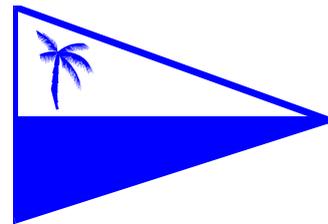
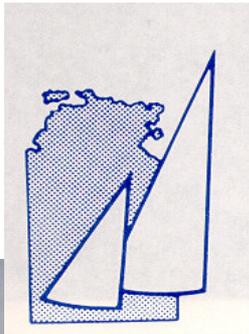


Tasar Australia



Newsletter of the Australian Tasar Council



Darwin Sailing Club



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AUSTRALIA'S TOP DROP



Northern Territory Government

RONSTAN



September 2000

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President Australian Tasar Council

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Tasar Australia Newsletter

September 2000

Rexona 28th Australian Tasar Championships in Darwin 8-14 July 2000

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The Rexona 28th Australian Tasar Championships were hosted by the Darwin Sailing Club last month. A fleet of 32 Tasars, representing NSW, SA, VIC, WA and the NT contested the series. Ten heats were sailed over 5 days on the tropical waters of Fannie Bay in light to moderate conditions. Shifty off-shore winds in the morning races tested all the crews, but steady afternoon sea breezes provided some ideal sailing conditions. Current world champions from Darwin, Ben Nicholas and Thomas Winter, won the series in a close and exciting battle with the SA combination, Craig McPhee and Kevin Kellow. Craig and Kevin

were defending champions after a win at the last Australian titles at Lake Macquarie in January. Only 1 point separated the two crews coming into the final heat. Final results were :

1st overall
Darwin Shipstores
Ben Nicholas / Thomas Winter (NT)

2nd overall
More Small Things
Craig McPhee / Kevin Kellow (SA)

3rd overall *Scribbel*
Rob Douglass / Kate & Nicole Douglass (NSW)

4th overall *Flying Ferret*
Lachlan Brown / Trish Collocott (NSW)

1st Junior Helm
(8th overall) *Cheers*
Damian Gough / Luke Owen (NT)

1st Lady Helm
(5th overall) *Crystal Ship*



Darwin Shipstores 2674 & More Small Things 2666

Sandi Almond / Russell Ford (VIC)

1st Masters
(6th overall) *Vamoose*
Hugh Bekkers / Chris Brittan (NT)

1st Grand Masters
(15th overall)
Agamemnon - Chris Parkinson / Beryl Parkinson (NSW)

President's Message

The main focus of this newsletter is the Darwin Nationals. The NT Tasar Association is to be congratulated for organising a great event that was enjoyed by all, both on and off the water.

During the Championships the AGM of the ATC was held and there was only one change to the committee. Ian Guanaria stepped

down as National Measurer after many years in this position, we thank Ian very much for his contribution. The new Measurer is David Bretherton, the current Victorian Measurer.

The 2005 Worlds which are to be held in Australia were discussed and it was decided to invite State Associations to prepare detailed proposals to present to the

next ATC AGM at Port Lincoln in 2002. A vote will then be taken to decide the host state. WA, NT and NSW indicated that they would be interested in hosting the Worlds.

All states have voted against the proposed change to minimum hull weight

Chris Parkinson

An Account of the Rexona 28th Australian Tasar Championships

Heat 1

Conditions: 5-8 kts SE : seas smooth

Long course

The first heat of the Rexona Australian Tasar Championships got underway on Sunday morning in a light southeasterly, after two general recalls. Good starts rewarded *Darwin Shipstores* (Ben Nicholas and Thomas Winter), *Ace 3* (Duncan Robertson/James Chilman) and *Scribbel* (Robert & Kate Douglass), as the wind shifted right (to the south) after the first work and closed off most passing lanes. The course was shortened on the second triangle as the southerly died and a light sea breeze came in. Results were in the above order, with current Australian Champs, *More Small Things* (Craig McPhee/Kevin Kellow) coming home in 9th place.

Heat 2

Conditions: 10-12 kts sea breeze:

seas moderate Long course

Heat 2 in the afternoon saw the sea breeze establish itself late enough to cause a brief postponement at 1500. *More Small Things* wreaked revenge. Although Ben & Thomas had a good start and settled well into the first work, Craig & Kevin showed superior off-wind speed along with *Crystal Ship*, sailed by Sandi Almond and ex-World Champ Russell Ford. By the first gybe mark, *Crystal Ship* led from *More Small Things* and *Darwin Shipstores*. Sandi and Russell dropped back to 3rd. The final result was *More Small Things* 1st, *Darwin Shipstores* 2nd & *Flying Ferrett* (Lachlan Brown/Trish Collocott) 3rd. Sandi & Russell were disappointed to find that their effort was to no avail; they were OCS.

Heat 3

Conditions: 5-8kts SE: seas smooth

Short course

Heat 3 on Monday morning was postponed on shore for 2 hours until a light southerly filled in. *More Small Things* took an early lead on *Darwin Shipstores* up the first leg. By the second reach the wind had swung right 90 degrees and the remainder of the race became a soldier's course. *Crystal Ship* had been in a sound position near the front but was again DSQ'd after passing through the start/finish line part way through the race. *Scribbel* came in third.

Heat 4

Conditions: 8-12kts sea breeze:

seas moderate Short course

Heat 4 was sailed back to back. The light sea breeze steadied but a moderate out going tide kept pushing the whole fleet over the start line early. After three general recalls the black flag was brought out with the desired effect. *Darwin Shipstores* rounded the top mark in the lead, with *Crystal Ship* and *Scribbel* in hot pursuit. *More Small Things* fought back in the freshening breeze to finish 2nd and *Scribbel* kept 3rd.

Heat 5

Conditions: 10-12kts sea breeze:

seas moderate Long course

Due to the morning's postponement, heat 5 which was scheduled for 1500 hours had to be sailed straight after the two short courses. The sea breeze never really filled in properly but was fairly constant. *Vamoose* rounded the top mark first, almost neck and neck with *Darwin Shipstores*. *More Small Things* and *Crystal Ship* weren't far behind. *Vamoose* was soon overhauled and the three lead boats opened the gap during the remainder of the race. When the fleet finally returned to the beach, everyone had been on the water for almost 5 1/2 hours.

Heat 6

Conditions: 12-15kts sea breeze:

seas moderate Long course

A steady sea breeze was established by the time heat 6 started on Tuesday afternoon. *Darwin Shipstores* and *More Small Things* were first to the top mark but *More Small Things* displayed superior speed on the reaches. *More Small Things* finished first with *Darwin Shipstores* second and the ever consistent *Scribbel* third.

Heat 7

Conditions: 2-15kts NW to E (shifty):

seas smooth Long course

Darwin Shipstores started late at the favoured boat end of the line then tacked on to port to find clear air. *More Small Things* started well a few boats to leeward and also tacked onto port. *Darwin Shipstores* was first to the top mark and was holding the lead when the bailer came away from the bottom of the boat at the wing mark. Ben attempted to stem the flow of water with his foot, but to

no avail. *Darwin Shipstores* was forced to retire as the boat started to sink. *More Small Things* opened up a commanding lead on the rest of the fleet until, on the last upwind leg, *Scribbel* hooked into a new line of wind and closed the gap, coming in 2nd ahead of *Crystal Ship*.

Heat 8

Conditions: 8-12kts sea breeze:

seas moderate Short course

A moderate sea breeze had settled in by the time heat 8 (on Thursday afternoon) finally got under way after one general recall. *Darwin Shipstores* took the lead on the first reach and held on to it through to the finish, followed by *Crystal Ship* and *Scribbel*. *More Small Things* fourth.

Heat 9

Conditions: 10-15kts sea breeze:

seas moderate Short course

Heat 9 was sailed back to back in a beautiful sea breeze and *Darwin Shipstores* led for the whole race. With *More Small Things* coming in second, only one point separated the two leaders (*Darwin Shipstores* on 9 points and *More Small Things* on 10 points). Heat 10 on Friday morning promised to be a real show down.

Heat 10

Conditions: 8-15kts N to NE: seas smooth Long course

Vamoose held off *Crystal Ship* and *Darwin Shipstores* on the first two legs, with *More Small Things* close behind in 4th place. By the second upwind leg, *More Small Things* had fought back and an intense downwind battle ensued with *More Small Things* and *Darwin Shipstores* engaged in a gybing duel. *Crystal Ship* held a slender lead but briefly lost it to *More Small Things* at one stage. *Scribbel* then moved up to join the leader's group. By the start of the last leg it was *Crystal Ship* around the leeward mark first, followed closely by *Darwin Shipstores*, then *More Small Things* and *Scribbel*. *Darwin Shipstores* held a tight cover on *More Small Things* but still managed to get through *Crystal Ship*. *More Small Things* in the meantime took a bad wind shift and dropped back to fifth position nearing the finish line.

Ben and Thomas had regained their title.

THANK YOU SPONSORS!

The success of the Tasar National Championships in Darwin can be attributed in no small way to the generous sponsorship of local businesses.

We are extremely grateful to all of them for their contributions of cash and/or kind.



Rexona, our major sponsor, provided cash, sample products and t-shirts. Each regatta bag contained a great range of deoderants (which made us all smell wonderful, even after hours on the water). Through their distributors, Unilever Foods, we also sampled complimentary Continental soups and mix of John West snack products. Everyone received a free Rexona t-shirt in their bag.

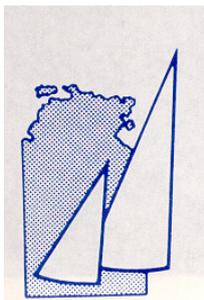


North West Constructions, a long standing local building company, contributed that all important cash.



Jacobs Creek provided copious quantities of champagne at the end of each day's racing and for the final presentation night. Apparently we set a new record for the consumption of champagne magnums - 7 of them in 20 minutes!

MV 'Gramps', our committee vessel, was made available for the entire week through the generosity of WHITE DRILLING.



Northern Territory Government

DEPARTMENT OF SPORTS AND RECREATION

The **NT Department of Sport & Recreation** and the **NT Yachting Association** both provided additional money.

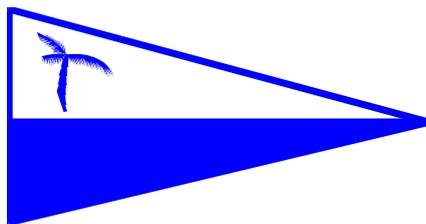


Schweppes supplied us with soft drinks for the duty crew and post race refreshments.



Ronstan donated a great range of prizes for each of the heats, including gloves, hats, bags and videos.

Barbecues Galore gave us a couple of quality camp chairs which we used as prizes in a fund raising raffle in the lead up to the regatta.



Darwin Sailing Club

The **Darwin Sailing Club** provided us with all the wonderful facilities we enjoy at the club – both on the water and for relaxation afterwards. A truly excellent venue for a National Event. Well worth the travel!

Tasars in Canberra

With Tasars at the Canberra Yacht Club, YMCA Sailing Club, the Defence Academy and ANU Sailing Club you might think racing is strong in the nation's capital, but for some very good reasons this hasn't been the case. (And to think that both the Victorian and NSW champions live here!)

For the 2000-01 season I'm aiming to improve on this. The plan is to promote six of the season's normal races on Lake Burley Griffin (four weekend races at the two big clubs

plus two twilight races), together with the ACT Tasar Championship, as a Canberra Tasar Racing Series. The races provisionally selected are:

Sat 14 Oct 1300 start at YMCA SC

Sat 12 Feb 1300 start at YMCA SC

Wed 8 Nov 1800 twilight race CYC

Wed 7 Mar 1800 twilight race CYC

ACT Dinghy Championship 11-12Nov

Sun 1/8 Apr 1400 start at CYC

Sun 10/17 Dec 1400 start CYC

I'll be developing a Notice of Race for the Series, but otherwise we'll all join in the normal club racing. If anyone wants to join-in, they'll be very welcome.

Contact me:
Martin Linsley 02 6265 6289
linsley@dynamite.com.au.

The Darwin Sailing Club Inc Presents Rexona 28th Australian Tasar Championships

Results by TopYacht Software

(C=DNC, S=DNS, O=OCS, F=DNF, R=RET, Q=DSQ, D=DND, Z=ZPG, U=DUT, Y=YPG, G=RDG, P=PROTEST, V=AVERAGE, #=NO DATA)

AGGREGATE SCRATCH SCORES Ties breaking to Stage 1 & 2 (Drops = 2)

Place	TiB	Sail No	Boat Name	Class	Skipper	Crew
1		2674	Darwin Shipstores	TasarOpen	BEN NICHOLAS	THOMAS WINTER
2		2666	More Small Things	TasarOpen	CRAIG MCPHEE	KEVIN KELLOW
3		2087	Scribbel	TasarOpen	ROBERT DOUGLASS	KATE & NICOLE DOUGLASS
4		2619	Flying Ferret	TasarOpen	LACHLAN BROWN	TRISH COLLOCOTT
5		26	Crystal Ship	TasarLadyHelm	SANDI ALMOND	RUSSELL FORD
6		2064	Vamoose	TasarMasters	HUGH BEKKERS	CHRIS BRITTAN
7		2667	Hard Attack	TasarOpen	SEAN HACKETT	TONY WHITE
8		2148	Cheers	TasarJunior	DAMIAN GOUGH	LUKE OWEN
9		160	Tramuntana	TasarOpen	BOB WRIGHT	SCOTT WRIGHT
10		2057	Ace 3	TasarOpen	DUNCAN ROBERTSON	JAMES CHILMAN
11		2184	Legs Akimbo	TasarOpen	JAMES LIVESLEY	SAMANTHA CAVANAGH
12		2588	One Crowded Hour	TasarOpen	DEREK HADWEN	FIONA PERRY
13		1751	Folk in Hull	TasarOpen	TOBY WHARTON	TIM JENSEN
14		2235	R & R	TasarJuniorHelm	LEIGH RICHARDSON	JAMIE RICHARDSON
15		2665	Agamemnon	TasarGrandMasters	CHRIS PARKINSON	BERYL PARKINSON
16		2134	White Hot	TasarJuniorHelm	ANDREW KENNEDY	ROSS KENNEDY
17		1862	T-Totaler	TasarMasters	KARL COOKSLEY	PAM MARTIN
18	8P	2246	Ace	TasarOpen	PETER HIBBERD	SARAH MOLONEY
19		2063	Couch Potato	TasarOpen	DAVID SECCAFIEN	JARRAD SECCAFIEN
20		2082	Scram	TasarLadyHelm	CLAIRE WHARTON	LIBBY EWENS
21		1945	Eidotter	TasarGrandMasters	GEOFF KLEIN	JANE KLEIN
22		2072	Bogey Boat	TasarLadyHelm	JENNY SIMONDSOON	TARYN BATENBURG
23		2132	Phuket	TasarLadyHelm	AMY NICHOLAS	LUCY MONTGOMERY
24		1675	Guinivere	TasarMasters	TORBEN Sass-Nielsen	LIZ KIRBY
25		925	Hit	TasarJuniorHelm	CHRIS COLLINS	JOHN NICHOLAS
26		1970	Ace 4	TasarOpen	PETER COHEN	CHRIS CARDEN
27		2319	Chiliz	TasarJuniorHelm	ZOE CHILMAN	PETER CHILMAN
28		2248	Ace 2	TasarGrandMasters	JOHN TYRRELL	ELIZABETH GREENWELL
29		765	M@D	TasarOpen	MICK DALE	LIBBY COLLINS
30		764	Nijinski	TasarOpen	DEREK MORRISON	CHRIS HURLING
31		2315	Flat Tack	TasarGrandMasters	JOHN PLUMMER	LUCILLE TAULELEI
32		1962	Desire	TasarMasters	BARRY BOX	GRANT TRELOAR

Rivoli Bay YC

November 18th and 19th

**Accommodation
available on Site!**

TASAR VICTORIA VS

SOUTH AUSTRALIA

**\$20.00 for 4 races
at this exotic location.**

**See where you stand
before the 2002 Nationals.**

ALL TASARS WELCOME TO COME ALONG FOR A GREAT WEEKEND SAILING.
CONTACT ADRIAN NICHOLSON - 08 85563507 FOR NOTICE OF RACE AND FURTHER DETAILS.

The Darwin Sailing Club Inc Presents Rexona 28th Australian Tasar Championships

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AGGREGATE SCRATCH SCORES Ties breaking to Stage 1 & 2 (Drops = 2)

Agg Score	Race 10	Race 9	Race 8	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
10	1	1	1	(33.00F)	2	1	1	2	-2	1
14	-5	2	4	1	1	2	2	1	1	-9
24	3	(33.00F)	3	2	3	-5	3	3	4	3
36	6	-11	5	4	4	6	4	-8	3	4
43	2	3	2	3	5	3	5	(33.00Q)	(33.00O)	20
44	4	4	8	-14	8	4	6	4	6	-17
66	7	12	6	-21	12	9	-17	7	7	6
69	13	5	-14	7	6	7	11	12	8	-31
70	10	7	7	-19	-15	10	7	11	5	13
77.5	9	-19	9	6	10.5	14	-21	16	11	2
91	11	-20	15	5	16	13	10	14	-22	7
96.5	-18	6	11	16.5	17	8	15	-20	13	10
98	12	16	10	12	-18	-25	14	17	12	5
101	8	13	-20	18	9	19	8	-25	15	11
103	15	8	12	-28	19	11	18	6	14	-26
107	17	10	16	-20	14	-17	12	13	9	16
112	14	9	13	9	7	21	23	-24	16	-27
128	20	(33.00O)	18	8	21	-24	13	19	17	12
128	21	22	-27	13	22	16	-27	9	10	15
131	-27	18	25	22	24	15	9	10	-28	8
133.5	-23	14	21	10	10.5	22	16	21	-23	19
138	-29	15	24	15	13	23	-26	15	19	14
143	26	-29	-31	11	25	12	20	5	21	23
164.5	19	25	19	16.5	-28	18	25	22	20	-25
172	16	21	26	24	20	28	19	-29	18	-28
179	22	17	17	27	-29	26	24	-28	25	21
189	-28	26	23	23	26	-29	22	18	27	24
197	24	24	28	-30	23	20	28	26	24	-29
205	25	23	22	25	27	27	-31	30	26	-30
214.5	31	27	30	26	(33.00C)	(33.00F)	29.5	23	30	18
223.5	30	28	29	29	-30	-30	29.5	27	29	22
249	32	30	32	31	31	31	-32	31	31	(33.00F)

Sail Melbourne International Regatta Tasar Southern States Regatta Jan 11th-14th 2001

As part of the Sail Melbourne International Regatta series to be held on Port Phillip Bay this Summer the Victorian Tasar Association in conjunction with the Victorian Yachting Council are holding a unique regatta event over 4 days at the Mordialloc Sailing Club. This regatta is part of the Dinghy Classic event scheduled there. The TAV have secured a separate course,

trapezoid, and the full co-operation of the local clubs to, we hope, put on a regatta of National Importance and cover the space normally occupied by a National Championships held at this time of the year. This is an invitation to all of Australia's Tasar sailors to attend. We will supply superb weather, good breezes, 1st class amenities & race organisation in a great fleet of competitive Tasar

sailors, all we need is you.

The Cost is just a measly \$55. We'll throw in a meal & some drinks & top it off for those who can stay around, a free night at Melbourne's Luna Park. Mark your calendars & come on down. There are loads of accommodation opportunities. You would be crazy to miss this opportunity folks. You will all receive a Notice of Race, consider it seriously as this is going to be the best fun, best value sailing you will ever get. Immediate Enquires -

**The Secretary TAV
PO Box 772 Mordialloc 3195**

The Darwin Sailing Club Inc Presents Rexona 28th Australian Tasar Championships

Results by TopYacht Software

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26	3P	2246	Ace	TasarOpen	PETER HIBBERD	SARAH MOLONEY
27		2674	Darwin Shipstores	TasarOpen	BEN NICHOLAS	THOMAS WINTER
28		2082	Scram	TasarLadyHelm	CLAIRE WHARTON	LIBBY EWENS
29		2063	Couch Potato	TasarOpen	DAVID SECCAFIEN	JARRAD SECCAFIEN
30		1962	Desire	TasarMasters	BARRY BOX	GRANT TRELOAR
31		2319	Chiliz	TasarJuniorHelm	ZOE CHILMAN	PETER CHILMAN
32		764	Nijinski	TasarOpen	DEREK MORRISON	CHRIS HURLING



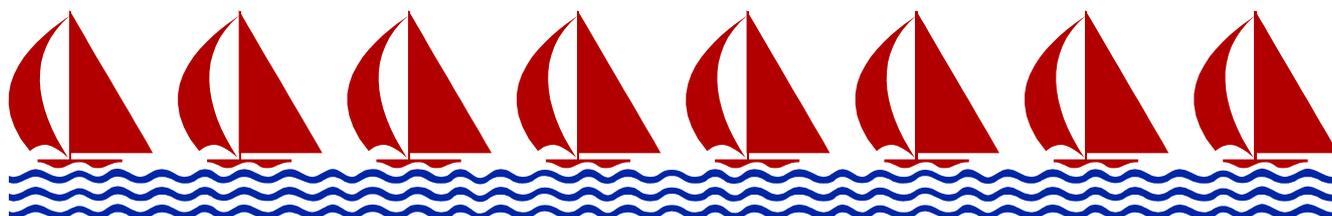
The Darwin Sailing Club Inc Presents Rexona 28th Australian Tasar Championships

Results by TopYacht Software

(C=DNC, S=DNS, O=OCS, F=DNF, R=RET, Q=DSQ, D=DND, Z=ZPG, U=DUT, Y=YPG, G=RDG, P=PROTEST, V=AVERAGE, #=NO DATA)

AGGREGATE HANDICAP SCORES Ties breaking to Stage 1 & 2 (Drops = 2)

Agg Score	Race 10	Race 9	Race 8	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
66.5	11	8	4.5	6	8	1	1	(33.00Q)	(33.00O)	27
74	4	2	17	-30	28	8	7	3	5	-29
74	19.5	14.5	8.5	2	7	5	-28	-30	9	8.5
77	21	9.5	11	1	1	9	-22	20.5	4	-22.5
77.5	24	6	-28	19	10	2	9	6.5	1	-31
86	12.5	1	4.5	-29	24	10	26	2	6	-28
86.5	16	9.5	3	13	13	11	-18	-28	16	5
92.5	3	14.5	-25	14	4	17	14	-29	7	19
93.5	6	-27	22.5	4	17	19	8	13	-29	4
96.5	10	5	6	-27	-29	21.5	6	19	3	26
97.5	1	11	-29	23	6	25.5	2	-31	15	14
102	-30	3	10	22	19	4	17	-25	14	13
103.5	2	19	1	-28	21	13.5	-30	15	11	21
106	7	-24	7	11	12	-30	19	23	21	6
109	9	-25	13	8	-26.5	6	23	17	13	20
109.5	-28	17	22.5	24	23	12	5	4	2	-30
110.5	15	16	-26	21	5	3	-21	20.5	12	18
111	-29	18	-27	9	2	18	10	18	20	16
113.5	8	28	8.5	5	9	27	-32	27	-28	1
117	17	22	16	10	11	15	-25	24	-24	2
119	-32	13	24	17	3	20	-29	9	23	10
121	-26	4	18	25	15	-25.5	12	14	8	25
123.5	18	(33.00F)	15	20	16	-29	3.5	10	26	15
124.5	14	-26	12	16	22	21.5	14	-26	18	7
127	19.5	29	-32	7	-30	7	24	1	17	22.5
129.5	22	(33.00O)	19.5	3	18	-28	14	22	19	12
129.5	-27	7	19.5	(33.00F)	26.5	13.5	11	16	25	11
134	25	12	30	26	-31	24	3.5	5	-31	8.5
135	12.5	23	-31	18	25	16	-31	6.5	10	24
136	5	30	2	31	14	-31	16	11	27	(33.00F)
137	-23	21	14	15	20	-23	20	8	22	17
156	31	20	21	12	(33.00C)	(33.00F)	27	12	30	3



Whitstable 2001

Whitstable 2001 is rapidly approaching and we need to firm up numbers of boats who intend to attend. Saturday and Sunday August 18 and 19 will be registration and practice race/s, with the series getting serious on Monday August 20 and finishing on Friday 25th. At this early stage I would expect that we would have the containers delivered on Thursday August 16th.

Whitstable is easy to reach from Heathrow Airport, about 90 minutes around the M25, A2 and A229, depending upon the time of day. Cars can be rented from a number of places and I will list some of these later, but beware the strength of the Pound has made the UK quite expensive. The A\$ is only worth GBP 0.38 at present.

Whitstable is a small holiday and fishing town and as such will be busy during the UK holiday period of August therefore I would suggest you book accommodation NOW!!!! I have already booked and I know a few others who have done likewise.

There is a range of accommodation in Whitstable and neighbouring Hearne Bay and Canterbury which is only a few kilometres away. The following is a short list of some bed and breakfast places.

You can also try the following web sites;
canterburyinformation@canterbury.gov.uk

hernebayinformation@canterbury.gov.uk

whitstableinformation@canterbury.gov.uk

Whitstable accommodation

B & B's

Windy Ridge

Ph: 001144 1227 263506

Fax: 1227 771191

Alliston House

Ph: 1227 779066

The Cherry Garden

Ph: 1227 266497

Trappers End

Ph/Fax: 0208 9420324

e-mail: janette.reed@cwcom.net

Harbour View

Ph/Fax: 1227 280391

Typical costs GBP 40-60 per double per night

Pubs.

Hotel Continental

Ph: 1227 280280

Fax: 1227 280257

(This place is expensive, but close and handy)

The Marine

Ph: 1227 272672.

Herne Bay Accommodation

B & B's

Foxden

Ph: 1227 363514

Arlington House

Ph: 1227 244385

Golf Lodge Cottage

Ph/Fax: 1227 740342

Hobbit Hole

Ph/Fax: 1227 368155

e-mail: hobhole@aol.com

Waters Edge

Ph: 1227 372855

Seaside cottages

Ph/Fax: 1634 300089

e-mail: iluka@coa.org.uk

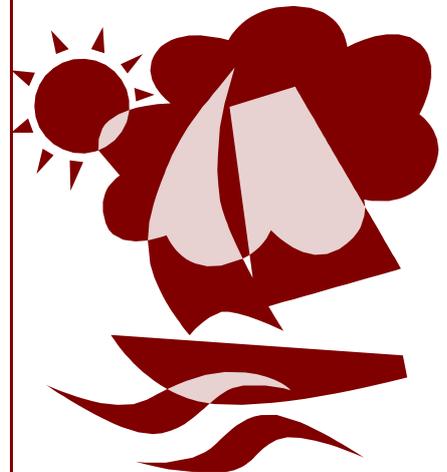
San Remo

Ph: 1227 375941

I won't list all the accommodation in Canterbury, but there is heaps.

Charter Boats

No doubt there will be a few charter boats available but don't expect them to be cheap or in top condition, and that is no disrespect to the



owners, but obviously most of the top and best boats will be racing. After all the enthusiasm at Christmas I expect a good response, but I guess a few would have had second thoughts. So anyone who intends to go please let me know ASAP. We will require a non-refundable deposit, probably by December, and it will be "first in best dressed" as far as container space is concerned.

Ian Guanaria.

Rudder Pintle Replacement

This article has been taken from the TasarSailor@egroups. You can subscribe to TasarSailor by logging on to www.egroups.com/community/TasarSailor

This site is intended to provide a worldwide forum for Tasar discussion

From: Steve Harrington

The strap that the rudder pintle is welded to broke the other day just after I finished telling my crew about how to sail without a rudder.

My question is, is this the same part as on a Laser or Laser II or do I need to order the actual Tasar part from the current builder.

Steve Harrington

Tasar 882

From: Richard Spencer

I would strongly recommend getting a new pintle from Alvis Marine (you can find their address on our web

site at www.tasar.org There is a new part which is much stronger than the original.

Richard Spencer

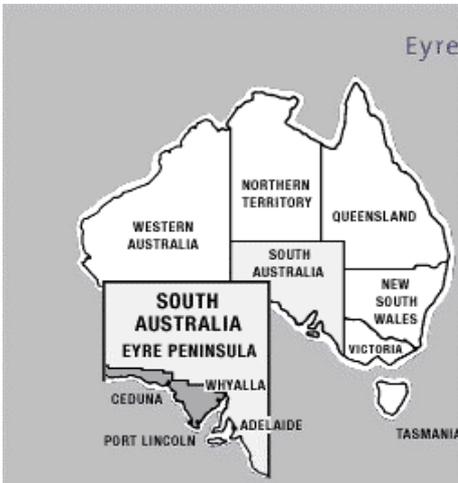


29th Australian Championships

Port Lincoln Yacht Club

South Australia

January 2002



You'll probably want to know a few details about the 29th Tasar National Championships to be held in 2002. They will be held in Port Lincoln at the Port Lincoln Yacht club, the same fantastic venue as last time.

The sailing waters of Port Lincoln are completely enclosed by Islands and natural land formations to offer excellent sheltered waters.

Port Lincoln is at the bottom of Eyre Peninsula surrounded by sea. This ensures fairly constant temperatures and reliable winds of a mid strength.

The sailing club itself offers ample parking and lawn rigging areas for all attending yachts.

The town of Port Lincoln is a charming place with lots to offer the non sailor on a daily basis with everything from deep ocean fishing to donkey rides.

Accommodation is inexpensive no matter what level you are after. However you should book early to ensure you get what you want as Port Lincoln is a popular holiday destination.

The Club

Port Lincoln Yacht Club is situated on the shore of picturesque Boston Bay.

The Club has a large range of facilities to cater for all the needs of a sailing regatta. These are: large ,high speed rescue craft, all equipped with radios, first aid equipment, electronic aids and regular boat crews.

The PLYC is a fully licensed, two storey club, with a large bar, fully equipped kitchen, coffee bar, dance floor, male and female toilets and seating for 200 guests up stairs. The course area can also be observed from the upstairs balcony. Downstairs there is a 'wet' bar, BBQ

area, under cover storage and large male and female changing rooms, toilets and showers.

The Port Lincoln town centre is a five minute walk away.

A large, quiet creche room is available at the club.



The Proposed Format

Races	Day	Date	Warning Signal
Invitation Race	Saturday	January 12	1400hrs
Heat 1	Sunday	January 13	1400hrs
Heat 2	Monday	January 14	1254hrs
Heat 3	Monday	January 14	ASAP after Heat 2
Heat 4	Monday	January 14	ASAP after Heat 3
<i>Lay Day</i>	<i>Tuesday</i>	<i>January 15</i>	
Heat 5	Wednesday	January 16	1000hrs
Heat 6	Wednesday	January 16	1254hrs
Heat 7	Wednesday	January 16	ASAP after Heat 6
***	Wednesday	January 16	ASAP after Heat 7
Heat 8	Thursday	January 17	1254hrs
Heat 9	Thursday	January 17	ASAP after Heat 8
***	Thursday	January 17	ASAP after heat 9
Heat 10	Friday	January 18	1024 hrs
***	Friday	January 19	1254hrs

Presentation night on the Friday Night

(Please note that this format has not yet been fully approved and may change slightly)

29th Australian Championships Port Lincoln Yacht Club South Australia January 2002

The Koopa Classic Rap

The RAAF Amberley Sailing Club held it's first Regatta in many years on the 6-7 May with a Tasar competition held at T.S. Koopa, Bribie Island. It was a resounding success for all participants as it had several tasks in mind. It was designed to bring the Tasar community in SE Qld together - a situation that has not occurred for a long time, it was designed to provide the beginnings of an Interservice Competition for the local area, which it did with two Army boats competing against two RAAF boats, and it was designed to foster the spirit of the Tasar class as the champagne class, which it definitely did!

There were five races held over the two days - three Saturday and two Sunday, with one race able to be dropped. The Saturday gave light winds up to ten knots, while Sunday brought on eighteen to twenty-five knot breezes, giving a testing range of winds for the fleet of nine boats. Bribie Passage, although fairly narrow, was a great testing ground for everyone, with strong tides of differing directions and funnelling of the winds up and down the course. The courses set were the successful figure eight as described for the Queensland Championships at Tinaroo Dam and again everybody thoroughly enjoyed them. The Training Ship - belonging to the Navy Cadets - proved to be an ideal clubhouse, with all the mod-cons and bunks to spare, as well as a nicely appointed bar and deck from which to consume the mandatory Champagne and nibbles!

Race 1 saw the all-important tide on the turn - not that it mattered much as no one had raced here before! The light Sou-wester of 5-8 knots saw the top mark set up part way into the Ningi branch of the passage. The start crew mixed up the times, but most of us worked out what he was up to and managed a reasonable start. Just



Lounge - 40 machines and keno.
Phone (08) 8682 2133 or
fax (08) 8682 2936.

HILTON MOTEL

King Street, situated on the shores of Boston Bay. 33 units, 12 executives with video machines and 6 with on-suite spas. Honeymoon suites with harbour views. All units have tea & coffee facilities, colour T.V., electric blankets, air cond, hair dryers, phone, fridge, Austar. Guest laundry and licensed restaurant (Mon to Sat) on site. Breakfast served to suites or in Dining Room. Conference facilities available. Fax/ photocopy facilities. 5 min walk to shopping centre.
Phone (08) 8682 1144 or
fax (08) 8682 3786.

LIMANI MOTEL

Lincoln Hwy, (3 storeys), 22 large modern beachfront units, all with harbour views and private lawn to beach, r/c aircond, private shower & toilet, elec blankets, tea & coffee facilities, kitchen facilities, frig, T.V., Austar multi channels, phone in units, hairdryers in all rooms, handicapped facilities, luxury spa suite, 2 level car park, walking distance to town centre.
Phone (08) 8682 2200 or
fax (08) 8682 6602.

KIRTON POINT CARAVAN PARK

Situated on Boston Bay in Port Lincoln. 350 sites, 200 power, 19 cabins with en/suite acc. 6, 18 cabins acc. 4, 5 cabin vans acc 5, 2 pl/gnd, kiosk, shade, ice, BBQ, launching ramp, jetty, town water, separate toilets & showers, laundry. Hindmarsh St. 3km from P.O., Close to Lincoln Cove Marina. Phone (08) 8682 2537. (Over looks the race area)

See You There

Call 08 8556 3507

anicholson@mmal.com.au

Getting Organised

A couple of important Web Sites to Visit:
www.plyc.com.au www.epta.com.au

A List of Accommodation

BLUE SEAS MOTEL

7 Gloucester Tce, (3 storeys, ground floor accom), scenic harbour views, 15 units, queen size beds, air cond, private shower & toilet, hot and cold water, elec blankets, room heating, tea & coffee facilities, toaster in room, fridge, col TV. Free in-house videos, ISD/STD direct dial phones, clock/ radio. Guest laundry facilities. Breakfast and light meals available to room. Located in town centre close to visitor facilities. Fax/ photocopier. For personal friendly service your hosts Nelson & Vonnie Christian.
Phone (08) 8682 3022 or
fax (08) 8682 6932.

GRAND TASMAN HOTEL

Tasman Tce, 26 en suite rooms, a/cond, TV, mini bar, ISD/STD phones, Sky channel, TAB, complimentary n house movies and satellite TV, fax/photocopy facilities. Award winning Moorings Seafood Restaurant. Recently renovated Anchors Bar & Bistro, Lucky Dollar Gaming

goes to show - you can never trust these keelboat types! Because of the positioning of the various sandbars and a 40 degree wind shift just after the start, the upwind beat favoured an early port tack for a long haul to the layline. Naturally we didn't do that and took our place near the end of the fleet around the top mark. At least there was someone else behind us! The reach was split into two gybes with the first mark on port and the second starboard. Thank god the front-runners got it right, because everyone else just followed! The next work then favoured going left first, then a long port tack to the layline (hmmm - heard that before already???) and we actually jagged the right time to tack, making up several places to the upwind mark. The breeze was swinging around the banks, lifting us all the way to the mark, so we must have looked pretty professional to the others - well we thought we did (after the fact!). So trundle down to the bottom mark and back up to finish, but there was no catching the ultra light crew of Helen and Katie, with Noel and Ben hot on their heels. Race one lasted about 50 minutes, which was about right for each race for this format.

Lunch....

Race 2 was pretty much the same course, only the outgoing tide had set in by now. It produced an interesting tide line about 100m up the course, so you had to choose where to cross it and which direction was it going to take you after you crossed it. We chose to go left 250m and then allow the tide to set us toward the mark on the long port. It didn't really set us up to the mark, but the wind brought us well above the mark - in fact we ended up in the wind shadow of the shore! Those that were early on port fared pretty well and were up around the mark early. God I hate having to apologise to my crew for making the same mistake twice - it's the sort of thing you get reminded about in the wee hours of the morning while still at the bar... However we tried hard on the reaches, passing a few boats and worked into third - but there was STILL no catching that LIGHT crew of Helen and Katie, with Noel and Ben hot on their heels....

Race 3 saw the breeze pick up to 8-

10 kts. WOOHOO!!! Stella and I were ecstatic (we weigh in at 160kgs) at the thought of maybe sitting on the same side at the same time! This time we resolved to just cross that tide line and tack to port. We got a good start and followed our game plan and it worked!! First around the top, followed by TJ Southwood with his crew Rob Huxley - RAAF one and two!! Cool - now ALL we have to do is keep that lead. What a surprise to find us on the homeward beat controlling that LIGHT crew of Helen and Katie, with Noel and Ben hot on their heels.... Then something happened that you rarely see - Noel passes to leeward to take out second spot from Helen by about a foot. Unfortunately TJ couldn't keep up the pace and dropped back to sixth. Back to the TS Koopa for the obligatory Champagne and nibbles on the top deck. Try as we might we couldn't quite get the corks to reach Helen's boat, so we went back to the drawing board for skulduggery-type plans on how to slow them down. Dinner was delightfully cooked on the BBQ by the starter-cum-chef, Evan Johnston, followed by a talk from Noel Sneddon on boat handling and trimming. Thereafter the evening degenerated into your basic drunken discussion that seems to follow every Tasar event. The highlight of my evening was going to bed AFTER my crew - an unusual circumstance - but I don't think my dear wife was too impressed with me stumbling in at 4am!!

Next morning started with the aroma of frying bacon and for me the gentle fizz of a Berocca (I come prepared!). The sky was full of promise of wind and it was already fulfilling that promise. I would've been excited ordinarily, but my successful quest to outlast my crew put me in a different frame of mind entirely. What did buoy me up was the look of consternation on both Helen and Katie's face! All of the previous nights thoughts of skulduggery were wasted as mother nature took care of the leaders...

Race 4 was started in 18-20kts South-East with the start of an outgoing tide. The course was laid diagonally across the passage with

the top mark near the bridge. Holding a starboard start along the shore picked up a small lift, then onto a long port was one way to go. We feathered in the strong winds, holding the boat in the tide to allow it to drift back onto the mark worked well. The other way to go was Noel tacking across to port early, going fast and low. We both ended at the top mark together despite the different methods or sheeting arrangements, so go figure!!



He being slightly in front of me, we let him turn first and in the broad reach to the next mark set about overtaking him. We picked a suitable gust, blanketed his air, raced forward, then promptly capsized!! Oh the ecstasy and agony! By the time we were back in the boat, we were back in fifth spot with a broken whisker pole. Helen and Katie were struggling in the stronger winds so we managed to overhaul them on the way to third spot, however there was no catching Noel and Ben or Darryl Stone and his crew in the time left. Tony Grimminck lost his rig in the middle of the channel - a first for him, while others struggled in the strongish breeze.

Lunch...

Race 5 and the wind had increased to 20-22 knots, with more gusts than the morning. The course was altered slightly but the now fast ebbing tide necessitated a port start to take advantage of the huge lift. Only 5 boats started, the others rightly thinking discretion was the better part of valour at this stage. The start line was a little confusing with a crabpot almost equidistant to the start boat as the line, but to port of the boat. Terry and Jan Mosler braved the passage after an annoying capsized while still in the

marina - with mud covering a quarter of their main it was obvious to everyone that they had been "fooling around!" We hit the start right on time through the little huddle of boats near the pin and accelerated into good clean air. About 100m up the course we looked back to see the last of the huddle going through the line *the other side of the start boat!!* BUGGER - we had started on the crabpot!! It looked like everyone else was approaching a start at the crab pot, but in fact everyone had a shocker of a start for the real line. Needless to say we became the back of the fleet eating humble pie... Darryl was hot on the heels of Noel this time, just for something different, but he lost out somehow as by the time we rounded the bottom mark in 3rd he had given Noel a lot of distance. Darryl then tried a different approach by staying on starboard for a while, but ended up overstaying the mark considerably. He rounded 30m in front of us then capsized after bearing away. YES!! He reckoned he looked up from the water to see two grinning faces pass him by!! This allowed Tony Grimminck and Joe Monisse to take out third for the race. Some cracker reaches were to be had amongst the steep chop for all concerned and I think all of us had a lot of Tasarfuns.

All in all our first Regatta was a lot of fun. This was emphasised by the briefing re protests - "If you want to protest, the price is a carton of beer to the Committee." Funnily enough there were no protests.... The venue was great, the small stretch of water ensured that the racing was fairly close, the weather was kind and the company was great. What more could you want?

Crew	Sail No.	1	2	3	4	5	Pts	Place
Noel Sneddon/Ben Johnson	2118	2	2	-	1	1	6	1
Helen Gannan/Katie Bundred	1670	1	1	3	4	-	9	2
Ross Mac Donald/Stella Schilling	763	3	-	1	3	2	9	2
Darryl Stone/various	1944	-	4	4	2	4	14	4
John Knobbs/Mark Smith	783	4	5	5	-	10	24	5
Terry Mosler/Jan Mosler	2012	8	6	-	5	5	24	5
Tony Grimminck/Joe Monisse	1881	6	7	-	9	3	25	7
TJ Southwood/Rob Huxley	1868	9	9	6	6	-	30	8
Phil Cooper/Jim Cooper	781	7	8	8	9	-	32	9

Three New Interpretations

In response to an inquiry from Peter Brewer, Frank Bethwaite asked me to comment on the meaning of three terms in the Tasar class rules: class racing; sanctioned event and special event. I asked Ian Guanaria, the Chief Measurer, if he would issue interpretations covering these terms. Ian has issued the following interpretations:

28. "Class racing" (see rules 4b, 4c and 12m) means racing in an event in which two or more Tasars are racing against each other, and are being scored as a Tasar class without the use of any handicap system. Racing in an event in which one or more Tasars are racing in a mixed fleet, and are racing against and being scored with other classes, whether or not a handicap is used in computing the results, is not class racing." The idea behind the reference to "class racing" is to ensure that when Tasars race against each other as a class, none

have an unfair advantage because of lighter weight or for some other reason.

29. "Sanctioned event" (see rules 29a, 29c, 31 and 32) means an event organised or authorised by the World Tasar Class Association or a Tasar region, district or fleet. Tasar class racing in these events is governed by the Tasar Class Rules, which may only be changed by waiving a rule or rules, subject to approval by a resolution of a Tasar region, district or fleet at an annual or special general meeting. No changes to the Class Rules may be made for events organised or authorised by the World Tasar Class Association. The wording recognises that some regions or districts have decided to waive some of the rules for some or all of their events. For example, NATA does not apply the crew weight rule in any of its events. I believe TAUk decided not to require stiffeners, at least until the next world event. While it could be

argued that there should not be any such changes (there is nothing in the rules that specifically allows them), this is what the members in those areas want, and what they have done.

30. "Special event" (see rule 29e) means an event in which Tasar class racing is governed by the Tasar Class Rules, with a change to rule 29e made by organising authority and which applies to that event only." This reflects the fact that "special events" are intended to allow (or even encourage) relaxation of the crew weight rule in special cases.

All interpretations are subject to review and approval by the World Council, so these will be considered in Whitstable.

These interpretations will be posted on the Tasar World Council web site at www.tasar.org

Tasar ASSOCIATION OF NEW SOUTH WALES

PO Box N711 Grosvenor Place, Sydney, 2000

2000/2001 SUMMER INTERCLUB PROGRAMME

		Gosford Sailing Club		
Sat	9 Sep 00	Race 1	Interclub Heat 1	1:00 PM
		Concord / Ryde Sailing Club		
Sat	14 Oct 00	Race 1	Interclub Heat 2	1:30 PM
		ACT Titles – YMCA Sailing Club		
Sat	11 Nov 00	Race 1		10:00 AM
Sat	11 Nov 00	Race 2		2:00 PM
Sun	12 Nov 00	Race 3		10:00 AM
Sun	12 Nov 00	Race 4	Interclub Heat 3	1:00 PM
		Liverpool Boating Club		
Sat	20 Jan 01	Race 1	Interclub Heat 4	2:00 PM
		Port Macquarie Weekend		
Sat	17 Feb 01	Sprint Racing	Queen's Lake	1:00 PM
Sun	18 Feb 01	Race		10:00 AM
Sun	18 Feb 01	Race	Interclub Heat 5	1:00 PM
		Victorian Tasar State Titles – Yarrawonga Yacht Club		
Sat	10 Mar 01			
Sun	11 Mar 01			
Mon	12 Mar 01			
		Woollahra Sailing Club		
Sun	18 Mar 01		Interclub Heat 6	2:00 PM
		24th NSW Tasar State Titles - Point Wolstoncroft		
Fri	13 Apr 01	Race 1		2:00 PM
Sat	14 Apr 01	Race 2		9:30 AM
Sat	14 Apr 01	Race 3		2:00 PM
Sun	15 Apr 01	Race 4 & 5 back to back		1:30 PM
Mon	16 Apr 01	Race 6		9:00 AM

The Association is keen to make more use of the internet for communication, if you have an email address please send an email to Chris Parkinson at parkys@ozemail.com.au.



Tasar Association of Victoria 2000-2001 Sailing Programme

September 10th

Mordialloc Open Day- Mordialloc Sailing Club
Coaching am/ racing pm.- 1st heat Tasar Traveller Series

October 13,14,15th

Coaching Weekend- Cairn Curran
Arrive Friday night 13th
Coaching Saturday and Sunday

November 11,12th

Chelsea Yacht Club Opening Day- Chelsea Yacht Club
4 of a kind Regatta (Port Phillip Championships)
Saturday pm, Sunday am & pm
Sunday, Second heat- Tasar Traveller Series afternoon race.

December 10th

Coaching/Race day- Westernport Yacht Club
Coaching am/ racing pm.
Third heat Tasar Traveller Race Series

January 11,12,13,14th

Sail Melbourne Regatta
Fourth & Fifth heat of the

Tasar Traveller Race Series, 12,13th.

February 25th

Coaching/Race day- Mcrea Yacht Club.
Coaching am/ racing pm.
Sixth heat of the Tasar Traveller Race Series.

March 10,11,12th

State Championships- Yarrowonga Yacht Club.
Seventh heat of the
Tasar Traveller Race Series- race 4

Promotional Events

Mordialloc Sailing Club- Winter Series

Sailing every Saturday throughout
August and September.

Albert Sailing Club

Sailing every Saturday though Winter.

Lake Boga Easter Regatta 2001

NSW State Titles Easter 2001



Teaming In Tasars

The 2000 Australian National Team Racing Championship

Over the weekend of 20-21 May many of Australia's top dinghy sailors congregated in Sydney for the 2000 Australian National Team Racing Championship. The regatta used 19 of the Royal Australian Navy's red Tasar dinghies, each sporting a mainsail with a colored panel to indicate which of the six teams it was part of.

Between 1985-98 the RAN organised both the national team racing championship and feeder events in NSW and Victoria used to select state representative teams. For the past two years though, Grand Prix Sailing has undertaken the task with Navy being the primary sponsor.

As with last year's Championship, the two-day regatta was sailed from Sydney's Balmoral Sailing Club. Entries were by invitation only, as the competition is limited to twelve teams. The aim is for each state/territory to send the best possible team it can. This year there were two teams each from Queensland and Tasmania; one each from Victoria, South Australia and the ACT, four from NSW, and the Navy team. Several teams were offshoots of the highly successful national schools team racing program, and most teams had national champions or Olympic triallists amongst them. The Royal Prince Alfred YC team included James Spithill - Australia's skipper at the recent Americas Cup competition in New Zealand. Australia's Tasar racing fraternity was to be seen in a number of

teams. The ACT team was led by Bruce Paine (NSW Tasar Champion), Shane Guanaria and Stu Friezer sailed for NSW teams, while joining me and Nick Grey in the Navy team were Rick Longbottom and Jude Kennedy, and Wayne Hale with Steve Jones.

A round-robin format was used for the competition, so that each team sailed 11 matches, and a total of 56 races were completed. An M shaped course was used and, as the average length of each race was about 12 minutes, the legs of the course were short! Fortunately the weather conditions were favourable, enabling the program to be completed as planned. On the Saturday, light NW breezes of between 3-8 knots prevailed. Sunday's racing began in stronger breezes which then gradually decreased in strength as the day progressed.

Although we in the Navy team had multiple state and higher-level Tasar championship credits, we were conscious of our lack of recent practise in the highly tactical and combined skills of team racing. We were right to be! Boat handling and tactical skills proved far more important than boat speed. In our first set of five match races we won just one. Too often a single silly slip led to place-changes which couldn't be recouped. However, with stronger winds giving greater emphasis to boat handling for the second set our results improved, and a 2 win to 1 loss record achieved.

This ratio was reversed in the final set of three matches though, with the result that the Navy teams finished with a 4-7 win-loss ratio and seventh place overall. The intensity of team racing is such that with multiple matches being sailed it's difficult to keep track of how teams are faring. As the event progressed though, the large scoreboard in Balmoral SC showed that the best teams were consistently winning.

By late on Sunday afternoon, it was clear that the winning team was one assembled by Hugh Stodart, from Middle Harbour YC in Sydney. It won 10 of its 11 races. Second was the team from Royal Prince Alfred YC on a count back from Connells Point SC (both from NSW). Fourth was Queensland's Lucus Downs team, last year's equal winners who then represented Australia in the World Team Racing Championship in the USA.

The Championship is unique in Australia, and has a good reputation. The Tasar is probably the only class of dinghy in Australia (with the possible exception of the Pacer) suitable for it. Being one design, highly maneuverable, and easy to sail for people of average dimensions are all qualities which favour its use for team racing.

Team racing is high-octane competition! If ordinary racing has become a bit 'ho-hum' for you, why not try it out with a few of your Tasar sailing chums?

Good sailing, Martin L.

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Option 1 #2559. \$5500

Grey, white & pink. Visually very good. Good gear all round inc f'glass foils & near new sails & heavy weather sails. Aluminium beach dolly with road trailer set up for dolly.

Option 2 #2329. \$5500

White. Never raced, hardly ever sailed. Hull is unmarked and inc f'glass foils, sails as new. Heavy duty road trailer.

Will sell either boat & transport to trucking depot for dispatch.

Warren Morris W: 08 93485285

H: 08 93877076

Tasar 1780

1 owner since new, good condition, no trailer Stored at Balmoral. \$2300. ONO. Contact: Peter Dwight Ph 02 9909 3533

Tasar 1768

Winner 99/2000 Greenwich Club Pointscore 2 Sets of Sails. Ready to Race or Play. \$2500 BH: (02) 9428 4494

UTS want a 5th Tasar to add to their fleet. Will spend up to \$6500. 26 series boat.**

Contact Scott Wallace on 0410 681 651

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How to Pack up Five Tasars in a 20-Foot Container

* & Eleven Tasars will fit into a 40-Foot Container *

Ingredients:

5 Tasars
1 box Danband blue plastic tape
Metal clips
Ropes
Carpet offcuts
Padding materials
 Sheets of sponge rubber
 Blankets
 Tyres
 Polystyrene foam
Duct tape
Bubble wrap
Padlock
And at least four people.

1. Get up before the crack of dawn to battle Sydney peak-hour traffic and reach Wetherill Park (on the south-western fringe of the city) by 9am on a Monday morning. Be amazed by kilometre after kilometre of industrial frontage. So this is where all the trucks in the world come from. Find the very end of Cowpasture Road (no cows to help here).

2. Wonder at the huge space of the empty container. This'll be a breeze! Prepare the first boat hull to go up against the roof of the container – duct tape over jib fairleads, traveller ropes uncleaned and tidied away around thwart, pieces of dense

polystyrene foam taped to deck to prevent contact with the container, motorcycle wheel fore and aft to make sure.

Strap boat up, stern inwards, with many cross-lines of blue plastic tape (Danband) and clips. Tie these to container points fore, aft and middle in varying combinations – there aren't many of these points, so use to full capacity. Tighten progressively. Make sure by using a thick webbing strap with ratchet fastener and / or ropes for extra support fore and aft. Slip small pieces of carpet between hull and ropes / straps at potential rubbing spots.

3. Wonder at how little space seems to be left. How will four more boats fit in? Prepare two more boats to go along the sides of the container, stern inwards. Similar procedure.

4. Now fill up inside spaces with spars wrapped in bubble wrap and labelled with boat number. Also bags of sailing gear, foils in bags and / or bubble-wrapped, tool boxes (tied in), etc.

5. The last two boats can go in on a

Tasar trolley, one piggy-backed on the other. Store as many sails in the cockpit space between these two hulls as will fit – two mainsails through hatch openings (if large enough) in the lower boat. Strap lower boat to trolley and place upper boat on top, deck to deck, and fastened as for trailing, with pieces of foam, taped, between them at mast step and on both sides of the cross boards. Move trolley partly into the container, bow first. Remove wheels when front part of trolley, resting on the container floor, takes weight off them. Store wheels in container. Secure these hulls with many lines of tape to container points as before. Take photo as the person inside worms their way, dishevelled, to the outside.

6. Fill the space between all hulls as much as possible with layers of sponge, blankets, old tyres – hopefully supplied by the transport company). Place a tyre between sterns and container door.

7. Finally, close doors of container, secure one of the latches with a padlock. Keep key safe! Note the number of the container.

Breathe great sigh of relief!!

These Articles have been taken from the TasarSailor@egroups. You can subscribe to TasarSailor by logging on to www.egroups.com/community/TasarSailor

POINTING

From: Keith Melvin

Any advice on pointing?? I noticed a tack shackle being mentioned?

Here's the problem, I race in a mixed fleet and need to point on starts and in the chop/slop we get with the summer easterlies.

I've had a couple of practice races with my new crew at the new club.

We get a nasty chop here and it was doing mid four down to force 2 all the time. I just can't seem to get the boat pointing, although she does make less leeway than a conventional boat.

In a steady wind (without a two to three foot wind gain tide!) I can keep her flat and plane, taking a bite out the wind once we're motoring.

Keith 421

REPLACEMENT OF CENTREBOARD CASE CARPET

From: Tony Keevers

I'm in the process of removing the hessian backed carpet from my centreboard case & replacing it with newer carpet that Bethwaite Design have kindly provided me with. I have removed the carpet from the top of the case (it was actually falling off) and also scraped away the majority of old adhesive and remaining hessian from the casing (I found a thin putty knife was good for removing the glue). I am just about to turn the boat over & repeat the process on the carpet at the bottom of the case.

I haven't, as yet, inspected the bottom to see how the carpet was originally placed however, once all the carpet & glue has been removed from the bottom, I was wondering if anybody had advice as to where the new carpet should be situated. That is, should the carpet be located so that it is flush and parallel with the bottom or located slightly further up inside the centreboard case? Any advice? Cheers! **Tony Tasar 1818**

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Tacking style

From: Keith Melvin

Question to those who race in close fleets, re effectiveness of this technique.

Based on a Y&Y magazine article on the Laser, I've started to tack using minimal rudder, but not a traditional roll tack. It's a kind of semi roll tack for light and medium airs

(up to 12knts wind) goes like:

- 1) sheet in main
- 2) Induce (or increase) a slight leeward heel to promote luff
- 3) Use a tiny bit of tiller
- 4) centralise body weights near head to wind
- 5) back jib a little for helping get to new tack
- 6) [the rudder more or less follows the tack, not induces it.]
- 7) weight out
- 8) sheet main out for more power, jib in.

This 'feels' like I gain more winward ground and keep boat speed on, but I have no other Tasar to compare this to. It does take longer than a roll or heavy rudder tack.

Comments?

From: Nicholas Brown

Sounds like good tacking practice to me. I'm not certain a traditional roll tack in the Laser or Flying Junior style will do anything for a Tasar. Assuming you are avoiding too much bouncing around in your tack, you should find this fast. Personally I don't like to heel to leeward - it seems to take too long to get the boat to head up. If it feels good do it until someone passes you.

Nick 1454

From: Paul Stainsby

I agree, I like to "fold" the boat into a roll tack rather than throw it round with lots of tiller. I think this is because the boat has so little rocker and the ends don't come out of the water when it is heeled like, for instance, an Enterprise or Firefly. It will not turn quickly so don't try to make it! A good roll however, executed within the rules of course, works wonders when things are slowing down.

Regards Paul Stainsby

Rear Bulkhead Repair

From: Ian Swann

My helm's toe straps have cracked the bottom of the tank where the lip folds at 90° and pulled the bulkhead away just above the floor. I have bodged it by building a fillet of Plastic Padding (body filler) which seems fairly strong.

In winter I intend to grind off the filler and clean out inside the tank, removing the plywood upright into which the toe strap eyelets are screwed. When all the clutter is removed I will replace the plywood pieces with strips approx. 2" (50mm) wide bonded firmly to the floor, bulkhead and top of the tank.

In the experience of the panel is this the best repair? If so can I put in a bigger inspection hatch to facilitate access or even a second hatch in the tank? If not how can I carry out this complex keyhole surgery? Any guidance will be greatly appreciated.

Thanks Ian Swann

From: Paul Stainsby

I did a similar job last winter but it had not broken so far as to start leaking. What I did was to cut a large spectacle shape of plywood to spread the load further. I glued this to the inside of the tank on the back of the bulkhead and reinstalled the toe strap anchorages a little further inboard. This has the triple benefit of spreading the load wider to prevent it happening again, using sound boat to glue to and making it easier to hike downwind when otherwise the toe straps seem too long because you are using the middle of them.

I also put the toe straps on twisted shackles so I can remove them without fiddling about with bolts and nuts inside the tank! While I was doing this, I noticed that the rudder fitting nuts were working through their wooden pads on the transom - too many years of tightening them to stop them creaking - here I made some large (2 cm x 5 cm) stainless pads to back the nuts so they should not budge now.

Regards Paul Stainsby

From: Richard Spencer

Ian:

The rules about replacing inspection ports say:

"12 (i) The inspection ports supplied by the builder may be replaced by ports of any size provided they are watertight, and the cover is threaded. Bayonet mounted ports are deemed to be not threaded. Receptacles may be attached behind port covers."

You can find the complete class rules at www.tasar.org
Good luck with your repair. **Richard**

From: Frank Bethwaite

In years gone by it was deemed acceptable and the rules so permitted, to install an inspection port anywhere if this was for the purpose of providing essential access to carry out a repair. I have not followed recent rule amendments in fine detail, but the original permission seems as sensible now as boats age and need more repair and maintenance as it ever was. Is it not still in the rules? **Frank Bethwaite**

From: Richard Spencer

Frank:

You are correct. In addition to allowing the original inspection ports to be replaced with larger ports, the rules also allow additional ports.

Rule 12(j) states:

"Additional threaded inspection ports with openings not exceeding 6" may be installed in the deck or cockpit if required for hull repairs, or for mounting of compasses."

Thanks for pointing this out,
Richard.

