the mark just in front with a tightening reach to the wing and a dead run back to the leeward mark that never seemed to get any closer. We rounded with about 50m to the next boat.

Looking ahead up the work there were a few small patches that we headed towards just to the left of the centre. The breeze seemed to be curling around the shore/tree line so those that went along it were in an increasing lift on starboard that eventually you had to tack on. By staying out just a little you missed the lift but didn't get thumped when tacking to port. It seemed the way to go and put us ahead by a couple of minutes at the windward mark. The dead square was nerve wracking waiting for the fleet to come down on us in a puff but it never happened. Nor did the shortened course we were hoping for!

24th NSW Tasar Champs Pt Wolstoncroft 13-16 April 2001

Again we stayed out of the big shore lift and kept a very close eye on the few who ventured to the right where we were expecting any decent puffs to come from. Those who went inshore seemed to lose again, as did some of the boats to the right. Just left of centre chasing the pressure paid off again and gave the option to head to either side if anything became apparent. Fortune was on our side on the next triangle with the breeze dying for those at the back 1st whilst on the run, then wafting back in on the beat for us 1st allowing us to stretch away by about 7 minutes. It was pure luck and as we drifted across the line on the shortened course it died again making it a struggle for the fleet to get there.

Craig Mcphee

More Small Things

How I sailed

My aim coming into this regatta was to have fun. Having sailed Lasers on a serious basis for 3 years, it started to turn into a profession instead of a sport, I had forgotten how to have fun, everything was for sheep stations, or that's how it seemed. So firstly I would like to thank not just the competitors but everyone who attended the states for making it one of the most enjoyable regattas I have competed in for a long time and reminding me what the sport of sailing was all about. Here are my thoughts on how I won.

I feel I was strong in two important areas:

1. My preparation both before we arrived and when we were on the water.
2. Boatspeed

I feel that my tactics let me down and without my boatspeed I would have found myself in many difficult situations.

I started the regatta with a boat that I was comfortable with the set up and was confident with my boatspeed. My aim was to be conservative but confident with the decisions that I made. That meant being on the water at least an hour before the start getting comfortable with the conditions and what was happening with the wind.

My basic pre start time would be spent sailing in straight lines with another boat, usually Dad, getting compass bearings at the same time. We would do a few tacks and gybes and I would sail upwind either facing backwards or with my eyes closed for a couple of minutes to help get the "feel" for the conditions. When I was comfortable with my speed I would turn my attention to other factors, such as wind, line bias, although I only started near the favoured end once, and I got trashed, and socializing.

The position of the top mark was also very important as there were a couple of works with only a small amount of starboard tack involved it was important to get onto port tack as soon as possible after the start. I even started on port tack at the boat (unfavoured) end of the line, in clear air and going in the right direction in 3 races. Boat

speed for me revolved around 2 simple things, boat heel and sail trim.

Sounds easy, but there are far to many people sailing their boats too "wonky". They are either sailing too heeled in 6 knots plus or are sailing with inconsistent angle of heel in under that breeze. If you are going to sail the boat heeled keep it stable! Its real slow having the boat twisting every time a gust hits.

When there is enough pressure to get the boat moving easily through the water the boat should be flat. Keep the boat flat by adjusting bodyweight or sail trim, but make sure you are smooth.

Sail trim should be constantly adjusted and if in doubt, keep it on the easy side. One mistake I constantly see is crews pulling the jib on to hard. Next time you are out sailing hop down to leeward and have a look at the twist in the leech of the jib. You will probably see a straight line. The twist in the jib should be the same as the mainsail. That means keeping it really easy in the light stuff and gradually pull it on as the wind increases and the main is pulled on. Make sure the top leech ribbon is flowing all the time, unless you're in really flat water and medium winds when you can have it flowing half the time. It is really important to keep the boat moving all the time. In the light conditions we had at the states my crew never cleated the jib upwind, easing it when it went light and pulling it on as the boat started to accelerate in the gusts. It would also be eased 2-3inches when going through some rough water from powerboats.

I noticed a couple of other things which I did differently to most other boats. Firstly I sailed with the centerboard all the way down until we were fully hiked (12 knots). After that I would pull it up gradually but nowhere near as much as other boats. I felt that it gave better forward drive in the lighter conditions and more drive when coming out of roll tacks. In Lasers we have been taught by Olympic coaches to roll the boat gunwale to gunwale to help reduce the amount of speed lost through the tack or gybe in light air. I also noticed that in the light conditions people would start easing of heaps of outhaul, looking for power I guess? I never eased the outhaul past 2 inches when measured at the halfway point on the boom. I felt that if it was eased more it was effecting the overall twist of the sail making the leech hook to windward, sounds slow to me. The last thing was that I rarely sailed with my jib cars all the way in. I felt that it closed the "slot" too much. They were in all the way only when drifting, otherwise there was one or two holes showing and more when easing the traveler below the centerline.

You probably have noticed that I mention "I" a lot. Coming from Lasers I often forget about the crew, the most important part of sailing well!!!! I would like to send a big thank you to my crew Rebecca.

**Shane Guanaria
Southern Stars**

Results by TopYacht Software and Speers Point Amateur Sailing Club

24TH NSW TASAR CHAMPIONSHIPS 2000/2001

(C=DNC S=DNS O=OCS F=DNF R=RET Q=DSQ D=DND Z=ZPG U=DUT Y=YPG G=RDG P=Protest L=Late Entrant V=Average #No Data "(x.y)" Discarded)
AGGREGATE SCRATCH SCORES for FLEET Ties Breaking to Stage 1 & 2 (Drops = 1)

Place	TiB	Sail No	Boat Name	Class	Skipper	Crew	Agg Score	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1		2578	Southern Stars	Tasar Jnr	Shane Guanaria	Rebecca Amies	14	2	(23)	1	8	1	2
2		2604	Coco	Tasar	Martin Linsley	Nick Grey	17	(7)	1	6	1	5	4
3	1P	2666	More Small Things	Tasar	Craig McPhee	Kevin Kellow	23	1	10	2	9	(21)	1
4		170	Ultralite	Tasar	Phil Darby	Ben Howe	23	9	3	(9)	4	4	3
5		2046	Redgum	Tasar M	Rick Longbottom	Paul Kinghorne	31	8	2	(19)	12	3	6
6		2581	Afternoon Delight	Tasar GM	Ian Guanaria	Trish McVeagh	35	(20)	8	5	5	10	7
7		2087	Scribbel	Tasar	Robert Douglass	Nicole Douglass	39	5	6	(21)	2	16	10
8		2731	Masquerade	Tasar M	David Seaton	Deborrah Seaton	48	(33)	18	7	7	2	14
9		2619	Flying Ferret	Tasar	Lachlan Brown	Trish Collobott	55	11	14	(16)	15	7	8
10		2580	Freya	Tasar	Jeff Mepham	Matthew Fitzgerald	55.5	15.5	7	13	(16)	11	9
11		787	Fauve	Tasar	Chris Thompson	Courtney Harrington	58	17	4	10	(19)	15	12
12		900	Flemboyant	Tasar	Paul Robertson	Jack Corthals	61	(48C)	17	14	3	22	5
13	3P	2084	Yellow Boat	Tasar	Jeremy Watson	Sarah Board	62	3	13	8	6	32	(33)
14		2673	Slingshot	Tasar	Richard Rubenach	Cameron Rubenach	62	4	11	20	(29)	6	21
15		2577	Zim	Tasar	Zachary Stollznow	Zachary Stollznow	67	14	5	(26)	14	9	25
16	3P	2727	Single Malt	Tasar	Graham Hanna	Nicole Hanna	70	21	21	3	(30)	12	13
17		1913	Formula Pye	Tasar M	Peter Wilson	Gillian Wilson	70	6	9	17	(23)	20	18
18		2613	Doubtful Circumstance	Tasar	Peter Hibberd	Nicole Kidman	73	12	22	12	11	(33)	16
19		907	907	Tasar	Toby Bristow	Marcus Bristow	73.5	15.5	(24)	4	20	19	15
20		2092	Joka	Tasar	Richard Scarr	Vicki Billing	88	24	25	15	13	(31)	11
21		2672	To The Max	Tasar	Michael Sant	Fiona Darling	90	19	15	22	(24)	17	17
22		2608	True Blue	Tasar	Rob Gilpin	Sarah Kennedy	91	(48C)	12	11	10	24	34
23		2140	Richard Cranium	Tasar GM	Ric Day	Barbara Day	98	13	26	28	18	13	(30)
24		2665	Agamemnon	Tasar GM	Chris Parkinson	Beryl Parkinson	104	22	(30)	29	22	8	23
25		2606	Query	Tasar M	Derek Hadwen	Liz Greenwell	107	26	20	(33)	21	18	22
26		2724	BTS	Tasar	Andrew Curby	Stetan Vatars	112	18	19	24	17	34	(48Q)
27		2728	Tokay	Tasar GM	Geoff Klein	Jane Klein	118	23	16	32	33	14	(35)
28		2588	Tadpole	Tasar	Chris Carden	Helen Impey	125	10	32	27	(36)	25	31
29		2590	Slam Dunc	Tasar GM	Duncan Robertson	Sarah Jacobsen	140	29	(33)	25	29	32	
30		1688	Fantus	Tasar M	Ian Best	Scott Ramsay	141	25	(39)	30	35	27	24
31		1784	Shmoo Too	Tasar	Rob Landis	James Landis	145	27	29	34	28	(48Q)	27
32		2111	Manly Ferry	Tasar	Kevin Brown	Laurie Hoffman	151	34	(40)	23	27	30	37
33		2650	Akatonbo	Tasar M	Ken Pearson	Marise Hannaford	155	32	34	31	32	(37)	26
34		2714	Merlin	Tasar GM	John Tyrrell	Myree Alison	157	28	36	(37)	31	26	36
35		793	Cavalcade	Tasar	Ross MacDonald	Stella Schilling	164	30	31	36	48S	(48C)	19
36	20P	2339	Blackjack	Tasar M	Tim Harrington	Alison Harrington	165	48C	(48C)	26	23	20	
37		2600	AllonSy	Tasar	Michael Sue	Brendon Watts	165	31	27	41	37	(48C)	29
38		2097	6th Sense	Tasar	Matthew Mitchell	Tristan Mitchell	168	48C	28	18	(48S)	36	38
39		2729	Espresso	Tasar M	Alan Merry	Kim Gentle	174	35	42	35	34	(48F)	28
40		1974	AMP	Tasar	Stephen Baxendale	Anne Carter	180	37	37	38	(48S)	28	40
41	35P	2345	Flashback	Tasar GM	Brian McCabe	Mary McCabe	191	38	35	42	41	35	-42
42		2091	Trivial Pursuit	Tasar	Jennifer Ramsay	Aron Soland	191	36	38	40	38	39	-45
43		1842	Martini Dry	Tasar	Gus Kernot	Sam Kernot	199	39	-43	39	40	40	41
44		2472	Hobo	Tasar	Vivian Nix	Chris Darby	215	48C	41	43	39	(48S)	44
45		1853	Follow on 2	Tasar	Tim Paramore	Ciara Paramore	224	48C	48C	(48S)	41	39	
46		2098	Vortex	Tasar	John Pateman	David Ralston	225	48C	48C	(48S)	38	43	
47		2181	tba	Tasar	Russell Morrow	Alexandra Morrow	238	48C	48C	(48S)	48C	48C	

Results by TopYacht Software and Speers Point Amateur Sailing Club

24TH NSW TASAR CHAMPIONSHIPS 2000/2001

(C=DNC S=DNS O=OCS F=DNF R=RET Q=DSQ D=DND Z=ZPG U=DUT Y=YPG G=RDG P=Protest L=Late Entrant V=Average #No Data "(x.y)" Discarded)
AGGREGATE HANDICAP SCORES for FLEET Ties Breaking to Stage 1 & 2 (Drops = 1)

Place	TiB	Sail No	Boat Name	Class	Skipper	Crew	Agg Score	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1		2091	Trivial Pursuit	Tasar	Jennifer Ramsay	Arron Soiland	43	28	1	3	2	(39)	9
2		2588	Tadpole	Tasar	Chris Carden	Helen Impay	57	1	14	12	(35.5)	18	12
3		2666	More Small Things	Tasar	Craig McPhee	Kevin Kellow	58.5	3	(38)	1	18	32	4.5
4		2084	Yellow Boat	Tasar	Jeremy Watson	Sarah Board	60	5	17	6	1	31	(38)
5	1P	1842	Martini Dry	Tasar	Gus Kernot	Sam Kernot	65	37	13	2	12	(40)	1
6		2613	Doubtful Circumstance	Tasar	Peter Hibberd	Nicole Kidman	65	13	23	11	5	(36)	13
7		2650	Akatonbo	Tasar M	Ken Pearson	Marise Hannaford	69	33	9	8	16	(35)	3
8		1913	Formula Pye	Tasar M	Peter Wilson	Gillian Wilson	72	4	8	22	23	15	(25)
9		1688	Fantus	Tasar M	Ian Best	Scott Ramsay	72.5	12	18.5	14	(35.5)	23.5	4.5
10		2728	Tokay	Tasar GM	Geoff Klein	Jane Klein	74	14	3	23	(38)	2	32
11		2578	Southern Stars	Tasar Jnr	Shane Guanaria	Rebecca Amies	79	8	(43)	4	33	10	24
12		2577	Zim	Tasar	Zachary Stollznow	Zachary Stollznow	80	19	7	35	15	4	(45)
13		2092	Joka	Tasar	Richard Scarr	Vicki Billingue	80.5	27	24.5	15	7	(38)	7
14		2673	Slingshot	Tasar	Richard Rubenach	Cameron Rubenach	81	2	12	29	37	1	(37)
15		2727	Single Malt	Tasar	Graham Hanna	Nicole Hanna	82	20	35	5	(41)	7	15
16		2345	Flashback	Tasar GM	Brian McCabe	Mary McCabe	84.5	-36	2	17	34	21	10.5
17		2046	Redgum	Tasar M	Rick Longbottom	Paul Kinghome	90	10	10	(42)	32	9	29
18		787	Fauve	Tasar	Chris Thompson	Courtney Harrington	90.5	23	6	19	(24)	19.5	23
19		2672	To The Max	Tasar	Michael Sant	Fiona Darling	91.5	15.5	15	(28)	26	16	19
20		2724	BTS	Tasar	Andrew Curby	Stefan Vaiars	92.5	15.5	11	25	8	33	(48Q)
21		2140	Richard Cranium	Tasar GM	Ric Day	Barbara Day	94.5	6	36.5	32	14	6	(46)
22		907	907	Tasar	Toby Bristow	Marcus Bristow	96	25	(39)	7	22	22	20
23		2087	Scribble	Tasar	Robert Douglass	Nicole Douglass	96.5	11	18.5	(41)	4	28	35
24		2608	True Blue	Tasar	Rob Gilpin	Sarah Kennedy	97	(48C)	20	9	3	25	40
25		2714	Merlin	Tasar GM	John Tyrrell	Myee Alison	98.5	18	22	21	(27)	19.5	18
26		2580	Freya	Tasar	Jeff Mepham	Matthew Fitzgerald	100	21	16	(31)	25	11	27
27		2590	Siam Dunc	Tasar GM	Duncan Robertson	Sarah Jacobsen	102.5	29	29	13	10	(29)	21.5
28		2604	Coco	Tasar	Martin Linsley	Nick Grey	106	22	28	30	9	17	(39)
29		170	Ultralite	Tasar	Phil Darby	Ben Howe	106.5	17	27	(33)	19.5	13	30
30	7P	2619	Flying Ferret	Tasar	Lachlan Brown	Trish Collocott	107	7	31	(38)	30	8	31
31		2111	Manly Ferry	Tasar	Kevin Brown	Laurie Hoffman	107	(35)	34	10	11	26	26
32		2581	Afternoon Delight	Tasar GM	Ian Guanaria	Trish McVeagh	108	31	32	18	13	14	(33)
33		900	Flemboyant	Tasar	Paul Robertson	Jack Corthals	109.5	(48C)	30	26	6	37	10.5
34		2600	AllonSy	Tasar	Michael Sue	Brendon Waits	111	24	4	37	40	(48C)	6
35		2606	Query	Tasar M	Derek Hadwen	Liz Greenwell	114	30	21	(36)	17	12	34
36		2665	Agamemnon	Tasar GM	Chris Parkinson	Beryl Parkinson	120	9	40	39	29	3	(43)
37		2731	Masquerade	Tasar M	David Seaton	Deborrah Seaton	124.5	39	41	20	19.5	5	(41)
38		1784	Shmoo Too	Tasar	Rob Landis	James Landis	134	26	26	34	31	(48Q)	17
39	5P	2472	Hobo	Tasar	Vivian Nix	Chris Darby	136	48C	5	27	28	(48S)	28
40		2729	Espresso	Tasar M	Alan Merry	Kim Gentle	136	32	33	24	39	(48F)	8
41		2097	6th Sense	Tasar	Matthew Mitchell	Tristan Mitchell	140	48C	24.5	16	(48S)	30	21.5
42		2339	Blackjack	Tasar M	Tim Harrington	Alison Harrington	158	48C	(48C)	21	27	14	34
43		1974	AMP	Tasar	Stephen Baxendale	Anne Carter	174	38	36.5	40	(48S)	23.5	36
44		1853	Follow on 2	Tasar	Tim Paramore	Ciara Paramore	187	48C	48C	(48S)	41	2	16
45		2098	Vortex	Tasar	John Pateman	David Railston	194	48C	48C	(48S)	34	42	42
46		793	Cavalcade	Tasar	Ross MacDonald	Stella Schilling	209	34	42	43	48S	(48C)	44
47		2181	tba	Tasar	Russell Morrow	Alexandra Morrow	236	48C	48C	48C	(48S)	44	

LEGEND NAUTALIS 29th AUSTRALIAN TASAR CHAMPIONSHIPS

NOTICE OF RACE

Organising Authorities

The Australian Tasar Council and the Tasar Association of South Australia

Venue

The 29th Australian Tasar Championship will be conducted from January 12th to January 18th 2002 by the Port Lincoln Yacht Club Inc. on behalf of the Australian Tasar Council and the Tasar Association of South Australia on the waters of Boston Bay at Port Lincoln, South Australia.

Rules

The Regatta will be governed by the Racing Rules of Sailing (RRS) 2001 – 2004, the Prescriptions and Special Regulations of the Australian Yachting Federation, the Rules of the Tasar Class, the NOR and amendments, and the sailing instructions.

Advertising

Subject to a change in Tasar Class Rules, this regatta will be Category C event.

National Jury

A National Jury will be constituted in accordance with AYF Addendum B.

Decisions of the National Jury will be final as provided by RRS 70.4 (b).

When a National Jury is constituted in accordance with AYF Addendum B, Part 2, there shall be no right of appeal against the results declared after the completion of protest hearings related to incidents occurring during the regatta.

A copy of the letter of authorisation issued by the Australian Yachting Federation will be posted on the official notice board.

Eligibility

Entries will only be accepted for Tasar class yachts, whose skipper or crew is a member of an AYF affiliated club and is a financial member of a Tasar Association which is a constituent of the World Tasar Council.

Proof of current membership may be required.

Members of other Tasar sailing associations may compete providing that they are affiliated with their National Sailing Authority and have currency of membership with their relevant Tasar sailing association.

Fees

Boats may register by completing the attached registration form and returning it with the appropriate entry fee to:

The Race Secretary,

Roger Robert

35 Ormond Grove,

Toorak Gardens, 5065 South Australia

An early entry fee of \$200 must be received by 19th November, 2001. Entries will be accepted between 20th November, 2001 and 12.00 noon, 12th January, 2002 with an entry fee of \$250. Cheques should be made payable to the Tasar Association of South Australia.

Schedule of Events

Registration and Measurement

Registration and measurement will be at Race Headquarters (Port Lincoln Yacht Club) on Friday 11th January between 0900 and 1600 hours and Saturday, 12th January, 2002 between 0900 and 1100 hours.

Competitors Briefing will be held at 12.00 pm on Saturday 12th January.

Racing

<u>Races</u>	<u>Day</u>	<u>Date</u>	<u>Warning Signal</u>
Inv Race	Saturday	January 12	1400
Heat 1	Sunday	January 13	1000
Heat 2	Sunday	January 13	1400
Heat 3	Monday	January 14	1300
Heat 4	Monday	January 14	ASAP after heat 3
Heat 5	Wednesday	January 16	1000
Heat 6	Wednesday	January 16	1300
Heat 7	Wednesday	January 16	ASAP after heat 6
***	Wednesday	January 16	ASAP after heat 7
Heat 8	Thursday	January 17	1300
Heat 9	Thursday	January 17	ASAP after heat 8
***	Thursday	January 17	ASAP after heat 9
Heat 10	Friday	January 18	1030
***	Friday	January 18	1300

**** = provision for resails

Registration and Measurement

Boat measurement and mandatory crew weigh-in (wearing light clothing and without footwear) will be in accordance with Tasar Class Rules and the sailing instructions.

A boat's crew may not be changed during the series unless a prior written request is made to, and permission is granted, by the Race Committee.

Each entrant must ensure that the boat entered complies with the provisions of the Tasar class rules and the relevant AYF requirements. Boats may be inspected for safety equipment and measurement compliance at any time during the regatta.

Attention is drawn to Tasar Class Rule 21 which states that the registration number as moulded into each hull shall be the sail number of the boat.

It is the responsibility of each entrant to provide any supplementary lead weights necessary to ensure compliance with Tasar Class Rule 29. When carried, supplementary weights must be secured as near as possible to the centre-line of the boat and the middle of the boat and must not be moved during the series, refer rule interpretation 26. Weight belts and jackets are not permitted to be worn.

Each boat is required to carry a tow line of suitable strength and length of a minimum of two and a half times the length of the boat.

Sailing Instructions

The sailing instructions will be available at registration.

Regatta Site

The regatta site will be as shown in Illustration 'A' attached.

Racing Area

The racing area is the shaded area in Illustration 'A' attached.

Courses

The courses will consist of an equilateral triangle with sides a maximum of one (1) nautical mile long and a total length of approximately eleven (11) nautical miles for heats 1, 2 5 and 10. The course length for heats 3, 4, 6, 7, 8 and 9 will be approximately six (6) nautical miles

Scoring System

The Low Point Scoring System, RRS Appendix A2 will apply, with 10 races scheduled of which 4 shall be completed to constitute a series. If five or more races are completed, each yacht's worst result will be excluded. If eight or more races are completed, each yacht's worst two results will be excluded.

Prizes

Perpetual trophies for the Championship, Masters (aggregate age 80-99 years), Grand Masters (aggregate age 100 years and over), and First Lady Helm will be awarded. Prizes will be awarded to the skipper and crew of the first three finishers and finishers as determined by handicap. Other prizes may be awarded arbitrarily by the race organisers.

Support Boats

Support boats shall supply their own, and display Flag O (min 400mm x 500mm) conspicuously at all times.

Personal Buoyancy

For 'off the beach boats' each crew member shall wear in the designated manner, an adequate personal flotation device in accordance with AYF, Addendum A, Part 2, Regulations 1. Personal Buoyancy. Personal flotation devices shall comply with the appropriate specification and shall be clearly and legibly branded to that effect.

Liability

All those taking part in the 29th Australian Tasar Championships do so at their own risk and responsibility.

The Port Lincoln Yacht Club Inc. and/or the Australian Tasar Council and the Tasar Association of South Australia are not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment. The Port Lincoln Yacht Club and/or the Australian Tasar Council and the Tasar Association of South Australia reserve the right to refuse an entry.

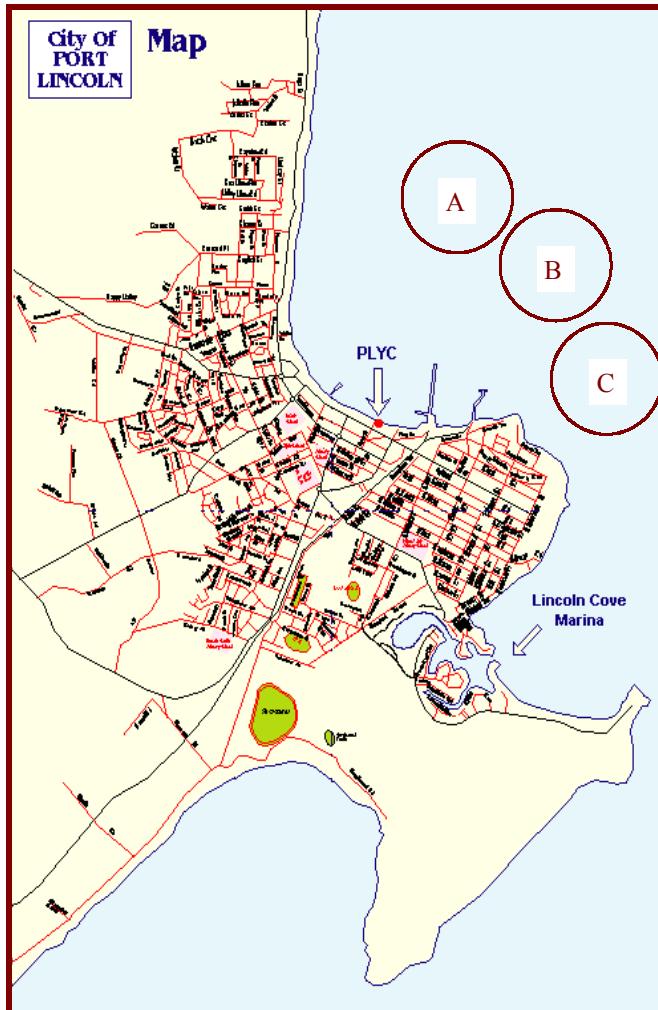
Attention is drawn to RRS 4, which states: "A boat is solely responsible for deciding whether or not to start or to continue racing."

Insurance

It is a condition of entry in the regatta, that the competitor holds a current third party liability insurance policy to a minimum value of AUD\$5,000,000 or be a current AYF Gold Card Member. This insurance should cover all risks arising while the competitor is participating in any way in the regatta, whether ashore or afloat. Competitors will be required to provide evidence of such insurance to the Organising Authority on their entry form.

Further Information

Please contact The Race Secretary, Roger Roberts on (08) 8332 2078 or email at rroberts@beau.com.au or Adrian Nicholson on (08) 8556 3507 or email at anicholson@mmail.com.au



Location map of Sailing Areas on Boston Bay

**LEDGEND NAUTILUS 29th AUSTRALIAN TASAR CHAMPIONSHIP 2002
ENTRY FORM**

The Race Secretary
Tasar Association of South Australia,
35 Ormond Grove
TOORAK GARDENS SA 5065

Please enter Tasar Class Yacht _____ (Name) with registered sail number _____ for the 29th Australian Championship Series to be conducted at Port Lincoln Yacht Club, South Australia from the 12th January 2002 to the 19th January 2002.

I have enclosed the [] Entry Fee of \$200.00
plus [] Late Fee of \$50.00 (If posted after 19th November 2001)

I hereby declare that I meet the Conditions of Entry as prescribed in the Notice of Race. I agree to be bound by the current I.Y.R.U. Yacht Racing Rules, the prescriptions and safety regulations of the A.Y.F. and the Yachting Association of S.A., the current rules of the World Tasar Class Association and the Championship Sailing Instructions.

By submitting this entry and participating in this Championship, I do hereby agree to hold harmless and to indemnify the Port Lincoln Yacht Club Inc. the Australian Tasar Council and the Tasar Association of South Australia Inc. and the office bearers and members of those bodies and any other person acting under the instructions of any of the afore-mentioned or in relationship to the conduct of the Championship (hereinafter called the "indemnified parties") from any and all liabilities incurred or suffered by reason of the negligence of myself, my crews and any other persons associated with my participation in the Championship or associated events.

In addition my crew and I hereby release and relieve and agree to indemnify and hold harmless the indemnified parties with respect to any and all claims of whatsoever nature, whether at law in equity or in admiralty, including particularly but not by way of limitation, all claims of property damage, personal injury, death or consequential loss arising out of or in relation to our participation in the 29th Australian Tasar Championships.

Third Party Insurance details:

Insurance company _____
Amount of third part cover _____
Policy number _____

(Skipper's Signature)

(Date)

(Crew's Signature)

(Date)

Skippers Name: _____

Age: _____ at 1/12/2001

Address: _____

Postcode: _____

Telephone No: _____

Member of: _____ Tasar Assoc. (Region/Defence Force)

Member of: _____ Sailing/Yacht Club

Membership No: _____ (or Signature of Commodore/Secretary)

Crews Name: _____

Age: _____ at 1/12/2001

Member of: _____ Sailing/Yacht Club

Membership No: _____ (or Signature of Commodore/Secretary)